

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
February 20, 2013**

Members and Alternates Present

Monica Backmon, Prince William County  
Bob Brown, Loudoun County  
Marc Elrich, Montgomery County  
Emad Elshafei, City of Rockville  
Lyn Erickson, MDOT  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Cathy Hudgins, Fairfax County Board of Supervisors  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Emmet V. Jordan, City of Greenbelt  
Shyam Kannan, WMATA  
Carol Krimm, City of Frederick  
Bill Lebegern, MWAA  
Tim Lovain, City of Alexandria  
Phil Mendelson, DC Council  
Bridget D. Newton, City of Rockville  
Mark Rawlings, DC-DOT  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Kanathur Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Jonathan Way, Manassas City  
Robert Werth, Private Providers Task Force  
Victor Weissberg, Prince George's County  
Patrick Wojahn, City of College Park  
Scott York, Loudoun County  
Sam Zimbabwe, DDOT

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MWCOG Staff and Others Present

Ron Kirby  
Gerald Miller  
Robert Griffiths  
Nicholas Ramfos  
Andrew Meese  
Jane Posey  
Andrew Austin  
Wendy Klancher  
John Swanson  
Daivamani Sivasailam  
Mark Moran  
William Bacon  
Dusan Vuksan  
Deborah Kerson Bilek  
Sarah Crawford  
Ben Hampton  
Dan Sonenklar  
Jonathan Rogers  
Debbie Leigh  
Deborah Etheridge  
Chuck Bean                   COG/EO  
Lewis Miller                 COG/OPA  
Joan Rohlf's                 COG/DEP  
Paul DesJardin             COG/DCPS  
Betsy Self                  COG/DPSH  
Stuart Freudberg         COG/DEP  
Jeff King                    COG/DEP  
Bill Orleans                 HACK  
Randy Carroll              MDE  
Judi Gold                    Councilmember Bowser's Office  
Tina Slater                 CAC Action Committee for Transit  
Stewart Schwartz         Coalition for Smarter Growth  
Patrick Durany             Prince William County  
Jamie Coughlin            WMAL  
Tom Fahrney                VDOT  
Christine Green            Greater Washington Region Safe Routes to School Network  
Alexis Verzosa             City of Fairfax  
Wendy Duren                Arlington County Commuter Services  
Calvin Lam                 Fairfax County DOT  
Katrina Tucker            Tri-County Council for Southern Maryland  
Pierre Holloman            City of Alexandria  
Famaraz Mokhtari         Prince George's County/MNCPPC  
Nick Alexandrow            PRTC

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Joshua Cunningham  
Crispus Garden  
Mark Scheufler

FHWA-DC  
DC

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

Mr. Schefer of the Washington Airports Task Force spoke in favor of the inclusion of all proposed transportation improvements in the air quality conformity analysis for the FY 2013-2018 TIP and 2013 CLRP. He stressed the need to test both the proposed alternatives for access to Washington Dulles International Airport, citing the importance of the airport access related to economic development opportunities.

Mr. Meurlin of the Washington Airports Task Force and Loudoun County Economic Development Commission spoke in favor of the inclusion in the TPB's air quality conformity analysis of both VDOT proposed alternatives to connect the Tri-County Parkway to the Dulles Loop. He said maintaining access to Dulles Airport is critical for passenger and freight movement.

Mr. Buchanan of the 2030 Group endorsed the previous speakers' comments and said the Washington Region should have great access to the three regional airports. He said it is important to maintain the region's transportation infrastructure so the workforce can effectively get from home to work.

Mr. Schwartz of the Coalition for Smarter Growth said he is concerned with a number of VDOT's proposed amendments to the 2013 CLRP. He said he thinks there needs to be an improved public process for many of these projects. He said there is a pattern of increasingly costly highway expansion and incremental widening. He said he is concerned that the large-scale projects, many proposed without any independent review, are diverting revenues from more important regional needs. He urged the TPB to reject the Dulles Airport Connector Road portion of the CLRP.

## **2. Approval of Minutes of January 23 TPB Meeting**

Ms. Smyth made a motion to approve the minutes of the January 23 TPB Meeting. Mr. Zimbabwe seconded the motion, which passed unanimously.

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

Ms. Erickson said the Technical Committee met on February 1 and discussed several items on the TPB's agenda: the 2013 CLRP project list and scope of work for the air quality conformity analysis; the staff proposals for the MAP-21 5310 Enhanced Mobility Program and Transportation Alternatives Program; MAP-21 performance-based planning requirements; the

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draft FY 2014 Unified Planning Work Program; and the draft FY 2014 Commuter Connections Work Program. She said the committee also received briefings on the Complete Streets Workshop, upcoming Green Streets activities, the development of a user-friendly TIP brochure, and TPB staff participation in the recent Transportation Research Board (TRB) conference.

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

Mr. Kirby said the Citizens Advisory Committee (CAC) did not hold a meeting in February, but instead gathered for a celebration of the 20<sup>th</sup> anniversary of the CAC. He said the party, which was held at the Dubliner, had a good turnout, with many older and newer members attending. He said there was a write-up of the role of the CAC over the past 20 years in the TPB Weekly Report on February 19. He asked staff to provide an overview of the upcoming TPB Community Leadership Institute (CLI).

Ms. Bilek said the eleventh installment of the CLI will be held on Thursday, April 25, Tuesday, April 30, and Saturday, May 4. She said the CLI is an educational program for citizen leaders from around the region and that it encourages participants to get involved in transportation-related decision-making at all levels. She said the CLI will be facilitated by Kathy Porter, former TPB Chair and mayor of Takoma Park and currently serving on the WMATA Board of Directors. She asked TPB members to circulate information about the upcoming CLI to members of their communities who may be interested in becoming more involved. She said all interested candidates need to submit a brief statement of interest by March 31.

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

Mr. Kirby said the Steering Committee met on February 1 and acted on two resolutions requested by the Maryland Department of Transportation to amend the FY 2013-2018 Transportation Improvement Program (TIP). He reviewed the contents of the letters packet, which included several items addressing gasoline taxes. He summarized a memorandum addressing three topics Mr. Mendelson asked to be considered on future TPB agendas, including the Metropolitan Area Transportation Operations Coordination (MATOC) Program, traffic signal timing throughout the region, and the Next Bus electronic service.

Mr. Kannan said there is Next Bus, Inc., which provides information feeds nationwide, and Next Bus DC, which is an app provider that takes the information and provides it to the public. He said Next Bus DC is in the midst of a legal dispute, in which Metro is not involved. He added that Metro is not a software provider, so cannot continue provision of that service. He said the data is still available to users by visiting Metro's homepage or by using other apps.

Mr. Kirby continued his review of the letters packet by noting the memorandum on the Bus on Shoulder Task Force meeting in January. He provided a summary of the TPB's response to the comments received from the Citizens Advisory Committee about the Regional Transportation Priorities Plan. He said an additional handout was just distributed outlining the comments of the

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TPB Access for All (AFA) Advisory Committee on the 2013 CLRP.

Mr. Wojahn said the AFA Committee met on January 31 and received a presentation on the 2013 CLRP, about which it had several comments. He said the AFA Committee expressed some concern that despite the significant transit needs in the region, none of the draft 2013 CLRP projects are transit projects. He said the AFA Committee also stressed the importance of making accessibility improvements when all projects are designed and built to ensure that all transportation projects are fully accessible to people with disabilities, people with limited incomes, and people with limited English-speaking proficiency. He said the AFA Committee applauds the efforts to develop guidance for Complete Streets. He added that the AFA Committee expressed concern about Metro Access fares and stricter eligibility requirements, and would like to see a simpler fare structure.

Ms. Tregoning asked if the last communication made to the TPB on the Regional Transportation Priorities Plan was in July 2012.

Mr. Kirby said that the last report to the TPB was in July 2012, and that the CAC had been briefed twice at subsequent meetings, in November 2012 and in January 2013.

Ms. Tregoning asked if Mr. Kirby could give a sense of what trajectory the project is on and when the TPB will get the opportunity to review it again.

Mr. Kirby said that the TPB heard in July about the citizen forum conducted in June on the study. He said the plan was to do another round of outreach using a web-based process to reach 600 citizens. He said staff is still working on that, but had to defer the task from fall 2012 to spring 2013 for two major reasons: the fall timing was not ideal given the presidential election; and the ideal software, MetroQuest, took time to get under contract and develop materials.

Ms. Tregoning asked when Mr. Kirby expects to provide a draft interim or final report.

Mr. Kirby said the first task will be to report on the web-based survey, which he anticipates will occur in May. He added that it might be prudent to reconvene the task force to get its input on results of that survey. He said that he thinks the TPB will see a draft report on the first phase of the work in July.

Mr. Mendelson said he appreciated the memorandum on the three issues he raised at the January TPB meeting. He said that he had asked that those items be addressed as presentations to the TPB, not in a memorandum. He said he clarified that his request regarding WMATA not merely address Next Bus, but also include a general report on other technologies and efforts of WMATA to encourage bus ridership. He said he believes a presentation on MATOC would be helpful for the TPB so that it may understand the impact of the program, which was envisioned 12 years ago, and have the opportunity to ask questions about it. He said those items ought to be presentations and that he reiterates his request for those items to be placed on the TPB's agenda in the coming months. He also referred to traffic signal synchronization, which he recalls was a TERM to help achieve air quality conformity in the past. He said the summary in the

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memorandum is inadequate and that the TPB ought to have a presentation, with the ability to ask questions and have discussion.

Chair York said he intended to hold his comments for the Chair's Remarks, but said they are appropriate under this discussion. He said his concern is that staff presentations take a lot of time away from the ability for the TPB to discuss many of the important items. He said he has asked staff to try to do a better job highlighting the key points of the items for which members have detailed information and are responsible to read and come prepared to the meetings. He said this will leave sufficient time to discuss the information. He said he will work with Mr. Kirby to try to accommodate Mr. Mendelson's requests, hopefully at the next meeting.

Mr. Mendelson said he recognizes that scheduling can be difficult, so if the TPB hears one item a month for the next three months, that is fine. He reiterated the importance of the MATOC Program and said it is imperative that the TPB be given the opportunity to discern if it is as robust as it was envisioned to be. He added that it is important to have a coordinated, efficient transportation system which includes having public transit that works to its maximum.

Chair York said he understands and agrees, adding that he wants to be sure that when an agenda is set, the Board can actually have a complete discussion on items.

Ms. Hudgins said she is sure WMATA is anxious to comment, and added that she will send the TPB a memorandum from the General Manager regarding the Next Bus issue so that it is available for discussion.

Mr. Snyder said he supports Mr. Mendelson's comments and would very much like to hear substantive briefings on the three items in the future.

Mr. Kirby said he could include a briefing on MATOC at the March TPB meeting and that staff is ready to provide that information. He said that regarding traffic signal optimization, staff is currently conducting another round of data collection on what is happening with all of the agencies and recommends waiting a few months in order to present a complete picture. He said he will work with WMATA on an appropriate schedule for the bus ridership item.

Mr. Kirby reviewed one last item in the letters packet from the Florida Department of Transportation commending the TPB on its long-range plan documentation as being citizen-friendly with relation to four criteria: length; clarity; graphics; and vision.

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

Chair York chose not to make any remarks during this item.

Mr. Kirby said that some of the materials for the agenda originally listed as Item 7 – Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long Range Transportation Plan (CLRP) and

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the FY2013-2018 Transportation Improvement Program, and Item 8 – Approval of the Scope of Work for the Air Quality Conformity Assessment for the 2013 CLRP and the FY2013-2018 TIP were still being prepared by the copy center. He suggested that the TPB instead address items listed under 9 – Approval of an Amendment to the FY2013 Unified Planning Work Program (UPWP) to Facilitate the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region, and 10 – Approval of an Amendment to the FY2013 UPWP to Provide Support for the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region, and return to the agenda items originally listed under 7 and 8 once the materials were completed and ready for distribution.

## **ACTION ITEMS**

### **9. Approval of an Amendment to the FY2013 Unified Planning Work Program (UPWP) to Facilitate the Implementation of the New Section 5310 Enhanced Mobility Program Under MAP-21 in the Washington Region.**

Ms. Klancher said that the TPB is being asked to amend the current FY2013 UPWP to provide staff support to implement the Enhanced Mobility Program, which is a new program under MAP-21. She said that the TPB received a briefing on the program in December, and referred to a memo that was included in the mailout with additional information.

She provided some basic information on the Enhanced Mobility Program, and said that the region should expect to receive about \$2.6 million annually in federal funding through the program. She added that this funding requires a local match, and that FTA requires that the region name a designated recipient in order to qualify to receive any of the funding. She said that for the Metropolitan Washington Region, the governors of Maryland, Virginia, and DC need to jointly designate a recipient.

She summarized the process for naming a designated recipient thus far. She said that the TPB was briefed in December about a staff proposal to have a joint designated recipient arrangement between COG/TPB, the Maryland Transit Administration (MTA), the District Department of Transportation (DDOT), and the Virginia Department of Rail and Public Transportation (VDRPT). She said DRPT and MTA have since raised some concerns on administrative and logistical matters relating to a joint designated recipient arrangement, and that a case was made for COG/TPB to serve as the designated recipient for the region. She added that FTA has provided information that would allow COG/TPB to have some flexibility in some of the requirements for the program, which she said makes COG/TPB more comfortable with serving as the designated recipient for the region. She said that the Human Services Transportation Coordination Task Force also supports COG/TPB serving in this capacity.

She explained that the next step towards finalizing a designated recipient is that COG/TPB will host a meeting between DRPT, MTA, DDOT, and WMATA to finalize the recommendation, and that staff will ask the TPB in March to approve that COG/TPB serve as the designated recipient under this program, and to approve sending letters to the D.C. mayor, and the governors of

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Maryland and Virginia, requesting that they make that designation as a way to get this information on file with FTA. She added that having a designated recipient on file with FTA is required before any Enhanced Mobility funds can be spent. She concluded by stating that, once the information is on file, TPB would hope to conduct a solicitation in early 2014. She added that a solicitation is currently underway for projects under the remaining funds under SAFETEA-LU for JARC and New Freedom, and referenced a brochure that was made available to the Board.

Mr. Weissberg asked for more information on the additional flexibility granted by FTA to the region.

Ms. Klancher replied that MAP-21 requires that at least 55 percent of the funds be spent on capital projects, such as the procurement of vehicles, but that FTA has said that other mobility management type projects, such as travel training and one-stop information centers, could also qualify for these funds.

Mr. Wojahn said that TPB staff has done a great job supporting the region and assembling a proposal for a designated recipient under the new Enhanced Mobility Program. He added that a lot of interest and support for this program was raised at the last Human Service Transportation Coordination Task Force meeting, and expressed his happiness to move forward with a program where COG/TPB will continue to have an important role.

Ms. Erickson thanked Ms. Klancher and TPB staff for working with MTA through the administrative challenges of this process, and expressed support for the proposed solution which will work for everyone. She made a motion to adopt Resolution R9-2013 to amend the FY2013 UPWP to facilitate and coordinate the implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region. The motion was seconded by Mr. Zimbabwe.

Mr. Lovain expressed support for COG/TPB to serve as the designated recipient, and referred to the successful track record of COG/TPB serving in this capacity under the SAFETEA-LU JARC and New Freedom programs.

Chair York called for a vote. The motion passed unanimously.

#### **10. Approval of an Amendment to the FY2013 UPWP to Provide Support for the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region**

Mr. Swanson, referring to a memo which was included in the mailout, summarized details about the new Transportation Alternatives Program (TAP), which was established by MAP-21 and combines three previous federal programs: the Transportation Enhancements Program, Safe Routes to School Program, and the Recreational Trails Program. He reminded the Board that they received a briefing on this program twice before, and pointed out that MAP-21 established a sub-allocation component for the TAP, which stipulates that a portion of the funding will be



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provided for project selection by the TPB, as the federally designated metropolitan planning organization for the region. He explained the process for implementing the program, stating that a solicitation would be launched on March 1, and that each state would have its own process. Referring to the memo, he summarized the processes for Maryland, Virginia, and the District of Columbia. He added that a selection panel, which would be modeled after the panel used in the Transportation/Land-Use Connections program, would review all proposals and make final project recommendations for approval by the TPB. He also provided an overview of the selection criteria and of eligible recipients. He concluded by stating that the TPB is being asked to approve an amendment to the UPWP that would provide staff resources to conduct project selection as part of the TLC program item in the UPWP.

Mr. Wojahn asked if the selection panel would also include expert knowledge on issues relating to accessibility for people with disabilities.

Mr. Swanson replied that, although the panel has not yet been selected, it is important to make sure that the members on the panel possess a wide range of knowledge. He added that issues relating to the selection criteria should be covered in the range of expertise represented by the members of the panel.

Mr. Wojahn moved to adopt Resolution R10-2013 to amend the FY2013 UPWP to provide support for the implementation of the new Transportation Alternatives Program under MAP-21 in the Washington region.

Mr. Jordan seconded the motion, which passed unanimously.

## **7. Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long Range Transportation Plan (CLRP) and the FY2013-1018 Transportation Improvement Program (TIP)**

Mr. Kirby, referring to two memoranda that were distributed to the TPB, reviewed the comments received on the project submissions to the CLRP, and the recommended responses to the comments received. He said that the TPB was briefed on the CLRP project submissions on January 23, and that the submissions were available for public comment for a 30-day period between January 17 and February 16. He said that over 450 comments were received, and that these comments could be grouped into three categories. He said that one comment was received on the need for increased funding for transportation projects in Prince George's County, 58 comments were received expressing support for the inclusion of projects in Northern Virginia, and were particularly supportive of the project that recommends improvements for access to Dulles Airport, and that 395 comments were received expressing opposition to one of the two alternatives proposed under the project that recommends improvements for access to Dulles Airport.

He summarized the recommended responses to the comments received. With regard to the comment on funding in Prince George's County, he said that there were no submissions from

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Maryland to the CLRP this year, and that the Maryland legislature is currently considering additional funding for transportation, which he said could present some opportunities for Prince George's County if additional funding is secured. With regard to the comments in support of projects in Northern Virginia, he said that the TPB need not respond specifically, except to point out that the Virginia 28 Manassas Bypass Study is only a study at this time, and would not be included in the conformity analysis. With regard to the opposition to the alternatives for the project that proposes improved access to Dulles Airport, he pointed out a letter from VDOT that responds to the comments, which was attached to the memorandum. He said that staff recommends adding two additional alternatives into the air quality conformity analysis: one alternative, which is in the Loudoun County Countywide Transportation Plan, would study improvements along Route 50 and Route 606 and cost \$260 million according to estimates by VDOT. The second alternative would be a no-build option. He said that while four alternatives would be carried through the conformity analysis, one of them would have to be selected before the TPB approves the update to the CLRP. He added that, because VDOT is conducting an environmental assessment, there will be several opportunities for public involvement on each of these alternatives. He concluded by stating that the staff recommendation is to approve the submissions as advertised by the TPB, as well as the two additional submissions by VDOT that were generated in response to the comments received. He added that there will be some funding from VDOT in order to support the additional work.

Chair York remarked that the Board of Supervisors in Loudoun County had adopted a resolution in support of additional facilities that will support the growth within Dulles Airport. He added that Loudoun County has been working with the Dulles Airport over the past several years to review ways to expand cargo capabilities, which he said would impact truck traffic to I-66 and beyond. He emphasized that this is not part of an outer beltway and is about supporting the growth of Dulles Airport.

Mr. Farney, the VDOT project manager for this project, said that all alternatives will be considered. He emphasized that there will be a series of public meetings for this project, and any comments received would be addressed, and that a final decision would be determined with the help of the Loudoun County Board of Supervisors.

Chair York made a motion, including alternative 3C and the no-build alternative for improvement to Dulles Airport, to adopt Resolution R8-2013 to approve the project submissions for inclusion in the air quality conformity assessment for the 2013 CLRP and the FY2103-2018 TIP. The motion was seconded by Mr. Lebegern.

Mr. Snyder asked if the circulated memoranda and TPB conversation responded to the concerns raised by Mr. Schwartz during the public comment period.

Mr. Kirby said that the TPB staff responded to the comments received during the designated 30-day public comment period, and that any comments received during the TPB meeting would be addressed by VDOT during the environmental review process.

Ms. Hamilton said that the comments would be addressed.

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Mr. Snyder said that it is critical that the region remain globally competitive, and thanked the board for its willingness to address Mr. Schwartz's comments. He also asked if the City of Falls Church would be involved in the study that looks at widening Route 7 from I-495 to I-66.

Mr. Kirby clarified that this project would be included in the air quality assessment, and asked VDOT to provide further comment.

Ms. Hamilton said that VDOT is working with Fairfax County on this project.

Mr. Snyder requested that both VDOT and Fairfax County include the City of Falls Church in the process as a way to create logical links between jurisdictions. He added that his intent is not to stand in the way of the project, but rather to coordinate in an efficient manner. He thanked his colleagues.

Ms. Hudgins welcomed Mr. Snyder's request to participate. She added that she hopes to address issues involving transit, but that transit is not currently part of the proposal.

Mr. Snyder asked for clarification as to whether transit would be considered in the context of the corridor.

Ms. Hudgins replied that she could not confirm this.

Ms. Hamilton said this project is still in the preliminary stages.

Ms. Hudgins said that Fairfax County hopes to engage a number of stakeholders, including the City of Falls Church, in studies that are conducted along the Route 7 corridor.

Mr. Snyder reiterated for the record his desire to work closely with Fairfax County on a successful project.

Ms. Hudgins reiterated her support for Mr. Snyder's involvement.

Mr. Way said that the City of Manassas strongly supports the Manassas Bypass alternative, and remarked that this would alleviate some traffic problems on Route 28 north. He mentioned that, for now, these projects are in the phase of being studied, and are not yet ready for approval.

Chair York called for a vote on Resolution R8-2013. The Resolution was approved unanimously.

## **8. Approval of Scope of Work for the Air Quality Conformity Assessment for the 2013 CLRP and FY 2013-2018 TIP**

Ms. Posey said she presented detailed information about the scope of work for the conformity

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analysis at the January meeting and said there is no new information contained within the scope of work. She said staff will begin the analysis upon approval of the scope of work and will provide a draft report of the conformity analysis to the TPB in June. She said the analysis will be released for a public comment period and the TPB will be asked in July to approve the conformity analysis and the 2013 CLRP in July.

Chair York made a motion to approve the scope of work for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP. Mr. Mendelson seconded the motion, which passed unanimously.

## **INFORMATION ITEMS**

### **11. Briefing on MAP-21 Requirements for Performance Based Planning and Programming**

Mr. Kirby provided the Board with an overview of the performance-based planning and programming requirements contained in the new federal transportation law, MAP-21, which became effective October 1. He said that, even though the law is only effective for two years, he imagined that many of the policy changes it includes would be part of future reauthorizations of the law.

Mr. Kirby directed the Board's attention to a memorandum summarizing all sections of the new law that pertain to performance-based planning and programming. He said that the law's key point is that performance management should provide a means to the most efficient investments of federal transportation funds by refocusing on national transportation goals and improving project decision-making through performance-based planning and programming.

Mr. Kirby explained that the new law calls on metropolitan planning organizations (MPOs) to establish performance-based approaches to transportation decision-making to support national goals. He pointed out that the new national goals laid out in the law generally reflect the goal framework within which MPOs currently operate. The two key differences, he said, were a new goal area for reduced project delivery delays; and an explicit focus on freight movement.

Mr. Kirby said that the law directs the Secretary of the U.S. Department of Transportation (USDOT) to develop specific performance measures for meeting the national goals laid out in the law. He said that MPOs and other transportation agencies then set their own performance targets under the measures. For highways and bridges, he explained that the performance measures will focus on pavement conditions, safety, congestion, air quality, and freight movement. For transit, the measures will focus on asset management – that is, keeping equipment, vehicles, and facilities in a “state of good repair” – and safety. He said that the law provides for “penalties” for state departments of transportation that consistently fail to meet their targets: redirecting a specified amount of their spending to those areas of need, effectively taking away some of their discretion in how they spend federal funds. He also said that an MPO could, under the law, lose 20 percent of federal funding if, during its regular federal certification process, it fails to show that it has supported a performance-based approach to regional

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transportation decision-making.

Mr. Kirby told Board members that USDOT is currently working to develop performance measures, and that in doing so they have been meeting with state departments of transportation, MPOs, and transit agencies to figure out how best to develop the measures. He said USDOT appears to be taking a very realistic approach to developing measures by acknowledging agencies' limited resources and the effects of outside incidents, like major weather disruptions, on the ability to meet performance targets. He said that the American Association of State Highway and Transportation Officials (AASHTO) and the Association of Metropolitan Planning Organizations (AMPO) have both sent letters to USDOT recommending that performance measures reflect as much as possible performance analysis conducted under existing planning activities at the state and regional level.

Finally, Mr. Kirby explained that many of the performance targets under the new law would have to be set and monitored by transportation agencies other than the TPB. He said that most of the measures related to safety, asset management, and pavement condition would have to be handled by the departments of transportation and transit agencies. But, he said, the TPB would have explicit responsibility for measures and targets related to congestion management and air quality, and that the law's requirements present a new opportunity to take a more comprehensive view of congestion that accounts for location-, direction-, and time-specific variations in congestion rather than just regional averages. He also said that other measures, like transit access and availability of bicycle, pedestrian, and carpool options, should also be taken into account in addressing congestion.

Chair York opened the floor to questions.

Mr. Zimbabwe suggested that the Board send a letter to USDOT urging them to consider measures of congestion other than traditional time-based ones. In particular, he said he wanted USDOT to consider measures that take into account the multimodal nature of the region's transportation system rather than focusing solely on travel delay for drivers.

Mr. Kirby said that staff could work on drafting a letter and could bring it back to the March or April Board meeting. He said he thought there was still plenty of time to provide such feedback to USDOT.

Ms. Tregoning echoed Mr. Kirby's and Mr. Zimbabwe's interest in more nuanced measures of congestion. She suggested two additional alternative measures: the combined housing and transportation cost index, which she said varies throughout the region depending on the different transportation options and land-use patterns in different areas, and person throughput rather than vehicle throughput. She also said that the only thing that would really alleviate congestion in the region is a lack of economic activity, which no one wants.

Ms. Hudgins repeated Ms. Tregoning's comment that road expansions are not the ultimate solution to congestion, in that they do not support long-term transportation, housing, and economic development goals. She, too, expressed a desire for measures that will help push the

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region in a better direction that doesn't focus just on road improvements.

Mr. Kannan said that WMATA has been providing information and comments to USDOT on the performance criteria, but he also said he supported the TPB sending a letter to USDOT in support of using person throughput as a measure.

## **12. Review of Draft FY 2014 Commuter Connections Work Program (CCWP)**

Mr. Ramfos briefed the Board on the draft Commuter Connections Work Program (CCWP) for FY 2014. He provided background information on the program: that it is a network of public and private transportation organizations in the region working together to decrease the number of single occupant vehicles on the region's roadways; and that its benefits include reducing and managing congestion, reducing vehicle-related emissions, assisting employers in recruitment and retention of employees, and providing commuters with more options for commuting and helping them reduce the stress, cost, and time of commuting. He directed the Board's attention to a map of the Commuter Connections service area, which extends from West Virginia to the Eastern Shore, and from Richmond to Pennsylvania. He said that about 30,000 people are currently enrolled in the Commuter Connections database.

Mr. Ramfos highlighted the program's benefits in terms of reductions in vehicle-use and emissions. He said that, on a daily basis, the program leads to reductions of 126,000 vehicle-trips, 2.4 million vehicle-miles of travel, one ton of nitrogen oxide (NOx) emissions, and half a ton of volatile organic compound (VOC) emissions. He said that the transportation demand management strategies in the Commuter Connections program are part of the TPB's required Congestion Management Process and provide Transportation Emission Reduction Measure (TERM) benefits for use in the annual air quality conformity determination. He said that the program spends about 14 cents for every vehicle-trip reduced, a penny for every vehicle-mile of travel reduced, about \$20,000 for every ton of NOx reduced, and about \$30,000 for every ton of VOC reduced.

Mr. Ramfos told Board members that the proposed budget for FY 2014 is about five percent lower than the FY 2013 budget, mainly because there are a number of intensive data collection projects happening in FY 2013 that won't be occurring in FY 2014. He said that 2014 will be the 40th anniversary of the program's founding and that the program will include special events related to the anniversary. He also described a number of monitoring and evaluation activities that are slated to occur in FY 2014 related to the 2013 State of the Commute survey, performance measurements required under MAP-21, employer telework surveys in Maryland, employer customer satisfaction surveys region-wide, and a draft 2014 TERM analysis report.

Mr. Ramfos said that the state funding agencies and the Commuter Connections subcommittee have all reviewed drafts of the work program and provided comments that have been incorporated into the current draft. He said the TPB's Technical Committee has been briefed on the draft once already and will be again in March. He told Board members that the TPB would be asked to approve the work program at its March meeting and that the program would begin

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July 1.

Chair York opened the floor to questions.

Ms. Tregoning asked whether Mr. Ramfos had any information on trends in the cost-effectiveness of the Commuter Connections program or the overall size and reach of the program, as the information he provided in his presentation was only a “snapshot” of current levels.

Mr. Ramfos said that the program has grown over the last four or five years, mainly in response to higher gas prices. He said that the growth means the program has become more effective. But he also said that the environmental impacts aren’t as significant as they used to be since cars are becoming “cleaner” thanks to improved technologies.

Mr. Way asked Mr. Ramfos to comment on the fact that 50 percent of the budget is slated for mass marketing and advertising, asking specifically whether he saw that number declining in the future.

Mr. Ramfos said that the mass marketing and advertising is really the main thrust behind what the Commuter Connections program does in order to get the message out about the wide range of transportation alternatives that are available to commuters. He did not indicate that the budget for mass marketing and advertising would be decreased.

### **13. Review of the Draft FY2014 Unified Planning Work Program (UPWP)**

Mr. Kirby, referring to a PowerPoint Presentation, reviewed the key features of the draft FY2014 Unified Planning Work Program (UPWP) that was included in the mailout packet. He said that the UPWP is a federal requirement that covers all of the TPB’s work. He highlighted the new components to the UPWP for the upcoming year, including work relating to requirements set forth by MAP-21. He said that the program structure otherwise remains the same, and provided an overview on funding sources. He summarized the six elements comprising the UPWP, and said that the assumed budget for 2014 is the same as 2013. He explained that this assumption is based on the uncertainty around the federal budget process, including the uncertainty around sequestration. He said that the TPB would be asked to approve the final FY2014 UPWP in March, so that it could be submitted to the Federal Highway Administration and Federal Transit Administration in time to gain their approval before July 1, when the program is set to start. He added that if the budget should change due to the federal budget process, the TPB would be asked to make a one-time amendment in the fall to capture any necessary budgetary adjustment.

### **14. Notice of Proposed Amendment to the Additional Air Quality Conformity Analysis Conducted to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)**

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Mr. Kirby said that the TPB in December approved a new air quality conformity analysis to respond to the new 2008 National Ambient Air Quality Standards (NAAQS), which was sent to DOT for approval. He said that before DOT had a chance to act on the TPB's analysis, the Environmental Protection Agency (EPA) acted on and found adequate new NAAQS budgets. As a result, he said, TPB staff must review the analysis again with these new budgets, and the TPB must then approve the new conformity analysis. He added that a public comment period on the matter would begin today, and that the item would be brought before the TPB for action again on March 20.

Ms. Jackson asked if the 2013 air quality conformity scope of work was approved earlier.

Mr. Kirby replied in affirmation.

Ms. Jackson asked if the budgets in that scope of work would have to be updated to include the new budget levels recently approved by EPA.

Mr. Kirby replied that the new budget numbers would be used in the new analysis.

Ms. Jackson asked for clarification on whether this was included in the written material.

Mr. Kirby apologized, and said that the written material would be revised to reflect the new budget numbers.

Mr. Jordan asked if there were plans to coordinate the new UPWP with the Baltimore Area MPO.

Mr. Kirby replied that, as a member of the National Association of MPOs, TPB staff meets regularly with its peer organizations around the country. He added that staff holds a number of informal meetings with the Baltimore MPO to share data and discuss common interests.

Mr. Jordan asked if Mr. Kirby has seen Baltimore's 2014 UPWP.

Mr. Kirby replied that he had not seen it, and was unsure if it was published at the present time.

## **15. Other Business**

There was no other business brought before the TPB.

## **16. Adjourn**

Chair York adjourned the meeting at 1:55pm. He said the next meeting of the TPB would be held on March 20.