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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

June 21, 2017

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Bob Brown, Loudoun County  
Allison Davis, WMATA  
Dan Emerine, DC Office of Planning  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County DOT  
Jay Fisette, Arlington County  
Tawanna Gaines, Maryland House of Delegates  
Dannielle Glaros, Prince George's County  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Konrad Herling, City of Greenbelt  
Catherine Hudgins, Fairfax County Board of Supervisors  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
R. Earl Lewis, Jr., MDOT  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Phil Mendelson, DC Council  
Jackson H. Miller, Virginia House of Delegates  
Ron Meyer, Loudoun County  
Bridget Donnell Newton, City of Rockville  
Martin Nohe, Prince William County  
Mark Rawlings, DC-DOT  
Jeanette M. Rishell, City of Manassas Park  
Kelly Russell, City of Frederick  
Peter Schwartz, Fauquier County  
Brandon Todd, DC Council  
Victor Weissberg, Prince George's County  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Robert Griffiths  
Lyn Erickson  
Eric Randall  
Rich Roisman  
John Swanson  
Ken Joh  
Andrew Austin  
Andrew Meese  
Mark Moran  
Dusan Vuksan  
Ben Hampton  
Abigail Zenner  
Lori Zeller

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Wendy Klancher	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Nobuhiko Daito	NVTC
Nydia Blake	Prince William County
Bob Chase	NVTA
Malcolm Watson	FCDOT
Pierre Holloman	COA
Mike Onder	Cam Smith
Kate Roetzer	WMATA
Jane Williams	MDOT
Nancy Abeles	TPB-CAC
Rafael Olarte	Montgomery County DOT
Khaled Alzwyimy	Montgomery County DOT
Anthony Garland	ATU
Derrick Mallaud	ATU
Betsy Massie	PRTC
Stewart Schwartz	Coalition for Smarter Growth

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

Mr. Schwartz from the Coalition for Smarter Growth spoke about the Long-Range Plan Task Force. He said Metro funding has to be a number-one priority. He also spoke to the importance of transit oriented development, first- and last-mile connections, and a new Rosslyn tunnel for Metro. He also spoke about the importance of including land use in the public outreach for the long-range plan.

### **2. APPROVAL OF MINUTES OF THE MAY 17, 2017 MEETING**

A motion was made to approve the minutes from the May 17, 2017 TPB meeting. The motion was seconded and was approved.

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

Mr. Davis said that the Technical Committee met on June 3 and discussed several items that would be presented to the TPB. He said that the committee was briefed on and discussed the adoption of a set of regional targets for transit asset management as required by the federal performance based planning and program rule. He said that staff updated the committee on the work of the Long-Range Plan Task Force activities, as well as providing an update on planned public outreach for the 2018 Long-Range Plan update. He said that staff from Virginia Railway Express made a presentation to the committee about the agency's 25<sup>th</sup> anniversary. The committee was briefed on retail and delivery trends, and on FAST Act regulations related to urban freight corridors.

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

Mr. Martin presented the report of the Citizens Advisory Committee. He reported that the committee provided feedback on the public outreach and survey for the long-range plan. He said that the

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committee wanted to ensure that the survey results and feedback were meaningful to the process. The committee also discussed how to provide feedback to the Long-Range Plan Task Force. He explained that committee members weighed in through an online survey after the meeting. He said committee members expressed interest in Metro expansion, circumferential rail, expanded commuter rail, and regional Bus Rapid Transit tied with increasing accessibility and supporting underserved communities.

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

Mr. Srikanth said that the Steering Committee met on June 2 and approved two TIP amendments. The first was requested by VDOT to amend the TIP to add about \$2 million for Route 7/George Washington Boulevard overpass project and to add about \$11.5 million in new Northern Virginia Transportation Authority bond funding for the competition of the Loudoun County Parkway. The second TIP amendment was requested by MDOT to add about \$1.2 million for Maryland 97 highway reconstruction and an additional \$50 million for the area-wide congestion management program. The steering committee also reviewed and approved MDOT's provisional designation of certain segments of Maryland's freight network as critical urban freight corridors. He said that staff plans to bring this as a collective action including similar designations from Virginia and the District of Columbia to the TPB later in 2017. The committee also reviewed a draft of a TIP amendment requested by DDOT. The request was for about \$179 million, \$106 of which is earmarked for the St. Elizabeth's campus access improvement project. Due to the size of this request, the committee recommended that the full board consider and act on the amendment request. The committee was also briefed on technical corrections to the FY 2017 Unified Planning Work Program. These changes did not change the funding amount, but rather corrected typographical arithmetic errors. The correction also added a couple federally funded studies being conducted by Fairfax County for transit-oriented development. These were not originally included in the work program.

Mr. Srikanth said that letters sent and received include a copy of the federal approval for the TPB's budget and work activities for FY 2018. There was a letter from the TPB supporting VDOT's application to USDOT for funding under the Advanced Transportation and Congestion Management Technologies Deployment Initiative. There was also a letter of TPB support for the City of Takoma Park's application for federal funding from Maryland's Bikeway program to complete design plans for a New Hampshire Avenue Bikeway. There was also a summary of the record-setting Bike to Work day and forum for grantees of the Reverse Commute/New Freedom and Enhanced Mobility grants. The final letter was an announcement of a Vision Zero professional development workshop that is being hosted by the TPB's bicycle and pedestrian subcommittee on June 23.

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

Chairman Newton said that MPOs have a newly vested authority to set targets for maintaining transit assets. The idea is that the state transportation agencies and transit operators work to attain performance targets, and that the MPO will be involved by monitoring that the targets are being met, and then reporting to federal agencies. She said that transit is important to the Washington region. She said that over the next year, staff will be working with jurisdictions to set targets in other areas, including safety, highway assets such as pavements and bridges, as well as congestion, among others.

Chairman Newton said that we know that the Metrorail system is being maintained with the resources that it has. She said that we also know that the level of maintenance is not being done at the level that we aspire to, and not to a level that provides a high degree of reliability and safety. Since Metrorail is so important for the region, she said it is important to overcome challenges that prevent the Metrorail system from being operated and maintained at a world-class level. She said that one of the primary obstacles is inadequate funding to maintain the system. She said that the TPB is engaged in methodically understanding the funding issue and working with many stakeholders, including COG, on

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this issue. She said that the board will be briefed today on two items on this topic. First, WMATA's plan to make Metrorail safe and reliable, and a request to the region for funding to deliver on that plan. Second, COG's executive director, Mr. Bean, will share the work of its Metro Strategy Group assembled by COG to find additional funding needed to ensure a state of good repair for Metrorail.

## **ACTION ITEMS**

### **7. PERFORMANCE-BASED PLANNING AND PROGRAMMING - REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT**

Mr. Randall said that he briefed the board in April and May on the regional targets for transit asset management. He said that these targets are part of the federal performance-based planning and programming rules that are being implemented as part of MAP-21 and the FAST Act. He said that this is the first set of targets to come before the board. He referred to the handout and said that the materials have been updated to reflect the most recent guidance provided by the federal government. He said that staff is trying to keep up with the rulemaking as it is being implemented. He said that the handout has also been updated to specify that the Maryland Transit Administration will be reporting on behalf of the Maryland Tier 2 systems which cover transit in Frederick and Charles Counties.

Mr. Herling asked how WMATA is compared to other transit providers.

Mr. Randall said that this is the first time setting targets, so that there are no national comparisons to be made for these targets now.

Mr. Herling asked if data for comparison will be available in the future.

Mr. Randall said that he expects that this information will become available as it is approved by the Federal Transit Administration and becomes part of the public record.

A motion was made to adopt Resolution R24-2017 to approve the table which sets the targets. The motion was seconded and approved.

### **8. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR FY 2017 FOR THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

Mr. Zimbabwe said that DDOT, through this action to amend the TIP, intends to reflect a transfer of money from the Department of Homeland Security to DDOT for the execution of the Malcom X/295 interchange improvements, which is part of the St. Elizabeth campus redevelopment.

A motion was made to adopt Resolution R25-2017 to amend the FY 2017-2022 TIP. The motion was seconded and approved.

### **9. WMATA STATE-OF-GOOD-REPAIR FUNDING - NEEDS AND REGIONAL STRATEGY**

Chairman Newton said that there will be two presenters for this item. She said that Mr. Kannan will present on WMATA's "Keeping Metro Safe, Reliable, and Affordable" plan. Afterwards, Mr. Bean will present on the efforts of the Metro Strategy Group.

Mr. Kannan said that Metro has been an essential driver of the Washington region's economy for many years. He said that Metro represents a \$40 billion asset and has generated returns for all member jurisdictions in terms of enhanced mobility, traffic congestion, improved air quality, and economic development. He said that over half the jobs in the region are located within a half-mile of Metrorail stations, and that there is \$235 billion of property value in the same area. He said that over time a lack of reinvestment in the Metro system will depress regional tax revenues and congestion would increase.

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Referring to his presentation, he described three time frames for addressing Metro's challenges. The first ran from 2016 to 2017 and included emergency measures like SafeTrack to address the crisis. In 2017 to 2018, Metro will launch new initiatives, called "Back2Good," that focus on customer experience, revenue, and accelerating capital investments. Starting in 2019, Metro plans to be a world-class transit system that performs in safety, operation, and financial performance.

Mr. Kannan said that Metro continues to face structural funding challenges. He said that Metro relies on unpredictable investments from local, state, and federal partners. There currently is more than \$25 billion in unfunded capital needs, up from \$11 billion in 2008. He added that Metro is one of the only major U.S. transit systems without a dedicated funding source, which would allow for proper planning necessary to maintain and grow the system. He said that in FY18 there is expected to be a \$300 million operating fund deficit, and that operating costs are rising at roughly twice the rate of non-subsidy revenues.

Mr. Kannan said that there are five areas related to capital funding that need to be addressed as part of the "Keeping Metro Safe, Reliable, and Affordable" plan. First, jurisdictional capital contributions need to increase with a 3% annual growth gap. Second, \$15.5 billion needs to be invested over the next ten years for critical capital projects, which would increase the average annual investment to \$1.5 billion. Third, a multi-year stable revenue source that generates \$500 million per year needs to be established. Fourth, there needs to be a dedicated Capital Trust Fund that is used strictly for capital investment. Finally, Metro needs to secure Congressional re-authorization of federal capital investment of at least \$1.5 billion over ten years. These recommendations do not require changes to the WMATA compact.

Mr. Kannan also said that there are five areas related to operations funding that need to be addressed as part of the same plan. First, is capping jurisdictional operating subsidies at 3% annual growth. Second, preserve pension commitment to active employees and retirees, but provide a defined contribution plan for new hires. Third, support enhanced flexibility to reduce costs and competitive contract of targeted functions. Fourth, create a rainy-day fund to incrementally provide 10% of the operating budget over ten years. Finally, Congress should amend the Wolf Act to require an arbitration process that considers the financial condition of WMATA.

Mr. Kannan said that it will take the entire region coming together to make these large-scale transformative changes a reality.

Mr. Bean said that he would present on a number of COG activities regarding Metro. He said that COG serves as a hub for the region and WMATA to work together. He said that COG also serves as an administrative agent for the placement of a fire department liaison within Metrorail operations center, and serves to facilitate the Interstate Compact legislation for the Metro Safety Commission. Other COG/TPB initiatives have also worked with Metro, including Commuter Connections which has assisted Metro with the SafeTrack initiative, and the COG Planning Directors Technical Advisory Committee, which has met with WMATA real estate and planning staff to learn more about plans and opportunities for development around Metro stations.

Mr. Bean said that in 2016 the COG board created a chief administrative officers (CAO) technical panel that was charged with quantifying capital and operating maintenance funding needs for the next decade, options for supporting needed revenues, identifying performance benchmarks, and the economic value of Metro. He said that Mr. Freudberg briefed the TPB on the CAO panel work at the last board meeting. Referring to his presentation he said that it included almost 24 assumptions, which include: jurisdictional subsidies will not increase more than three percent annually; personnel costs will not increase more than three percent annually; and ridership will turn around and grow three percent annually starting in 2020. He said that there is a \$130 million annual gap in operations and maintenance funding. Thirty percent of capital funding is expected to come from the federal government, 30% from state and local funding, leaving a gap of 40%, or \$6.2 billion over ten years. He

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said that the panel considered a series of funding options to provide \$650 million in new revenue annually for Metro, covering \$130 million in maintenance and \$520 million in capital annually for ten years. The panel assumed that revenue would increase by three percent annually, to match the region's economic growth. Capital funding would be leveraged to support the state-of-good-repair capital needs plus additional funding for critical capital needs.

Mr. Bean said that the Metro Strategy Group was appointed by the COG chairman to coordinate the COG board's strategy focus on Metro's funding needs. The group was chaired by Ms. Bulova, and included members from the TPB. This group will continue to engage elected officials in local and state governments from the region and is expected to provide recommendations to the COG board this fall.

Mr. Bean said that the "Keeping Metro Safe, Reliable, and Affordable" report was well received by the COG board at its meeting on June 14. At that meeting, he said that the COG board adopted an eight-point Statement of Principles on Metro. He said that these guidelines focus primarily on dedicated funding. Referring to his presentation, he said that the first principle provides overarching goals for a fully restored world-class Metro. He said that principles 2, 3, and 4 cover capital operating funding needs and important guidelines for action steps associated with funding. The fifth principle focuses on the importance of predictability for local and state capital and operating and maintenance budgets. The sixth principle sets a regional goal for accomplishing funding goals by July 1, 2018. The seventh principle addresses COG's perspective on enhancements and reform of WMATA's governance and operations. The eighth principle calls for the federal government to recognize its fiscal responsibility to "America's transit system". He said that the COG board and the Metro Strategy Group will continue to coordinate and collaborate with stakeholders, including WMATA, to secure funding to meet Metro's long-term needs.

Mr. Fisette made a motion to adopt Resolution R26-2017. The motion was seconded.

Ms. Hudgins thanked the speakers. She expressed support for the resolution. She said the WMATA board has recently taken some hard decisions, including a reduction in services and an increase in fares. She said this resolution is an important step and she called upon the region to provide its full support for the Metro system.

Mr. Herling asked if a sales tax would be considered to fund Metro. He said that Denver provides an example for how a multi-jurisdiction transit system can successfully levy a tax.

Mr. Bean said that the experience of other transit systems is being considered and that the technical panel did look at several revenue options and applied that data to the numbers that were outlined.

Mr. Herling asked if property or sales taxes would be considered prospectively.

Mr. Bean said that the numbers presented have been analyzed in terms of the target and implications for several different revenue options, including tax. He said that ultimately it is up to the elected officials to determine the best path forward.

Mr. Schwartz asked whether the TPB would have the ability to impose funding by including that funding in a CLRP amendment, if the region's jurisdictions are unable to find new funding for Metro. He noted that obviously such an action would mean that other projects would have to be defunded.

Mr. Mendelson said that that such an action would not provide dedicated funding and it would not provide a revenue stream against which WMATA could borrow.

Mr. Enslinger asked about assurances related to a possible trust fund.

Mr. Srikanth said that the trust fund discussion is happening within the Metro Strategy Group which is considering new revenues that could be used to raise capital. He said that the group has discussed regardless of how the revenue is raised in each jurisdiction, the group has discussed how that money

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could be earmarked through legislative or regulatory actions to ensure that the funding would only be spent on capital.

Mr. Allen asked for a clarification as to whether the deadline in the resolution is for getting legislation introduced or to have dedicated funding in place.

Mr. Bean said that the sixth principle aspires towards having funding in place by July 1, 2019.

Mr. Allen said that there is a limited amount of funding available in the region and that he wanted to make sure that there was a clear timeline.

Mr. Lewis asked for background information on the process for developing the Statement of Principles.

Mr. Bean said that the Metro Strategy Group led the process to develop the principles. He said that when Ms. Bulova presented the principles to the COG board on June 14, she noted that this may not be the final statement.

Mr. Meyer said that is important for the region to say that they support reforms underway at WMATA. He encouraged decision makers to be creative as they seek solutions to Metro's problems. He said that if the board can be unified, this is a good opportunity to show that the region is behind the good decisions being made at Metro. He also said it is time to get creative in finding funding solutions.

Mr. Bean said that the technical panel is continuing to look at other opportunities to leverage funding beyond the analyzed gap.

Mr. Weissberg said that Prince George's County continues to have concerns regarding some of the employment and employee proposals that are being considered.

Mr. Fisette said this resolution represented a step forward. He said that capping growth at three percent annually as part of the case proposal is important to give some predictability and scale so that jurisdictions can plan better. He stressed the importance of ensuring dedicated funding in the future. He also said it is important to keep an open mind about potential funding solutions and to work hard to completely solve the problem.

Mr. Enslinger reminded the board that while it is important to find new funding for Metro, there are other transportation projects in the region — like those being discussed as part of the Long-Range Plan Task Force — that also need funding.

Mr. Lewis made a motion to defer the vote on this resolution until the July TPB meeting.

Chairman Newton asked for a clarification regarding the relationship between the draft resolution currently before the TPB and the resolutions approved by the COG board.

Mr. Fisette said the resolution before the TPB encompassed the two resolutions that had been approved by the COG board.

Mr. Lewis said that MDOT has for many years worked with WMATA on funding, safety issues, and other challenges. He said that Maryland understands the importance of Metro to the region. He said that MDOT has some philosophical and technical issues with the language in the resolution, and that they would like more time to get the language right.

Mr. Mendelson asked Mr. Lewis what would be accomplished by delaying a month.

Mr. Lewis said that there are some issues with the wording in the Statement of Principles. As an example, he noted the language regarding WMATA's bond rating.

As a point of order, Mr. Meyer asked for a second to the motion to table the resolution for a month.

The motion was seconded.

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Mr. Elrich said that the principles are basic, and since they do not directly address the problem of funding, he thinks the vote should go forward today.

Mr. Nohe asked if Mr. Lewis had discussed this resolution with the governor of Maryland.

Mr. Lewis said that he had not.

Mr. Nohe said that he is open to deferring because he did not want the TPB signing on to something that one of the chief elected officials in the region has not been briefed on.

Chairman Newton said that the TPB is empowered with doing everything it can to ensure that there is a discussion to address WMATA's problems.

Mr. Meyer said that he was absent at the May meeting, yet he was comfortable with the board approving items related to his jurisdiction. He said he was ready to vote at the meeting.

Mr. Fisette that the resolution simply affirms principles and supports the COG board's decision. He said that it would not be a good sign to delay this vote.

Mr. Lewis said it was important to take more time to make sure the language is right.

Chairman Newton called for a vote to postpone approval of Resolution R26-2017 until the July meeting. The motion failed. In a show of hands, nine members voted in favor and 17 voted against the motion for postponement.

Chairman Newton called for a vote to adopt Resolution R26-2017 supporting WMATA's Plan and the recommendations of the Metro Strategy Group as adopted by COG on June 14, 2017. The motion passed with 21 votes for and three against. Representatives from Prince William County and MDOT asked to be recorded as abstaining from voting.

## **INFORMATION ITEMS**

### **10. 2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN: OUTREACH AND COMMUNICATIONS UPDATE**

Mr. Hampton said that he works with the TPB staff on outreach and communications for the new long-range plan which is currently underway. He summarized proposed changes to the quadrennially update to the long-range plan, including the addition of an unconstrained element, more public outreach, and a visual identity overhaul. He said that his presentation will cover the new look or brand for the long-range plan, the public opinion survey, consultant assistance, and stakeholder feedback.

Mr. Hampton said that the goal of the new brand is to make communication and materials for the plan to be easily identifiable while remaining fresh, simple, and on message. The new brand, called Visualize 2045, is meant to say something meaningful about the plan while being consistent with the TPB brand. The underlying message is that the long-range plan is going to serve as a tool for the TPB for decision-making. It is also a tool for understanding the region's transportation future. The Visualize 2045 brand will be used on the website, the survey, and collateral giveaways. He said that everyone is encouraged to start referring to the 2018 long-range plan update as Visualize 2045 from here on.

Mr. Hampton said that the first priority of the public opinion survey was to make it useful by providing information to planners and decision makers, especially for the implementing agencies that are responsible for submitting projects to the CLRP. They also wanted to make the survey easy and fun for people that chose to participate. The survey asks people, regardless of where they live in the region, what they think about transportation in the Washington area. He said that the survey is being conducted



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online via a tool called MetroQuest. It asks questions about: daily travel patterns and behaviors; key issues related to reliability, affordability, travel time, travel options, and safety; and for ideas about improvements that survey takers would like to see in the region. He said that there are two methods for gathering survey responses. The first is a controlled sample that is being conducted via a mail-based survey. This method will ensure a representative sample of the region's population. The goal is to get 600 responses for this part of the survey. The other method is an open survey to collect responses from a broad swath of the region's population.

Mr. Hampton said that staff is working with outreach consultants to help with survey administration on the ground. The outreach consultants will send survey teams to 15 events in the region. Also looking for opportunities to host information tables. TPB staff will be supporting this work via its normal communications channels, including TPB News and social media, as well as working with COG's Office of Communications and the consultant for media outreach and ad buys. He encouraged board members to spread the word about the survey in their jurisdictions.

Mr. Hampton said that survey results will be shared with stakeholders later this year to collect more input.

Mr. Emerine that it is fantastic that the survey allows users to submit land-use policy ideas. He asked if there were accompanying materials that help survey users understand the connection between land-use and transportation.

Mr. Hampton said that the survey really focuses on people's daily travel experience. He said that they included the land-use aspect for users that understand the connection and had opinions to share. He said that the issue of land-use can be explored in more depth during the stakeholder activities later in the year.

Mr. Emerine asked when survey results would be shared with the board and Long-Range Plan Task Force.

Mr. Hampton said that the results will be analyzed in August and shared in September or October, around the time the call for projects for the constrained element is released.

Mr. Meyer asked if the results will be broken out within the region. He said he is curious to see if different parts of the region have different concerns.

Mr. Hampton said that past surveys, including the Priorities Plan, were broken out by geographic sub-area, but not at the jurisdictional level. He said that this survey will look at different cross-sections of the region, like inner-core, suburbs, and outer-suburbs.

Mr. Meyer said that if the entire sample is only 600 people, it will be difficult to break down the results subregionally in a way that is statistically significant. It seems that this is a small sample size.

Mr. Hampton said that he will consult with staff survey experts and respond to Mr. Meyer with more information on the sample size.

Mr. Enslinger asked if the survey URL was available.

Mr. Hampton said the URL was [Visualize2045.org](http://Visualize2045.org).

## **11. LONG-RANGE PLAN TASK FORCE STATUS REPORT**

Mr. Fisette said that a memo was distributed that provides an overview of the Long-Range Plan Task Force process. He said that the task force is the culmination of many people's thoughts about whether or not the long-range plan solves problems or improves the current situation. He said that TPB staff has been providing guidance on how to proceed. He said that the newest development was to group projects

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and programs into bundles that could contain as many as six to ten discrete policies, programs, or projects. The reason for combining policies and programs and projects is to multiply the impact over implementing just one discrete item. The task force is currently working to create these bundles. Working with staff and consultants, the goal is to bring ten bundles to the TPB.

Mr. Lovain asked if these ten bundles would include as many as ten policies, programs, or projects each. He asked if these bundles are available for review.

Mr. Srikanth said that the bundles are on the Long-Range Plan Task Force website.

Mr. Lovain asked if the bundles were grouped thematically.

Mr. Srikanth said yes. He noted that scenario analysis conducted over the past 25 years shows that no matter how expensive an individual project or policy may be, they do not result in game-changing improvements to the performance of the system. By bundling policies, programs, and projects that complement each other, then you could expect a greater improvement when compared to system performance. He said that the board could chose to approve two bundles, or ten.

Mr. Lovain asked if improving walkability around Metrorail stations would be included in a bundle to increase accessibility.

Mr. Srikanth said yes, that was one of the elements within a theme around which one of the bundles was developed.

Mr. Schwartz asked if there has been any consideration in how these different bundles will be analyzed. He said he worries that relying on past analysis will bias results. He said a fresh analysis is in order.

Mr. Srikanth said that significant progress has been made in preparing resources to conduct a new analysis. He said that consultant services have also been secured for this work.

Mr. Schwartz asked if the members of the TPB would have an opportunity to meet with the consultants and staff who are conducting the analysis so that board members can better understand how the analysis is being designed.

Mr. Srikanth said that they are available for discussion at any time.

## **OTHER ITEMS**

### **12. ADJOURN**

No other business was brought before the board. The meeting was adjourned at 2:11 p.m.