

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
January 15, 2014**

Members and Alternates Present

Monica Backmon, Prince William County  
Melissa Barlow, FTA  
Dan Emerine, DC Office of Planning  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County  
Lyn Erickson, MDOT  
Jay Fisette, Arlington County  
Rene'e N. Hamilton, VDOT  
Konrad Herling, City of Greenbelt  
Cathy Hudgins, Fairfax County  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Julia Koster, NCPC  
Bill Lebegern, MWAA  
Tim Lovain, City of Alexandria  
Phil Mendelson, DC Council  
Mark Rawlings, DDOT  
Kelly Russell, City of Frederick  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County  
David Snyder, City of Falls Church  
Tammy Stidham, National Park Service  
Todd M. Turner, City of Bowie  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County  
Patrick Wojahn, City of College Park  
Scott K. York, Loudoun County  
Sam Zimbabwe, DDOT

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MWCOG Staff and Others Present

Gerald Miller  
Nicholas Ramfos  
Robert Griffiths  
Andrew Meese  
Eric Randall  
John Swanson  
Jane Posey  
Andrew Austin  
Dan Sonenklar  
Ben Hampton  
Bryan Hayes  
Sarah Crawford  
Debbie Leigh  
Deborah Etheridge  
Daivamani Sivasailam

Jane Posey  
Judi Gold  
Jameshia Peterson  
Christine Green  
Melanie Bates  
Danielle Wesolek  
Bob Chase  
Jeanette Tejedade Gomez  
Monte Edwards  
Stu Whitaker  
Bill Orleans

Councilmember Bowser  
DDOT  
Greater Washington Safe Routes to School Regional Network  
Councilmember Wells' Office – DC Council  
WMATA  
Northern Virginia Transportation Alliance  
AAA Mid-Atlantic  
Committee of 100 on the Federal City  
Transiters

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## **1. Public Comment on TPB Procedures and Activities**

Mr. Edwards, Vice Chair of the Committee of 100 on the Federal City, spoke in support of the revised Regional Transportation Priorities Plan (RTPP) that now addresses commuter and passenger rail. He said that rail projects in the Washington region are currently being approached in isolation of one another. He said a comprehensive, coordinated planning effort is urgently needed to evaluate the constraints and identify solutions that will allow the expansion of all three modes of rail to better serve metropolitan Washington. Copies of his remarks were distributed for the record.

Mr. Chase of the Northern Virginia Transportation Alliance said that, next to the lack of any project-specific transportation priorities, the RTPP's main shortcoming is its failure to reflect and address the magnitude of the region's transportation challenges as identified by the latest financial assessment of the CLRP. He said the RTPP offers a locally oriented approach with no estimate as to what its implementation might cost, no evidence that its implementation would make a measurable difference on regional mobility in general, and no accountability on the part of this organization for its implementation. Copies of his remarks were distributed for the record.

Mr. Whitaker, of Transisters, commented on the racial disparity between Metrobus and Metrorail users and expressed concern that the transportation investment resulting from the RTPP may not be equitable. He said it seems as though the RTPP outlines a program under which transportation services used by white upper middle class suburbanites will likely receive a disproportionate amount of transportation investment while transportation services used by non-white lower class residents will receive short shrift. Copies of his remarks were distributed for the record.

Mr. Schwartz of the Coalition for Smarter Growth encouraged the TPB to adopt the RTPP. He said the RTPP provides a multimodal and multi-sector approach to address the region's transportation network that combines transportation with land use, energy, and air quality. He referred to the letter from the Metropolitan Washington Air Quality Committee regarding the lack of attention to greenhouse gas emissions in the RTPP and he encouraged the TPB to address ozone and particulate pollution as part of the discussion on the CLRP.

## **2. Approval of Minutes of December 18 Meeting**

Mr. York made a motion to approve the minutes of the December 18 TPB meeting. Ms. Smyth seconded the motion, which passed unanimously.

## **3. Report of the Technical Committee**

Referring to the handout summary, Mr. Srikanth said the Technical Committee met on January 3 and reviewed several items on the TPB's agenda, including an action item on the adoption of the

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Regional Transportation Priorities Plan (RTPP). He said the Technical Committee unanimously recommended TPB approval of the RTPP. He said the Committee also reviewed several information items: the schedule update for the CLRP and the air quality conformity analysis of the CLRP; the TPB's draft Green Streets Policy; a list of priority regional bicycle and pedestrian projects developed by the TPB's Bicycle and Pedestrian Subcommittee; the impacts on the transportation network of the newly approved Regional Activity Centers; and the draft 2015 Unified Planning Work Program. He said the Committee also reviewed two additional items not included on the TPB's agenda: MAP-21 requirements for performance-based planning and FHWA's draft designation of a primary freight network for the nation and comments on that designation from TPB staff.

#### **4. Report of the Citizens Advisory Committee**

Ms. Davis said the Citizens Advisory Committee (CAC) met on January 9 and received several briefings, including a briefing on moveDC, which is the District of Columbia's multimodal long-range transportation plan. She said the CAC also heard about the TPB's draft Regional Green Streets Policy and suggested thinking about a way to incentivize jurisdictions to think about including green streets policies at the local level. She said the CAC received an update on the RTPP and said that some CAC members were disappointed that there was not more of an integrated discussion of the environmental impacts of transportation. She also noted that the CAC recognized member Allen Muchnick, who is retiring after 21 years of service on the CAC.

#### **5. Report of Steering Committee**

Mr. Miller said the Steering Committee met on January 3 and approved a resolution requested by the Virginia Department of Transportation (VDOT) to include funding for the Sycolin Road and Route 1 widening projects. He summarized the materials in the letters sent and received packet. He highlighted an additional letter distributed at the meeting containing staff comments to the Federal Highway Administration on the Congestion Mitigation and Air Quality Program.

#### **6. Chair's Remarks**

Chair Wojahn wished everyone a Happy New Year and said he was excited that the final consideration of the Regional Transportation Priorities Plan (RTPP) will occur during his first meeting as Chair. He thanked staff for all the time and energy devoted to the RTPP, as well as the work the TPB and members of the community put into it.

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## ACTION ITEM

### **7. Approval of Funding and Transmittal Letter for TPB's 2014 Membership in the Association of Metropolitan Planning Organizations**

Mr. Miller introduced the item, noting that staff ask the Board each year to renew the TPB's membership in the Association of Metropolitan Planning Organizations. He said that staff believes that this membership is beneficial on a technical basis and because of the legislative and regulatory advocacy work AMPO does on behalf of metropolitan planning organizations.

A motion to renew the TPB's membership in AMPO was made, seconded, and approved.

### **8. Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2014**

Chair Wojahn introduced the item. He reminded Board members about the structure of the Citizens Advisory Committee, with two members from each state-level jurisdiction being elected by the previous year's CAC, and three members from each state-level jurisdiction, plus up to three alternates from each state-level jurisdiction, being appointed by the TPB. He told the Board that he had appointed Tracy Hadden Loh to serve as Chair of the 2014 CAC.

A motion to approve the TPB's appointments to the 2014 CAC, as presented, was made, seconded, and approved.

### **9. Approval of the TPB Regional Transportation Priorities Plan (RTPP)**

Mr. Turner introduced the item. He thanked staff for their work in developing the plan over the last three years and reminded Board members of the major milestones in the development timeline. He turned the floor over to staff to further discuss the item, particularly the comments that were received during the final 30-day public comment period on the plan.

Mr. Miller said that there were eight comments received during the public comment period, and that the full comments were listed in the staff memorandum to the Board. He said that comments were received from COG's Climate, Energy, and Environmental Policy Committee, the Maryland Department of Environment, the Metropolitan Washington Air Quality Committee (MWAQC), Transisters, and one comment received from an individual.

Mr. Miller said that staff did not recommend any substantive text changes to the plan in light of public comments received, explaining that the comments have either been adequately addressed in the draft or can be considered during subsequent updates to the plan. He emphasized the need for further outreach once the plan has been approved to help everyone in the region understand what is in it and how it can be used.

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Mr. Turner moved for adoption of Resolution R9-2014 approving the Regional Transportation Priorities Plan.

Mr. Lovain seconded the motion.

Chair Wojahn opened the floor to discussion.

Mr. Snyder called the Board's attention to the comments received from MWAQC, on which he currently serves as Chair. He said that MWAQC was supportive of the plan's focus on providing a wide range of transportation options, but that federal air quality standards are likely to tighten in coming years, meaning that the region will have to work even harder to meet environmental goals and targets. He also said that he views the RTPP as a combination of local and regional initiatives and that he thinks that the region needs to seek greater cooperation from other sources, including the federal government, to help implement the Priorities Plan.

Mr. Wojahn said, in response to Mr. Snyder's comments, that the work of MWAQC demonstrates that a lot of the details and the needs behind the Priorities Plan still need to be worked out.

Mr. Erenrich said he thought that adoption and ultimate implementation of the plan was very important, and that he hoped it would be used in developing projects for future updates to the CLRP. He also reminded Board members that one of the original reasons for developing a Priorities Plan was so that the region could be ready to take advantage of future federal funding opportunities under programs like TIGER. He said that Congress is considering making \$600 million available in the 2014 appropriations for such funding opportunities and encouraged the Board to monitor the availability and timing of such funding.

Mr. Herling asked what the positive motivations are behind the use of toll lanes, as outlined in the Priorities Plan.

Mr. Miller explained that the toll-lane strategy was derived from several years of scenario work at the TPB and that it is a way to generate revenue to support major new transportation investments, especially bus rapid transit.

Mr. Herling asked whether staff had considered the equity and fairness issues of toll lanes.

Mr. Miller said that these concerns had been considered. He said that such toll lanes would offer a choice for drivers, but no one would be required to use them.

Mr. Swanson added that the Priorities Plan does not identify specific routes where toll lanes should be implemented, nor does it specify whether tolls should be charged on existing lanes or only on newly constructed lanes.

Mr. Kannan observed that the Priorities Plan is a vision-setting document for the CLRP that

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reflects consumer sentiment – that the strategies in the plan are customer prerogatives from the regional customer base. He encouraged the Board to move forward in adopting the plan, keeping in mind that the public has endorsed the strategies in the plan.

Mr. Emerine said he thought the Priorities Plan is a balanced document that reflects many diverse viewpoints. He drew the Board’s attention to the plan’s statement that maintenance of the region’s existing transportation system and investments in existing communities are real transportation priorities for the region. He reiterated the need for greater attention on environmental issues as part of follow-up implementation work for the plan, and said he thought the plan does reflect the concerns and needs of low-income, minority, and traditionally disadvantaged transportation populations.

Mr. Fisette emphasized the need for further integration of transportation, land-use, and environmental efforts in moving forward after adopting the plan. He asked whether and how staff either track or inventory greenhouse gases in the region.

Mr. Miller said that the annual performance analysis of the CLRP includes a measure of how the projects and programs in the plan affect emissions, including greenhouse gas emissions.

Mr. Fisette said he agreed with Mr. Snyder that many of the strategies in the plan will generally move the region in a positive direction as it relates to environmental concerns.

Mr. Weissberg said he appreciated that the plan mentions the “east-west divide” and emphasized that it is not just a challenge – it is also an opportunity to better utilize the existing transportation network by balancing demand and travel patterns. He also said he appreciated the plan’s strong emphasis on Activity Centers and transit-oriented development.

Ms. Hudgins said that she thinks it is vital and important to move forward now on adopting the plan. She said she hoped that members would go back to their local jurisdictions and measure progress toward achieving the regional priorities laid out in the plan.

Mr. Lovain said he thought the plan is balanced and robust. He emphasized the plan’s purpose in setting broad strategies, goals, and priorities to be used in subsequent regional planning activities. He urged adoption of the plan.

Mr. Zimbabwe proposed a minor amendment to the resolution to approve the plan. In the twelfth “whereas” clause, he proposed changing the second instance of the word “can” to “should,” so that the clause reads, “Whereas, the RTPP identifies priorities that people from all parts of the region can support, and that local, state, and regional agencies should consider regional priorities when making local decisions.”

The motion to amend the resolution was seconded and approved.

Mr. Turner reminded the Board that the plan would be dedicated to the memory of Ron Kirby.

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Mr. Wojahn said there is a lot of flexibility in the Priorities Plan and that he was looking forward to working on implementation of the plan during his tenure as Chair.

The Board unanimously adopted Resolution R9-2014 approving the Regional Transportation Priorities Plan.

## **INFORMATION ITEMS**

### **10. Update on Project Submissions and Schedule for the Air Quality Conformity Assessment, and Status of the Financial Analysis for the 2014 CLRP**

Mr. Griffiths explained to Board members that the implementing agencies in the region need more time to refine the financial plan and projects submissions for the 2014 CLRP. He directed Board members to the updated schedule for submissions and the air quality conformity analysis in their Board packets. He said that following the schedule in the Board packet would mean releasing the project submissions and the scope of work for the conformity analysis for a 30-day public comment period beginning on February 13. He said the Board would be asked at its March 19 meeting to approve the project submissions and the scope of work.

### **11. Briefing on a Draft Regional Green Streets Policy for the Washington Region**

Mr. Farrell briefed the Board on a draft regional Green Streets Policy. Referring to handout materials and the presentation, he described the process for developing the policy that included a workshop and stakeholder input. He said that the proposed Green Streets Policy is similar to the Complete Streets Policy that the Board passed in 2012. The Green Streets Policy comes in two parts: the first includes a sample policy statement, and the second part includes examples of green street treatments. He said that when the Green Streets Policy is approved by the Board, there will be an effort to survey TPB member jurisdictions at regular intervals regarding their own Green Streets policies.

Mr. Emerine referenced comments made by the CAC earlier in the meeting. He said that he agreed that the National Park Service should be included in future discussions about the regional Green Streets Policy. He also agreed with the CAC that the TPB should look to use technical assistance programs operated to encourage further adoption of and implementation of the regional Green Streets Policy.

Mr. Farrell responded that TPB technical assistance programs need to balance many regional priorities, but that it is possible for those programs to reference the Green Streets Policy in their application materials. He also said that he will involve the National Park Service in the future.

Ms. Smyth encouraged the Board to consider the cost related to long-term maintenance of green street infrastructure.

Ms. Hudgins expressed concerns about the difference between treating traditional versus Green



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Streets for cold weather, and that there is a lot of work to be done to make Green Streets a reality in the Washington Region. She also mentioned that it may be difficult to fund small Green Streets projects.

Mr. Farrell answered that the Green Streets Policy was designed to be flexible in regards to how each individual jurisdiction adopts and implements its own policy. He continued that if Chicago is able to make Green Streets work, even with that city's harsh winters, then the Washington region can too.

Mr. Smith noted the strict stormwater management requirements that have been imposed on the Washington region because of the Chesapeake Bay. He suggest that a Green Streets Policy is one possible tool that the region can use to meet those stormwater requirements.

## **12. Briefing on Priority Bicycle and Pedestrian Projects Recommended for the FY 2015-2020 TIP**

Mr. Farrell presented the priority bicycle and pedestrian projects recommended for the FY 2015-2020 TIP by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee. He said that the purpose of this list is to raise awareness of the selected projects and to increase their likelihood of becoming fully funded. Referencing his handout, he explained the selection criteria for the projects, and described the selected projects by jurisdiction.

Mr. Fisette asked if there is a regional vision for a bicycle and pedestrian loop that connects trails in and around the Washington area. He suggested that this type of loop could be used to attract people to the region.

Mr. Farrell answered that there currently is not such a plan, but that the Bicycle and Pedestrian Subcommittee could consider working on it.

Mr. Kannan said he was encouraged that the subcommittee was able to identify and recommend bicycle and pedestrian projects for the region. He requested that the subcommittee go further and study the return on investment in terms of vehicle miles traveled for bicycle and pedestrian projects. He also asked that the subcommittee identify places where pedestrian and bicycle paths could have the biggest impact, particularly in transit-oriented locations, for removing vehicles from the road network.

Mr. Farrell said that this list does prioritize projects that connect cyclist and pedestrians to transit.

Mr. Kannan added that bicycle and pedestrian connections to Metro stations provide a low-cost high impact way to reduce congestion.

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### **13. Assessment of the Transportation Impacts of Forecast Growth in Regional Activity Centers**

Mr. Griffiths referred to a revised copy of the presentation that was circulated about the impacts of forecast growth on activity centers. He defined activity centers as the focal points of the region's future growth. He added that activity centers provide a useful way to monitor growth and evaluate how well the Constrained Long-Range Plan supports growth in activity centers. He said that the 60% of the Washington region's new residents, and 75% of the region's new jobs, are expected to move to activity centers between now and 2040. This growth in population and jobs will affect how people get around the region, with half of all walking and bicycle trips occurring in activity centers, which represent less than 10% of the region's land area. He also stated that by 2040, two out of every three transit trips will originate in activity centers, and that 88% of new transit trips will end in an activity center.

Mr. Erenrich said that sometimes the best the region can do is maintain the same modal share, because as population increases, shifting the modal share will be extremely difficult.

Ms. Hudgins asked if the analysis identifies affordable housing in activity centers.

Mr. Griffiths responded that the analysis does not address affordable housing, but added that it was an important consideration.

Ms. Hudgins said that without integration of affordable housing into activity centers, there will not be a jobs/housing balance.

Chair Wojahn added that it is important to continually monitor the housing and transportation affordability within activity centers. He also expressed concern that activity centers tend to be unaffordable places to live.

Mr. Snyder said that in the future, he would like to know what strategies other regions are using to make significant shifts in modal share.

Mr. Zimbabwe, to clarify, asked if the presented analysis is based on the CLRP, including the transit constraint.

Mr. Griffiths said that if the transit constraint is lifted from the CLRP, he would anticipate a greater modal shift towards transit.

Mr. Zimbabwe expressed interest in getting more detailed information about activity centers grouped by those that have access to rail, versus bus transit. He continued that he would imagine that the numbers coming from these types of activity centers would be different.

Mr. Griffiths said that he was correct.

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Mr. Emerine asked if it was possible to get more details about how specific activity centers differ from others to help display how different types of interventions can affect mode share.

Mr. Griffiths said that was a good suggestion.

#### **14. Review of Outline and Preliminary Budget for the FY 2015 Unified Planning Work Program (UPWP)**

Referring to the presentation, Mr. Miller provided a brief overview of the outline of the FY 2015 Unified Planning Working Program (UPWP). This work program assumes the same budget level as the FY 2014 work program. He said that 80% of funding for the UPWP comes from federal sources, 10% comes from state governments, and the final 10% comes from local government COG dues. A draft of the work program will be presented in February, and the board will be asked to approve it in March.

#### **15. Other Business**

There was no other business brought before the TPB.

#### **16. Adjourn**

The meeting was adjourned at 2:12pm