

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
November 28, 2012**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County Board of Supervisors
Sandra Jackson, FHWA
John Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Bridget D. Newton, City of Rockville
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Kanti Srikanth, VDOT
Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
Tommy Wells, DC Council
Victor Weissberg, Prince George's County DPW&T
Robert Werth, Private Providers Task Force
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Robert Griffiths
Nicholas Ramfos
Andrew Meese
Wendy Klancher
Eric Randall
John Swanson
Jane Posey
Rich Roisman
Andrew Austin
Michael Farrell
Karin Foster
Deborah Kerson Bilek
Dan Sonenklar
Debbie Leigh
Deborah Etheridge
Jonathan Rogers
Dave Robertson COG/EO
Nicole Hange COG/EO
Bill Orleans HACK
Randy Carroll MDE
Judi Gold Councilmember Bowser's Office
Tina Slater CAC Chair
Christine Green Greater Washington Region Safe Routes to School Network
Mike Lake Fairfax County DOT
Anthony Foster DDOT
Tim Davis City of Frederick
Nick Alexandrow PRTC
Patrick Durany PWC
Pierre Holloman City of Alexandria
Liz Essley The Washington Examiner

1. Public Comment on TPB Procedures and Activities

Christine Green of the Greater Washington Safe Routes to School advocated for implementing regional priorities through the Transportation Alternatives Program that was established in the recently passed federal transportation bill, MAP-21. She said this new program presents an opportunity to address safety, particularly with regard to the disproportionate number of bicycle and pedestrian fatalities. She thanked the TPB staff and the TPB for being proactive in its consideration for how this new funding could change the region in a positive way. Copies of her remarks were submitted for the record.

Tracy Loh of the National Transportation Enhancements Clearinghouse highlighted the special opportunity available through the Transportation Alternatives Program. She said that the program provides a unique opportunity for funding livability projects at the regional level in a way that can address the unusual needs and priorities of the region as a whole, rather than as a collection of jurisdictions. She urged the TPB to take full advantage of this opportunity.

2. Approval of the Minutes of the October 17 meeting

Ms. Krimm moved to approve the minutes of the October 17 meeting.

Mr. Zimbabwe seconded the motion, which passed with Mr. Zimmerman abstaining from the vote.

3. Report of the Technical Committee

Mr. Rawlings reported that the Technical Committee met on November 2, and reviewed five items that are included in the TPB agenda. These items were: a briefing on an amendment to revise the budget and work elements in the UPWP to reflect funding changes, a briefing on the draft analysis for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP, a briefing on the draft 2012 CLRP brochure, a briefing on the new Transportation Alternatives Program established under MAP-21 and the new potential role for the TPB in selecting projects under this program, and a briefing on the new MAP-21 Section 5310 program. He added that the committee discussed three informational items, including: a briefing on the performance-based planning approach using performance measures that the USDOT is in the process of establishing, and a briefing from the WMATA staff on a new strategic plan initiative called "Momentum." He mentioned that the WMATA general manager is scheduled to brief the TPB on "Momentum" at the December 19 TPB meeting. He added that the committee was briefed on the final congestion management process technical report, which serves as a detailed technical supporting document for the CMP component of the Constrained Long Range Plan.

4. Report of the Citizens Advisory Committee

Ms. Slater said that the CAC met on November 15, and discussed three main topics: TPB's role in the new Transportation Alternatives Program, the performance analysis of the 2012 CLRP, and the development of the regional transportation priorities plan. With regard to the Transportation Alternatives program, she mentioned the resolution passed by the CAC in October calling upon the TPB to establish a competitive regional process for selecting the projects using the funds that have been sub-allocated to the region. She said that the TPB staff had developed a proposal that outlines a process for project selection, which was presented to the CAC, and has the CAC's support. She expressed the gratitude of the CAC to the TPB for their

quick consideration of the October resolution. She added that the CAC would like the TPB to develop project selection criteria that maximize opportunities for selecting the best, most impactful projects, and that the CAC feels the Transportation Alternatives program could be integrated with the regional transportation priorities plan since both are an effort to prioritize projects that promise the greatest benefit to the region.

With regard to the performance analysis of the CLRP, she said that CAC members observed that daily commute mode shares are not projected to change much between 2013 and 2040, and that the committee generally agreed that the analysis paints a bleak picture for the region's future, particularly considering the projections for congestion on highways and transit. With regard to the TPB developing a regional transportation priorities plan, she reported that CAC members discussed the history of the plan, and stressed its intent as a regional plan rooted in the goals of the TPB Vision. She said that the CAC calls on the TPB to make sure that the priorities plan contains strategies that will truly make a difference to the region. She mentioned that the CAC is unclear on the role of the public and of public involvement in the process, and seeks clarification on this matter from the TPB. She added that the CAC recognizes the need for additional funding, and that the CAC strongly encourages the TPB to consider strategies for raising new transportation revenue as part of developing the priorities plan.

She concluded by stating that the CAC will conduct an election via email of six individuals to serve on the 2013 committee, and that the new TPB officers would each identify three individuals to serve from their respective areas for the 2013 committee. She mentioned that the first meeting of the 2013 CAC will occur in February.

5. Report of the Steering Committee

Mr. Kirby said the Steering Committee met on November 2, and took two actions, which he said were included in the TPB mailout packet. These actions were a resolution to amend the UPWP, and an amendment to the TIP, which he said was requested by MDOT. He also mentioned that the TPB meeting schedule for January would be delayed one week later than normal due to the holiday season, with the Technical Committee and Steering Committee to meet on January 11, and the TPB to meet on January 23. He invited Mr. Robertson, the outgoing Executive Director of the Metropolitan Washington Council of Governments (COG), to introduce the incoming Executive Director, Chuck Bean.

Mr. Robertson said that he will be leaving his position at the COG with bittersweet feelings, and acknowledged the great collective work around Region Forward, promoting Street Smart, MATOC, and other regional programs. He introduced Chuck Bean, who he said is currently the president of the Nonprofit Roundtable of Greater Washington, as the incoming Executive Director of COG. He said Mr. Bean would start work December 13. He added that the COG Annual membership awards and luncheon will be on December 12, which he said would also be his official last day, and invited the members of the TPB to attend the luncheon.

Mr. Bean thanked the members of the TPB, expressed eagerness to get moving, and said he

appreciates the role of the TPB and the impact that it has had on Region Forward, which he said is a critical component of Economy Forward. He said he looks forward to working with Mr. Kirby and all of the COG staff to continue to advocate for sound transportation policies and all the other issues that COG addresses.

Mr. Kirby mentioned that there would be a special reception honoring Mr. Robertson following the main lunch on December 12, which will provide everyone with an opportunity to thank him and bid him farewell. He invited members of the TPB to attend the reception, and added his special appreciation to Mr. Robertson for helping secure local match dollars for the Street Smart Program.

Mr. Robertson said that on November 29 from 4-7pm, there would be a “meet and greet” opportunity to become acquainted with Mr. Bean, and invited members of the TPB to attend that event.

6. Chair’s Remarks

Chair Turner said he hoped both TPB members and staff had a great Thanksgiving. He mentioned that the fall Street Smart campaign kickoff event occurred on November 14, and thanked Loudoun County for hosting the event. He added that the TPB Community Leadership Institute will occur on November 29 and December 1, with 20 participants scheduled to attend from around the region.

ACTION ITEMS

7. Appointment of the Nominating Committee

Chair Turner moved to appoint Muriel Bowser from the District of Columbia as chair, Dave Snyder from Virginia, and Paul Smith from Maryland as the representatives to the Nominating Committee to select the TPB officers for 2013.

Mr. Wells seconded the motion, which passed unanimously.

8. Approval of an Amendment to the FY2013 Unified Planning Work Program (UPWP) to Revise the Budget and Work Elements

Mr. Kirby said that this amendment is to the current FY 2013 UPWP, which he said began on July 1. He said that it has become common practice to amend the UPWP in the fall, after the federal fiscal year closes, to allow for adjustments in the UPWP that result from federal budgeting uncertainties. He added that the UPWP, which was approved by the TPB in March, included estimates for federal funding. He said now that the federal fiscal year is over and the funding levels have been determined, the TPB can revise its UPWP to reflect any changes. Referring to the mailout, he provided a brief overview of the adjustments, which he said were

minimal.

Mr. Zimmerman asked for confirmation that this amendment is a housekeeping matter that had no effect in policy.

Mr. Kirby confirmed Mr. Zimmerman's request.

Mr. Zimmerman moved to adopt Resolution R4-2013 to amend the FY2013 UPWP to revise the budget and work elements.

Mr. Wells seconded the motion, which passed unanimously.

INFORMATION ITEMS

9. Briefing on an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)

Ms. Posey said that the region was designated earlier this year as marginal nonattainment for the EPA's new ozone standards, which required TPB to run a conformity analysis of the long-range plan. She said an analysis was conducted of the attainment year 2015, and provided a summary of the report, which was included in the mailout. She said the analysis shows that mobile emissions are well within the mobile budgets for ozone season VOC and NO_x, and wintertime CO, and are well below the 2002 base year levels for PM_{2.5} pollutants. She added that the results of the analysis would be released for a 30-day public comment period, beginning November 15. She said that the TPB would be asked to approve the conformity analysis at its December 19 meeting.

10. Briefing on the Draft 2012 CLRP Brochure

Mr. Kirby briefed the Board on a summary brochure produced by staff for the 2012 update to the Constrained Long-Range Plan (CLRP). He explained that the brochure is a summary of the full plan and the various programs and projects in it, including schedules for completion of the projects, and he said it includes some of the key results of an analysis of how well the transportation system performs in 2040 under the plan. He said that the performance analysis includes information about growth in the region, where that growth is projected to occur, what travel patterns will look like in 2040, how accessibility to jobs is expected to change, and forecasts of vehicle-related pollutant emissions.

Mr. Kirby reported that the region's population is forecast to increase 24 percent by 2040, with nearly 1.3 million additional people in the region, and faster rates of growth in the outer jurisdictions. He said that the total number of jobs is forecast to increase 36 percent during the same time period, with the fastest rates of growth again in the outer jurisdictions and mainly on the western side of the region. He then showed the Board a chart of various travel-related

measures and how they are expected to change through 2040. One of the main points he highlighted was that vehicle-miles traveled (VMT) is expected to grow at about the same rate as population, meaning that VMT per capita should remain roughly the same. In addition, he pointed out that the number of lane-miles of roadway is only expected to increase 7 percent by 2040, with the result that the number of congested lane-miles of highway during the morning peak hour is forecast to increase 78 percent.

Mr. Kirby also highlighted the anticipated mode share for “all trips” and for “commute trips” in 2040. He said that the share of trips made by transit and non-motorized modes (bicycling and walking) was not expected to change much either for “all trips” or for “commute trips”, but that trips made by single-occupancy vehicles are expected to drop while the share of those made by high-occupancy vehicles (HOVs) is expected to increase somewhat in both categories of trips. He said that the small increase in HOV use in the forecasts is probably due to the HOV lanes and new express toll lanes on the Capital Beltway in Virginia and those planned for I-95 south of the city.

The three other main performance areas that Mr. Kirby reported on were congestion on the region’s roadways and transit system, forecasts of future accessibility to jobs in different parts of the region, and progress in meeting air quality targets. He reiterated the point that the number of congested lane-miles of roadway in the morning peak hour is forecast to increase 78 percent by 2040, and that much of that new congestion will be occurring in the outer suburbs. He also explained that, in the absence of WMATA starting to run all eight-car trains during rush hour, four of five Metrorail lines to and through the regional core would be “congested” or “severely congested” by 2040. Running all eight-car trains could mean that just three lines would experience moderate congestion and that none would be “severely congested”. As for job accessibility, Mr. Kirby pointed out that the most significant losses in job accessibility by auto – that is, the number of jobs accessible by auto within 45 minutes from a given point – are expected to be on the eastern side of the region. Most areas are expected to see small increases in job accessibility by transit by 2040. Finally, Mr. Kirby reported that reductions of vehicle-related emissions for all pollutants that are regulated by the federal government will far exceed current reduction targets.

In the final portion of his presentation, Mr. Kirby laid out what he thought the analysis showed were the region’s main challenges: how to pay for needed repairs and upkeep of the Metrorail system; how to manage congestion on the region’s roads and, increasingly, on its transit system; and how to redirect anticipated growth into areas with better travel options. He said that there appear to be two broad ways to address the challenges: obtaining additional funding to support Metrorail maintenance, rehabilitation, and expansion, and to meet both road and bridge maintenance requirements; and better coordinating transportation and land-use to take advantage of opportunities for more mixed-use development near rail stations.

Chair Turner opened the floor to questions and comments.

Mr. Zimmerman questioned the usefulness and accuracy of the various forecasts of future growth and transportation system performance. He sought to clarify with Mr. Kirby that the forecasts

rely heavily on two underlying assumptions: one, that only those projects and programs that are currently in the CLRP are considered to be part of the future network; and two, that the total forecast population and job growth in the region is an aggregation of forecasts made by each of the local jurisdictions in the region.

Mr. Kirby responded by emphasizing the purpose of the performance analysis is to provide a baseline analysis if current policies continue. He said the forecasts are based on the best information currently available. He also added that the growth forecasts to which Mr. Zimmerman referred are assembled in a cooperative process among representatives from all of the local jurisdictions, and that it is not simply a “stapling together” of individual forecasts.

Mr. Zimmerman reiterated his concern that the process for developing the growth forecasts is a fundamental weakness of the overall CLRP performance analysis. He suggested that the process is not as cooperative as Mr. Kirby would like to think, citing first-hand experience with it.

Mr. Kirby offered to retrieve the forecasts for 2010 made back in 1990 to review the accuracy of earlier forecasts. He said he would return to the Board’s December meeting with that information.

Mr. Zimmerman also said that he didn’t believe it’s plausible to think that the region will have both tremendous continued economic growth and not make more substantial transportation improvements than those outlined in the CLRP.

Mr. Zimmerman’s final comment on the CLRP analysis concerned the finding that mode share is not forecast to change significantly through 2040. He said that forecast runs counter to lots of other information that is currently available and other observed and anticipated trends that suggest significant shifts in how people will travel in the future. In particular, he cited recently-released data that show a 33 percent increase in the transit share of commute trips between 2000 and 2012 in Arlington County. He also mentioned forecasts of rising energy costs and changing demographics that are likely to cause shifts in mode share in the future.

Mr. Kirby explained that the forecast mode shares don’t change much between now and 2040 because they cover the entire region, which is large, and that the increased growth in the outer jurisdictions – which have little or no access to transit – tends to offset gains in transit share in the inner jurisdictions.

Mr. Way voiced concern about the fact that more than \$220 billion is expected to be spent on transportation in the region through 2040 and that, in spite of it, travel conditions will still worsen considerably. He said he thought that was a huge problem that deserves far more attention.

Mr. Kirby responded by affirming some of Mr. Way’s concerns and explained that most of the money to be spent on transportation is going to operations and maintenance, and that the expansion that is planned simply isn’t enough to keep up with demand. He again referred back to forecasts for 2010 that the TPB made in 1990 which predicted congestion getting significantly

worse and said that some planners and decision-makers then didn't think the problem would get as bad as it has. He suggested that maybe there will be large macro-economic shifts that change the picture, but that those cannot be predicted as part of the forecasts.

Mr. Kannan questioned two of the core assumptions on which the forecasts in the CLRP analysis are based. The first was the unchanging mode share over time. Mr. Kannan echoed Mr. Zimmerman's concern that recent data have shown increasing transit use in many of the jurisdictions that together account for a vast majority of the region's population. He cited specific figures of increases that have been observed, as well as data that show fewer and fewer young people acquiring driver licenses.

Mr. Kannan also challenged the assumption that the fastest growth will occur in the outer jurisdictions. He said that growth happens where a permitting process has allowed developers to achieve a higher rate of return on development and that planners can either follow that intuition and let that guide their understanding of how the region will develop, or they can take a more nuanced look at the development process to see if that's how it actually should or will play out. He also pointed to earlier errors in local jurisdictions' growth forecasts as a reason to be skeptical of the overall regional numbers and the anticipated growth differences between different jurisdictions.

Mr. Emerine said he thought that one of the key points Mr. Kirby made in his presentation was the one about what the region could do to change the outcomes highlighted in the results of the performance analysis. He said he thought it would be useful to have a more detailed discussion of what interventions are possible and how they might become part of the Regional Transportation Priorities Plan, currently under development. He wondered whether the results of previous work -- like earlier scenario planning by the TPB, especially that which highlighted what could be achieved by shifting land-use -- could be used in the brochure and/or in the Priorities Plan to show people what actions the region might be able to take to alter its transportation future.

Mr. Kirby agreed with Mr. Emerine's inclination to link the CLRP analysis with the Priorities Plan and previous scenario work. He confirmed that earlier scenarios have shown how policy changes, especially land-use changes, can make a meaningful impact on transportation outcomes. He reiterated his point that the CLRP is a starting point from which such decisions about policies to change the region's future can be made.

Mr. Snyder echoed Mr. Emerine's interest in identifying those strategies that can change the outcomes identified in the CLRP analysis. He stressed the need to focus not just on commute trips when trying to increase transit shares, but also to focus on raising the transit share for trips made for other purposes throughout the day. He also suggested looking at other metropolitan areas around the country, and internationally, to see where they have successfully intervened in circumstances similar to those the region currently faces.

Mr. Kirby explained that land-use is the key driver in shifting modes for non-commute trips and that having more mixed-use development can lead to more significant increases in walking,

bicycling, and transit use. He also said that providing more housing for people in the region can reduce the number of people making long commutes to jobs in the region from homes outside the region.

Mr. Snyder said that he didn't think land-use changes were the only interventions, and said that he would be interested in seeing what approaches could be taken with regard to each travel mode to reverse the trends the travel models are predicting.

Mr. Zimbabwe said he was supportive of a retrospective analysis of how past forecasts have borne out. He said he thought it was important to talk about the tension between alleviating congestion and reaching other environmental goals. He said that only looking at morning peak-period congestion doesn't help illustrate opportunities to improve off-peak transit usage and that measuring the wrong things might not help us get to the outcomes we'd like to see.

Mr. Smith said he was discouraged by the forecasts laid out in the performance analysis. He said that the highway congestion measures, in particular, concerned him. He pointed to the worsening congestion during the morning peak-period near Frederick and suggested that perhaps the evening peak-period would be more important to monitor since, in his view, it's more important to be able to get people out of downtown Washington rather than into it. He said that if the region has limited funds and can only address a certain subset of its challenges, it should focus, again, on improving congestion on routes leading out of the regional core rather than those leading into it.

Chair Turner thanked the staff for their hard work in preparing the performance analysis. He said one of the other key assumptions that might not bear out is that all of the projects and programs in the CLRP will actually be able to be paid for. He said he thought the Board has an opportunity to weigh in on available alternatives for funding transportation infrastructure investments in the region in the future. He cited, in particular, his own interest in the subject and that of the Council of Governments Board of Directors in addressing transportation funding challenges.

Chair Turner suggested that TPB staff draft a letter making a general statement on behalf of the TPB to the legislatures of Maryland, Virginia, and the District of Columbia about the importance of taking action soon on finding new ways to fund transportation investment. He said he thought it was especially important to do this before the legislative sessions of Maryland and Virginia start in January.

Mr. Zimmerman recommended that the letter convey the need for additional funding beyond what the CLRP assumes will be available through 2040. He stressed the point that the performance analysis shows that the projects and programs currently planned in the CLRP are not enough to keep up with demand and that the region will need more investment beyond that. He also suggested that the letter make the point that coordinating transportation and land-use throughout the entire region is an essential strategy for improving the performance of the transportation system.

Ms. Krimm expressed her support for sending a statement to the state legislatures, but also

recommended that members of the TPB or its staff provide testimony to the legislatures highlighting the findings of the performance analysis and forecasts of the region's transportation future given current planning and funding trajectories. Ms. Krimm offered to help in preparing for or participating in any outreach to the Maryland legislature.

Finally, Mr. Kirby noted that staff will finalize the summary brochure in the coming weeks and that the findings of the performance analysis should be useful in the ongoing efforts to develop a Priorities Plan.

11. Briefing on the New Transportation Alternatives Program Under MAP-21

Referring to the mailout memo and the presentation that was handed out, Mr. Swanson briefed the Board on the new Transportation Alternatives Program (TAP) that was established last summer by the federal transportation legislation (MAP-21). He said the program provides funding for projects that are considered alternatives to traditional highway construction, and that the program combines three previous programs, the Transportation Enhancements Program, Safe Routes to Schools, and the Recreational Trails Program. He emphasized that a portion of every state's TAP funds are to be suballocated to large MPOs (those with urbanized areas larger than 200,000) for project selection. He outlined a proposal for establishing a program for project selection in the Washington region using the funds suballocated through Maryland, Virginia, and the District of Columbia.

Mr. Wojahn thanked Mr. Swanson for the presentation. He said this program offers the opportunity for the TPB to show how the region can address some of the challenges identified in Mr. Kirby's presentation on the CLRP, including providing more transportation choices and ensuring access for disadvantaged populations. As the chair of the Access for All Advisory Committee, he said he wanted to highlight the committee's comments supporting the establishment of this program.

Ms. Koster said the board should support the proposal. She said it is important to take the opportunity to think about how the members of the TPB can act in a coordinated, efficient, regional way. She also spoke in support of Mr. Wojahn's comments regarding the opportunity to support projects that benefit disadvantaged communities.

Mr. Zimbabwe echoed the comments of Mr. Wojahn and Ms. Koster. He said there are some points that would be helpful for Mr. Swanson to include in his progress report in December. He suggested staff should identify how this program can be tied as closely as possible to some of these other programs that are already established at the TPB, especially the TLC Program. He emphasized that the TAP funds should be used for capital, not planning, projects. He also said it would be important to clarify which agencies are eligible to apply for funding through the program.

Mr. Kannan said the business and real estate community is very interested in regional leadership and action, and programs like the one proposed could help to address those interests.

Mr. Zimmerman said that unlike the previous speakers, he did not particularly see the proposal as an opportunity but rather saw that it simply established a situation in which the region's jurisdictions would be encouraged to fight over a decreased pot of federal funding.

Chairman Turner asked if eligibility had changed under the new program.

Mr. Swanson said there was some tightening of the eligibility from the previous programs, but much of it remains the same.

Ms. Erickson thanked Mr. Swanson for working closely with MDOT staff. She said she agreed with most of the previous comments. She said that MDOT's main concern at this point was that the TPB selection process should ensure that projects are eligible and ready for construction. She said that Mr. Swanson's presentation had indicated that these concerns would be addressed.

Mr. Swanson said Mr. Zimmerman's concerns had some validity, but he did note that TPB members put a lot of time into their work at COG and the TPB, and this proposal presents a chance to at least symbolically establish a program that could help to tie together a lot of the work that has been done in the past.

12. Briefing on the New Section 5310 Enhanced Mobility Program under MAP-21

Referring to the mailout memo, Ms. Klancher gave an abbreviated version of the new program called Enhanced Mobility Section 5310 program under the FTA sections of MAP-21. She said there are some changes that will occur regarding the TPB role. She said the TPB has been the designated recipient for Job Access/Reverse Commute (JARC) and New Freedom programs under SAFETEA-LU. She said that JARC has been eliminated and New Freedom has been combined with the old Section 5310 program. She said that our region needs to determine which entity will be the designated recipient for that new program, which can fund projects that help older adults and people with disabilities have better transportation. She said the TPB staff proposal calls for a joint designated recipient that would include the lead state agencies in the District, Maryland and Virginia and the TPB. She said that staff is in discussions with the other agencies on this proposal. She said she would be happy to return to the TPB for a briefing in December.

Mr. Kannan noted that the TPB has previous experience, which was important for the Board to consider. He noted that significant efficiency impacts can be gained with effective coordination.

13. Briefing on Results from the 2011 Washington-Baltimore Regional Air Passenger Survey

This item was deferred due to lack of time.

14. Other Business

There was no other business.

15. Adjournment

The meeting was adjourned at 2:05 pm.