
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
December 21, 2016

MEMBERS AND ALTERNATES PRESENT

Charles Allen, D.C. Council
Bob Brown, Loudoun County
Chris Conklin, Montgomery County Exec.
James Davenport, Prince William County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Tawanna Gaines, City of Gaithersburg
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
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
David Meyer, Fairfax City Council
Ron Meyer, Loudoun County
Jackson Miller, Virginia House of Delegates
Heather Murphy, MDOT
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Elissa Silverman, D.C. Council
Jarrett Smith, City of Takoma Park
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Todd M. Turner, Prince George's County
Victor Weissberg, Prince George's County/DPW&T

MWCOG STAFF AND OTHERS PRESENT

John Swanson
Eric Randall
Ronald Milone
Rich Roisman
Dusan Vuksan
Mark Moran
Charlene Howard
Jessica Mirr
Ken Joh
Mark Moran
Wendy Klancher
Michael Farrell

Ben Hampton	
Bryan Hayes	
Abigail Zenner	
Sergio Ritacco	
Lamont Cobb	
Arianna Koudoumas	
Charlene Howard	
Debbie Leigh	
Deborah Etheridge	
Kari Snyder	MDOT
Bill Orleans	HACK
Kate Mathice	NVTC
Patricia Happ	NVTC
Sree Nampoothin	NVTA
Malcolm Watson	FCDOT
Andy Beacher	VDOT
Nancy Abeles	TPC/CAC
Steve Coheron	Queen Anne's County
Lee Schoenecker	APA
Ciara Williams	DRPT
Anthony McClune	BRTB
Alex Rawls	BRTB
Emery Hines	BRTB
Terry Freeland	Baltimore Metropolitan Council
Charles Baber	Baltimore Metropolitan Council
Alex Brun	MDE/BRTB
David Cooksan	Howard County/BRTB
Clive Graham	Howard County/BRTB
Valerie LaCour	Baltimore City Dept. of Transportation
Frank Murphy	Baltimore City Dept. of Transportation
Mike Lake	Fairfax County DOT
Robert Andrews	Harford Transit, BRTB
Brian Ulrich	Anne Arundel County
Sally Nash	City of Annapolis
Lynda Eisenberg	Carroll County
Scott Graf	Carroll County
Todd Lang	BMC
Ken Choi	MDP
Bihui Xu	MD Dept. of Planning
Regina Aris	BMC
Ted Yurek	MDOT - SHA
Tyson Byrne	MDOT
Tim Davis	City of Frederick
Regina Moore	VDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Schwartz said TPB staff and planners in the region have put a lot of work into the effort to update the TPB's long-range plan. He said that data and information collected will be useful for future planning. He said analysis shows that funding all planned projects will not make a significant impact, and therefore funding a subset of those projects will not solve the problem. He said that the process does not pay enough attention to land use planning, smart growth solutions, and demand management. He said that he urges the TPB not to adopt an approach that goes to selecting a few special projects, because it misses the main point of sustainable growth. He added that a significant near-term and long-range problem is Metro's funding. He said that because of Metro's huge maintenance and rehabilitation problems, TPB leadership is more important than ever.

2. APPROVAL OF MINUTES OF THE NOVEMBER 16 MEETING

A motion was made and seconded to approve the minutes from the November 16, 2017 TPB meeting. The motion was approved unanimously.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Roseboom said that the Technical Committee met on December 2 and was briefed on the following items: Phase 1 report of the Long-Range Plan Task Force; the Communities of Concern mapping that meets the federal Title VI and Environmental Justice requirements; and the results of the National Capital Region Air Passenger Survey. The committee was also briefed on coordination with the Baltimore Regional Transportation Board, and a proposal to change TPB by-laws to allow for periodic participation over the phone for TPB members. There were also updates from NVTC on I-66 inside the Beltway, federal transportation rulemaking, and WMATA's reporting on SafeTrack. He said a draft of the 2016 CLRP brochure was also handed out at the meeting.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Stewart said that at their December meeting the Citizens Advisory Committee was briefed on the Baltimore-Washington Regional Air Passenger Survey. Referring to his report, he said the committee discussed current passenger enplanements and the projected future enplanements. The committee questioned the projected rise in enplanements at Dulles and how that would be achieved, given current trends at the three regional airports. He said that the committee was also briefed on the current status and discussions of the Long-Range Plan Task Force and the planned finalization of the task force's Phase I report. The committee discussed how public involvement might figure into Phase II, and expressed concern that public input might not factor into decision-making for the second phase. He said that the committee also reviewed the committee's work plan for 2016 and talked about committee accomplishments.

Chairman Lovain thanked the committee for their work on the long-range plan.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth summarized his full report which was included in the mailout. He said that the Steering Committee met on December 2 and approved a TIP amendment requested by Fairfax County and VDOT that adds approximately \$800,000 in federal transit planning grant funds to develop comprehensive plans near nine stations along the U.S. 1 bus rapid transit route. He said letters sent and received include a letter from the TPB supporting MODT's application for federal FASTLANE grant funds for the Howard Street Tunnel project in the Baltimore region. He said that this project was identified as important in the TPB's regional freight plan. There was also a memo that described the latest Transportation/Land-Use Coordination (TLC) Program event that brought together jurisdictions that have

received TLC planning grants to share their work and learn from other communities. Additional letters include: a letter from the TPB supporting MDOT's application requesting federal designation of a segment of I-95 as a pilot area for technology, and a letter from the TPB to the EPA expressing interest in a greenhouse gas planning and travel efficiency assessment technical assistance. He also said that the 2017 TPB meeting schedule was distributed.

6. CHAIR'S REMARKS

Mr. Lovain recognized new board member, Jeanette Rishell, the mayor-elect for the City of Manassas Park. Next, he acknowledged the members of the Baltimore Regional Transportation Board who were visiting and had held their annual retreat that morning. He also thanked Mr. Turner and Mr. Way who were ending their tenure on the TPB. Finally, he thanked and presented certificates to Mr. Roseboom, for his service as chairman of the Technical Committee, and Mr. Stewart, for his service as chairman of the Citizens Advisory Committee. He announced that Timothy Davis from the City of Frederick would be the next chairman of the Technical Committee.

Mr. Lovain noted that the slideshow that showcased the completed TIGER grants for the Regional Bus Priority network. He said there was also a document about the projects. He said that these projects will improve bus transportation in selected categories. He noted that the work grew out of a TPB scenario study and that he hoped that the long-range planning work in the next year would lead to additional opportunities for federal assistance.

Mr. Lovain then noted that this was his last meeting as chairman and he reflected on the past year and his goals from his chairmanship. He said that he felt they had made some real progress on each one of them. One was being helpful in addressing Metro's challenges and the other was incident response. Finally, he also noted the progress made in establishing a process for developing a true long-range transportation plan. He said he felt the Long-Range Plan Task Force has made real progress and he looks forward to the next phase in that process.

ACTION ITEMS

7. REPORT OF THE NOMINATING COMMITTEE FOR YEAR 2017 TPB OFFICERS

Chairman Lovain said that he requested past TPB chairman David Snyder, Todd Turner, and Phil Mendelson to serve on a committee to nominate officers for the 2017 TPB.

Mr. Snyder said that the committee nominated Ms. Bridget Donnell Newton, Mayor of the City of Rockville, to serve as 2017 TPB Chairman. He said the committee nominated Mr. Charles Allen, Councilmember from the District of Columbia, to serve as First-Vice Chairman, and Jay Fisette, Arlington County Board member, to serve as Second-Vice Chairman.

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

8. LONG-RANGE PLAN TASK FORCE PHASE 1 REPORT

Mr. Swanson said staff worked with jurisdictions and the TPB for two years to develop the Long-Range Plan Task Force Phase 1 Report, which explores the impacts of planned and unfunded transportation projects on the region. He said that Phase 2 is scheduled to begin in 2017. He said both phases will inform the development of the TPB's 2018 Long-Range Plan. He described the history of the Long-Range Plan Task Force and its roots in the Unfunded Capital Needs Working Group. He said that the goal of the Task Force was to figure out how to improve performance outcomes of the TPB's Constrained Long-Range Transportation Plan (CLRP). He said the work started by compiling an inventory

of 550 locally identified unfunded projects in the region. The next step is to identify a limited list of priority projects for inclusion in a long-range plan.

Mr. Swanson said that the report summarizes three different analyses. The first (No-Build) analyzed the transportation impacts if no new projects were built. The second (Planned-Build) analyzed the impacts if only the projects in the CLRP were built. The final (All-Build) analyzed the impacts of building all of the unfunded projects. Referencing his presentation, he highlighted some of the key findings. He said that the main finding is that major capital investments would make a difference. As an example, transit ridership would increase 50% under the all-build, compared to 34% under the Planned Build; and that lane miles of morning congestion would increase 32% under the All-Build, compared to 72% under the Planned-Build. The report also found that new capacity will not solve all transportation problems. He noted that strategies to reduce demand, like land-use and pricing, could make a significant difference. He said it was also important to reduce expectations for the impacts that new capacity can have.

Mr. Swanson said that the next step is to identify a limited number of priority unfunded projects that the region can get behind. He said that this will occur in Phase 2. He said that this will be a major challenge and require focus in order to identify those projects in time for incorporation into the 2018 Long-Range Plan. He said that this plan would be very different to past plans because it will contain an unconstrained element in addition to the CLRP.

Mr. Srikanth read a letter by Mr. Way that was submitted for the record.

Mr. Lovain said that the Long-Range Plan Task Force had discussed the importance about including a consideration of policies in Phase 2. He asked Mr. Srikanth about how policies would be taken into consideration as part of Phase 2 work.

Mr. Srikanth responded by saying that calendar year 2017 has been targeted to work on Phase 2, and in the task force's discussions there has generally been an acknowledgment that to address the forecast congestion and the accessibility and mobility needs the addition of capacity would not do a whole lot thereby emphasizing a need to look at other policy options in addition to targeted capacity enhancements. He noted that some of these policies to be tested could be within the area of land use, while others could be within the areas of pricing travel itself and the use of technology. He said that he expects Phase 2 to include a set of scenarios that look at policies in addition to projects.

Ms. Smyth asked how teleworking is factored into the scenarios.

Mr. Srikanth said that the TPB collects data on teleworking during its triennial Stat of the Commute Survey. He said that the most recent survey indicated that more than one-third of the region's workers telecommute at least one and a half days a week. He said that this level of telecommuting is included as the baseline in the modeling. He said that a future scenario analysis could include testing a higher level of telecommuting. He said that this is an example of the types of decisions the Task Force and the board will need to make during Phase 2.

Mr. Schwartz circulated a resolution. He said that he was sharing this resolution for the purpose of discussion. His biggest concern is that the analysis shows that even after spending \$100 billion on new infrastructure, congestion is going to continue to get worse. He said that he suspects that the solution may be a combination of capacity increases for roads and transit in addition to changes in programs, policies, and technology. He said that it is the board's responsibility to give staff the explicit goal of reducing congestion over the 25-year investment horizon. He hopes that the board can give staff that direction early in 2017.

Mr. Turner reminded the board that Metro needs the TPB to advocate for more money to support maintenance and expansion. He said that maintenance was one of the priorities highlighted in the Regional Transportation Priorities Plan.

Mr. Snyder observed that the Planned-Build scenario does not add nearly as much transit as the All-Build. He said that the transportation system fails the most during the morning and evening commute. He suggested looking at non-highway and non-transit approaches to address congestion at those times and specifically at use of technology to manage demand.

Mr. Meyer said that the biggest game-changing projects are not included in the analysis because no jurisdictions have planned for those projects. He said that the report provides data that demonstrates that current plans – funded or unfunded – are not going to fix the problems faced by the region. He noted the potential for new federal funding for infrastructure and said that he is proud of the work that this committee is doing. Mr. Meyer said that this work should focus on the potential that we can get federal funding for unfunded needs or even different innovative ideas such as telework incentives. He said that we have to think about innovative strategies and also projects that are neither funded or unfunded, that are unplanned, so we can do the planning work, we can cross the political divides on things that have held us up for decades on some of these projects and break through the gridlock and get it done for this area.

Mr. Elrich said that the current challenge is difficult to explain to the public. He said that fixing Metro tomorrow would not address most pressing local concerns. He said that future work should incorporate policy discussions. He said he continues to advocate for a regional unified parking policy.

Mr. Herling said that a third Metrorail track is fundamental to improving transportation in the region.

Ms. Newton said that there are steps that each of the board members can take during the next phase. She asked the board to accept the report as written, and continue the discussion in January about the direction of the Task Force. She said that the TPB is a regional organization, and in order to solve regional problems, jurisdictional officials need to cross boundaries and come up with a regional plan that all areas can buy into.

Ms. Newton made a motion to accept the report. That motion was seconded and was approved.

INFORMATION ITEMS

9. COORDINATION EFFORTS WITH THE BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB), THE MPO FOR THE BALTIMORE REGION

Mr. Lovain introduced Allan Kettleman, the County Executive from Howard County and the chairman of the BRTB, and Todd Lang, the staff director for the BRTB.

Mr. Kettleman spoke about the ways that the TPB and BRTB currently work together and how close the two regions are. He noted that Howard County is a bridge between Baltimore and Washington. He noted that currently the two MPOs cooperate on a number of programs including Commuter Connections rider-sharing, coordinated freight planning, intelligent transportation system planning, as well as travel demand modeling and household travel surveys. He also talked about how Howard County has worked with Montgomery County and Prince George's County to improve regional transportation.

Mr. Lang then gave a presentation to provide an overview of BRTB including the geography of the region and the structure of the organization.

10. BRIEFING ON “COMMUNITIES OF CONCERN” FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI / ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

Ms. Erickson said that as the Plan Development Coordination Director she oversees the development of all areas related to federal metropolitan planning regulations, which includes the CLRP and TIP, as well as other activities including the Title VI and Environmental Justice Analysis of the CLRP. She then described the history of Title VI and said that the Civil Rights Act prohibits discrimination based on race, color, or national origin for any program or activity that receives federal financial assistance. She said

that an Executive Order from 1994 requires recipients of federal funds to identify and avoid disproportionately high and adverse effects on minority and low-income populations. This is called Environmental Justice. She said that COG is the administrative agent for all of the TPB's federal funding, so the COG board has a responsibility related to these requirements. She said that the TPB's role is more focused on public outreach and environmental justice analysis.

Ms. Klancher said that the TPB's environmental justice analysis will look at the approximately 370 projects in the CLRP and determines whether all of those projects, as a whole, have a disproportionate or adverse impact on low-income and minority populations. Findings of the analysis are used to inform the regional planning process about the needs of these transportation disadvantaged groups. She said that TPB staff hopes that this analysis can also support local planning initiatives. She said that the first phase of the analysis took nine months to identify a methodology for identifying communities of concern, and to develop a map that showed these communities. The second phase, which will occur in 2017, will analyze the impact of the 2016 CLRP projects on the communities of concern. Metrics used in this analysis will include accessibility to jobs, hospitals, and to educational institutions. She said that communities of concern are based on data obtained at the Census-tract level. She explained that the methodology for identifying the communities of concern was based on a combined single index that incorporated data on the prevalence of low-income, African-American, Asian, and Hispanic populations. She said that staff collected input on the methodology from the TPB's Technical Committee, Citizens Advisory Committee, and the Access for All Advisory Committee, in addition to meetings with area jurisdictions. Referring to her presentation she described several examples of community of concern. She said that there is an interactive map that is ready to be shared with the public.

A member asked if the online map can also display concentrations of other ethnic groups.

Ms. Klancher said that the different minority populations will be added to the map in the future.

Mr. Snyder said that the Metropolitan Washington Air-Quality Committee conducts a similar analysis and suggested that the two analysis be brought together. He encouraged the board not to forget the linkage between air quality and transportation.

Mr. Srikanth said that staff have worked with area planning directors and other sectors and policy boards to make the online map available for community planning purposes.

A comment was made that it would be interesting if the map could integrate factors like education levels in communities, as well as access to health care and other socioeconomic factors.

Ms. Klancher said that staff can add socioeconomic layers into the online map.

Mr. Turner said that in that case it is important to make sure that the online map is available for local planners.

Mr. Srikanth said that there is a lot of excitement about how this map can be used, so staff is making the map available as widely as possible.

Mr. Turner asked about the connection between the environmental justice analysis of the CLRP and local planning.

Mr. Srikanth said that the board and TPB staff are not focused on assessing individual projects and the benefits and burdens that a specific project may cause in a specific community. He said that the TPB analysis looks collectively at all of the projects in the long-range plan.

Mr. Meyer asked Mr. Srikanth if this analysis is something that is federally mandated for the TPB to be doing? Mr. Srikanth said yes assessing the entire CLRP's collective impacts is something that the TPB is mandated to do. Mr. Meyer then asked to clarify why this analysis would not be the responsibility of the Air Quality Committee, which is dedicated to looking at environmental issues.

Ms. Klancher clarified that environmental justice does not refer to the environment, but rather the transportation impacts on communities addressed in the executive order on environmental justice. She added that the Access for All Advisory Committee requested that staff not use the term “communities of concern” because some feel that it is condescending. She said that staff is looking into alternative terms to use. Ms. Klancher said that some alternative names that are under consideration include: "equity areas," "environmental justice areas." and "equity areas."

Mr. Weissberg said that there are a number of communities inside the Beltway in Prince George’s County that he thinks might be considered communities of concern, but do not appear on the map. He said the he wants to continue working with TPB staff to address this discrepancy.

11. 2015 WASHINGTON—BALTIMORE REGIONAL AIR PASSENGER SURVEY GEOGRAPHIC FINDINGS

Mr. Roisman made a presentation on the Air Passenger Survey. He explained that the survey is conducted every few years to look at enplanements at Baltimore Washington International Airport (BWI), Reagan National Airport (DCA), and Dulles International Airport (IAD). Referring to his presentation, he explained that enplanements at IAD were down in this survey with an increase at DCA and BWI. The presentation also included information about how passengers traveled to the airport, how they chose to use the airport, and which areas each airport serves in the region.

12. TPB BYLAWS AMENDMENT

Ms. Erickson said that many policy boards in the Washington region have policies and provisions in place to permit board members to participate remotely. She said the TPB currently does not provide such opportunities. She said that staff were approached by board members requesting that the TPB change its bylaws to allow for remote participation. In response, COG’s legal counsel put together a proposal.

Ms. Pandak said that the proposal is modeled after COG’s Bylaws. She said that the proposal states that on an exceptional basis— up to 2 meetings per year— board members can request three days in advance to participate remotely. With the DTP director’s approval, members can participate remotely if there is a quorum of members attending in person. No more than four people will be allowed to participate remotely per meeting. She emphasized that remote participation is meant to be an exception, and that the preference is that members attend in person.

Ms. Smyth asked if it was possible to change the proposal so that members could give three days’ notice “if possible,” to accommodate for things that come up last minute.

Ms. Pandak said that such an exception would be permitted in the draft proposal because it would allow the TPB Chairman to waive the three-day notice.

Mr. Lovain said that the board will be asked to discuss this proposal further at the January meeting.

OTHER ITEMS

13. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:03 p.m.