

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
April 16, 2014**

Members and Alternates Present

Monica Backmon, Prince William County
Bob Brown, Loudoun County
Helen Cuervo, VDOT
Allison Davis, WMATA
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County Executive
Lyn Erickson, MDOT
Tawanna Gaines, Maryland House of Delegates
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Tim Lovain, City of Alexandria
Bridget Newton, City of Rockville
Mark Rawlings, DDOT
Rodney Roberts, City of Greenbelt
Kelly Russell, City of Frederick
Maria Sinner, VDOT
Paul Smith, Frederick County
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Kanathur Srikanth, VDOT
Tammy Stidham, NPS
Todd Turner, City of Bowie
Jonathan Way, City of Manassas
Tommy Wells, DC Council

Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Gerald Miller
Robert Griffiths
Nicholas Ramfos
Elena Constantine
Eric Randall
John Swanson
Jane Posey
Andrew Meese
Andrew Austin
Ben Hampton
Bryan Hayes
Sarah Crawford
Erin Morrow
Jon Schermann
Michael Farrell
Debbie Leigh
Deborah Etheridge
Mark Moran
Dusan Vuksan
Wenjing Pu
Lynn Winchell-Mendy
Paul DesJardin COG/DCPS
Matt Kronenberger COG/OPA
Steve Kania COG/OPA
Judi Gold CM Bowser
John B. Townsend AAA Mid-Atlantic
Patrick Durany Prince William County
Mike Lambert Kimley-Horn
Bob Grow Board of Trade
Bob Chase Northern Virginia Transportation Alliance
Nick Alexandrow PRTC
Tom Fahrney VDOT
Michele Cleveland WABA
Kelly Blynn Coalition for Smarter Growth
John Hartline Tri-County Council for Southern Maryland
Stewart Schwartz Coalition for Smarter Growth

David Dickson	Sierra Club, Mount Vernon Group
Tina Slater	Action Committee for Transit
Malcolm Watson	FC DOT
Bill Orleans	Resident

1. Public Comment on TPB Procedures and Activities

Mr. Hartline of the Tri-County Council for Southern Maryland spoke about the formation of the MPO for Calvert and St. Mary's counties and said he would like to coordinate efforts on transportation planning.

Mr. Chase of the Northern Virginia Transportation Alliance said that the longer this region acts as a collection of localities and lacks the political will to adopt a regional plan with specific performance-based regional priorities, the less likely it is to be globally competitive and a great place for our children to live and work in the future. Copies of his remarks were circulated to attendees.

Mr. Schwartz of the Coalition for Smarter Growth said he was disappointed to see a deferral to the 2015 CLRP of more explicit consideration of the CO₂ and other goals incorporated in COG's guiding plans and policies, as well as the lack of commitment by staff to conduct a fundamental reevaluation of the CLRP and remove projects which do not support TPB goals or help the region address climate change. Copies of his remarks were circulated to attendees.

Ms. Slater of the Action Committee for Transit said she is concerned that the draft MTA 2013 MARC Growth and Investment Plan is much less ambitious than the plan approved in 2007. She said the reduced capital investment in the draft 2013 plan would hamper transit-oriented development.

2. Approval of Minutes of September 18 Meeting

Mr. York made a motion to approve the minutes of the April 16 TPB meeting. Mr. Turner seconded the motion, which passed unanimously.

3. Report of the Technical Committee

Mr. Srikanth said the Technical Committee met on April 4 and reviewed six items on the TPB agenda: the Regional Bike to Work Day Proclamation; projects to be included in the air quality conformity analysis for the 2014 CLRP; the scope of work to be used for conducting the air quality conformity analysis; the inclusion of Fauquier County and the Town of Warrenton in the TPB; the development of COG's Cooperative Forecasts; and an initial qualitative assessment of how the 2013 CLRP aligns with the priorities identified in the Regional Transportation Priorities Plan (RTPP).

4. Report of the Citizen Advisory Committee

Ms. Loh said the Citizens Advisory Committee (CAC) met on April 10 and had a lengthy discussion on the qualitative assessment of the RTPP. She said the committee was pleased with the staff effort, which took place in a very limited amount of time. She said the CAC looks forward to seeing an expanded version for the 2014 CLRP, which would be incorporated into the call for projects. She said the CAC is concerned about the implementation of priority three, which is to move people and goods more efficiently. She said that for the most part, the RTPP did not include cost estimates to implement the plan's strategies. She further noted that there is an unknown gap between what the CLRP would fund and what it would take to achieve priority three. She added that the large capital improvements identified in the CLRP are not the only tools to fill those gaps and emphasized that the TPB member jurisdictions should particularly consider non-capital interventions necessary to achieve priority three.

Ms. Loh also highlighted long-term strategy one under priority three: expand capacity on the existing transit system. She said that unlike the most of the other strategies, there are cost estimates related to this strategy in WMATA's Momentum Plan, which identifies funding levels necessary for core capacity improvements by 2025. She said that it is a failure to identify this as a priority, determine the cost for implementation, and then not act on it.

5. Report of Steering Committee

Mr. Miller said the Steering Committee met on April 4 and approved three resolutions to the TIP that are exempt from air quality conformity requirements. He reviewed the items in the "Letters Sent/Received" packets. He said the TPB would provide letters of endorsement for six FY 2014 TIGER applications to be submitted by member jurisdictions. He highlighted a copy of a Washington Business Journal article written by Chair Wojahn providing his insight into regional transportation planning.

Chair Wojahn said he had an interview in the morning with Comcast Newsmakers in which he discussed Bike to Work Day, as well as the article that Mr. Miller referenced, which described how the TPB coordinates transportation planning and the need to balance funding for highways and transit.

Mr. Miller continued with his report by referring to a letter from Chair Wojahn to the WMATA Board regarding collaboration with the specialized transportation services, particularly Metro Access and accessible bus stops.

Chair Wojahn said the Human Service Transportation Coordination (HSTC) Task Force agreed with WMATA's suggestion that a forum should be held to discuss these issues in detail.

Vice Chair Lovain said the HSTC Task Force and the TPB Access for All Advisory Committee would meet to discuss the agenda for a regional forum, as well as a workshop on accessible bus stops.

Ms. Hudgins thanked Mr. Lovain and the TPB for their willingness to collaborate on issues related to Metro Access and transit accessibility. She said all jurisdictions have some work to do in improving accessibility and that this effort will help maximize the investments that are being made in the Metro system.

6. Chair's Remarks

Chair Wojahn said he is leaving his current day job as a disability rights advocate with the National Disability Rights Network to become the Director of Government Relations at the Rails to Trails Conservancy.

Mr. Miller acknowledged the retirement of Mark Pfoutz, who has worked at the Council of Governments for over 30 years. He said Mr. Pfoutz would be sorely missed.

Chair Wojahn thanked Mr. Pfoutz for his service, and the Board applauded his service.

ACTION ITEMS

7. Approval of Regional Bike to Work Day 2014 Proclamation

Mr. Ramfos briefed the Board with some background information on the annual Bike to Work Day event, which he explained began in 2001 and has seen tremendous growth in participation during the last thirteen years. He highlighted the findings of a follow-up survey of participants in the 2013 event and the new "pit stops" included as part of this year's event. His briefing also included information about marketing collateral and social media outreach, as well as the corporate sponsorships and employer participation that help make Bike to Work Day a success. He asked the Board to approve a proclamation of Friday, May 16, as 2014 Bike to Work Day in the Washington region.

Chair Wojahn opened the floor to questions.

Ms. Russell commented that the Frederick area pit stop now includes a pre-registration party a week before Bike to Work Day at which participants can get free bicycle tune-ups and receive their Bike to Work Day t-shirt so that they can wear it the day of the event. She said that the City of Frederick's Board of Alderman all participate in Bike to Work Day and she encouraged all of the members of the Board of County Commissioners in Frederick County to participate as well.

Mr. Turner extended Ms. Russell's challenge to the full TPB, encouraging all members to attend at least one Bike to Work Day event, even if they do not ride to work that day.

Chair Wojahn echoed Mr. Turner's challenge to Board members, pointing out that he would be attending the College Park pit stop and riding from there into downtown.

A motion to approve the Bike to Work Day 2014 proclamation was made and seconded. The

Board approved the proclamation as drafted.

Following the approval, Mr. Ramfos introduced a representative of the Washington Area Bicyclist association, Michelle Cleveland, who expressed WABA's excitement about Bike to Work Day 2014 and thanked the Board on WABA's behalf for the opportunity to help organize the event again this year.

8. Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2014 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Plan (TIP)

Mr. Griffiths briefed the board on the public comments received on the project submissions for the air quality analysis for the 2014 CLRP and 2015-2020 TIP. He said that there were more than 400 comments that could be grouped into three categories. One group of comments said that the 2014 CLRP must address regional climate change goals, by disclosing environmental impacts of the CLRP and by taking action to align the CLRP with the region's climate goals. Another group of comments said that the MARC Growth and Investment Plan is underfunded and needs additional service improvements. The final group said the Virginia highway projects proposed for the CLRP should be reevaluated. Referring to the handout, Mr. Griffiths summarized the responses to the comments.

Mr. Griffiths also said that VDOT withdrew the Dulles Air Cargo Passenger Metro Access Highway Improvement project from the project submissions. In its place, he said, there will be some minor improvements to roads near Dulles in Loudoun County. He also mentioned that the air quality conformity table has been updated to include the correct project completion dates for two projects in Fairfax County.

Ms. Hudgins questioned the widening of VA 123 near Tysons Corner. She said it was not supportive of the transit-oriented development that Tysons is currently pursuing.

Ms. Smyth responded, saying that the section of VA 123 in question is in her district and that although she understands Ms. Hudgins' concerns, she said that the best forum to address those concerns is at the local level.

Mr. Roberts spoke against all road widening in the region. Referring to his experience in the region, he stated that he feels traffic gets worse the wider roads become. He said that road widening is the wrong path, and that unless the region changes mentality, congestion is only going to get worse. He said that he would not vote to approve the project submissions for the 2014 CLRP air quality conformity analysis.

Mr. Emerine said that he appreciates that the TPB will conduct CO2 analysis as a part of the performance analysis, though he expressed disappointment that the analysis will not be

completed until December, two months after the Board votes on the CLRP. He believes that the performance analysis should inform the vote to approve the CLRP, not come afterwards. He also encouraged the TPB to work more closely with COG to bring together political leadership to determine how the region can better address climate change goals through transportation planning.

Mr. Griffiths responded that TPB staff are moving expeditiously to develop the performance analysis. However, he said that since the CLRP process is behind schedule it cannot be further delayed to wait for the performance analysis. He said that if possible, staff would provide information on CO2 emissions to the Board as it is available. He added that TPB staff works closely with COG's Department of Environmental Programs.

Mr. Snyder said that, as the chair of the Metropolitan Washington Air Quality Committee (MWAQ), his goal is to analyze the status of the region's air quality, understand the standards that apply to the region, and educate the community about how standards might change in the future.

Mr. Zimbabwe referred to the "What Would it Take?" analysis conducted by TPB staff four years ago. In the context of that document, he said that he acknowledges the impact that federal fuel standards can have on the region's environment, but he also said that it would be helpful to revisit the specific things that the transportation decision makers in the region can influence. He said that waiting for the vehicle fleet to turn over is not enough.

Mr. York moved to adopt resolution R15-2014 to approve the project submissions for inclusion in the air quality conformity analysis for the 2014 CLRP and FY 2015-2020 TIP. Mr. Erenrich seconded the motion. The resolution was approved. Mr. Roberts and Ms. Nelson voted against the resolution.

9. Approval of Scope of Work for the Air Quality Conformity Assessment for the 2014 CLRP and the FY 2015-2020 TIP

Ms. Posey referred to the scope of work for the air quality conformity analysis that was included in the mailout. She said that this scope documents the technical approach to conducting the analysis. The scope also includes the schedule. Once the scope is approved by the Board, she said TPB staff would start the conformity analysis, and results of will be presented to the Board in September.

A motion was made to approve the scope of work for the air quality conformity assessment for the 2014 CLRP and the FY 2015-2020 TIP. The motion was seconded and approved.

10. Briefing on the Requirement that A portion of Fauquier County, Virginia Now be Included in the TPB Planning Area, and Approval of a Letter Inviting the County to Join TPB

Mr. Griffiths said this item relates to the results of the 2010 US Census that defines the urbanized area for the Washington, DC urbanized area. He said that localities included in this area must participate in the federal metropolitan transportation planning process and projects in those localities must be included in the CLRP and TIP to receive federal funding for transportation. He said that in the 2012 Census, a small portion of Fauquier County, including the Town of Warrenton, was included in the Washington, DC urbanized area. He said Mr. Miller, Mr. Srikanth, and he briefed Fauquier and Warrenton officials in March. He said the TPB is being asked to approve a letter inviting representatives from Fauquier County to become members of the TPB starting in July.

Mr. Smith made a motion to approve the letter inviting Fauquier County to become a part of the TPB. Mr. Roberts seconded the motion, which passed unanimously.

INFORMATION ITEMS

11. Briefing on the COG Cooperative Forecasting Process

Mr. Desjardin briefed the board on the recent draft of the COG Cooperative Forecasts. This incremental update, called Round 8.3, includes updated land-use and population projections from the District of Columbia and Loudoun County, as well as updated employment forecasts from Fairfax County. He said that the region could expect a 42% increase in the number of jobs, a 32% increase in the number of people, and a 36% increase in the number of households by 2040. He said the greatest number of jobs and new residents would locate in the inner suburbs of Montgomery, Prince George's, and Fairfax Counties.

He added that, by 2040, 76% of the region's new jobs, 55% of population, and 60% of households would locate in Activity Centers. He said that these numbers track closely with goals identified in Region Forward and the Regional Transportation Priorities Plan.

Mr. Emerine said that Cooperative Forecasts should inform the transportation decision-making process on the regional level. He suggested digging into the details to identify infrastructure gaps and to make sure that the region's Activity Centers are able to accommodate the growth that is predicted.

Mr. DesJardin responded that COG and TPB staff are discussing how to link the Place+Opportunity report with the Regional Transportation Priorities Plan.

Chair Wojahn asked if the Cooperative Forecasts indicate whether the region is making progress in balancing population and jobs across the eastern and western parts of the region.

Mr. DesJardin said that forecasts suggest that growth is occurring in the right places, and that the region is incrementally making progress in balancing the east/west divide.

Mr. Erenrich said that there was a disconnect between transportation and land-use planning at the local level. He said he would like to see planning agencies work more closely with transportation agencies to move development to locations that have transportation capacity.

Mr. DesJardin said that the Cooperative Forecasts are shared with the planning directors, and said that the development that is planned for the region is already along transit corridors and stations. He added that TPB staff does present major facilities and improvements in the transportation plan to area planning directors.

Mr. Griffiths acknowledged the importance of the relationship between land-use and transportation planning. He said that Montgomery County is an example of a place that is concentrating development into corridors with adequate transportation facilities. Similarly, he said that development in Tysons Corner and Loudoun County are going up around the Silver Line. He clarified that most of the projected growth for the region is occurring near existing transportation capacity. He added that TPB staff is currently working on a study, funded through the Federal Transportation, Community and Systems Preservation (TCSP) Program to identify additional ways to make rail stations with capacity more accessible by pedestrians and cyclists.

Ms. Hudgins expressed concern that the new housing predicted in Activity Centers in the future is not going to be affordable. She said she thinks a greater effort needs to take place in order to integrate affordable housing in Activity Centers near transit.

Mr. Griffiths said that the Regional Transportation Priorities Plan and the Place+Opportunity report identify the need for affordable housing, and that staff will continue to look at strategies to integrate more affordable housing into land use and transportation planning.

12. Briefing on a Draft Initial Assessment of the 2014 Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)

Mr. Swanson presented a Power Point presentation and explained that the draft initial assessment found that the region is making some progress in achieving each of the three priorities identified in the Priorities Plan. He specifically highlighted commitments to maintaining the existing transportation system, increased concentration of population and job growth in Activity Centers, and a number of new surface-level transit projects slated for construction in the coming decade as items that show that some of the priorities are being implemented. He also pointed out, however, that the 2014 CLRP does not include core capacity expansions of the Metrorail system, which the Priorities Plan specifically calls for as a way to expand capacity on the existing transit system. He said that staff would work to develop a follow-up assessment by September that will include more information that can be incorporated into the Call for Projects for the 2015 CLRP update. He also said that staff would be looking for ways to integrate the Priorities Plan with other COG and TPB planning activities, including Region Forward and Place+Opportunity.

Chair Wojahn opened the floor to questions.

Mr. Weissberg stressed the importance of finding ways to balance population and job growth in the region. He said that doing so can help alleviate many of the region's ongoing transportation challenges, especially an overstressed core on the transit system and congestion bottlenecks on roadways, in a more efficient and economical fashion than just building more capacity. He said he hoped that the next assessment, due in September, could focus on these issues and opportunities.

Mr. Emerine highlighted a point made in the CAC report earlier in the meeting: that the assessment does not show where major gaps exist between stated regional priorities and what projects and programs are currently planned. He said he was hopeful that the September assessment would identify such gaps. He also emphasized the need to discuss the fact that some projects, while they support some regional priorities, may work against efforts to meet other regional priorities. He pointed to the lack of commitment to expanding the core capacity of the Metrorail system as an example of trade-offs being made to pay for some projects at the expense of others.

Mr. Erenrich pointed out that more than half of the spending included in the CLRP is on transit -- keeping transit systems in a state of good repair and expanding service where possible. He said that jurisdictions are still trying to come to terms with the price tag of *Metro 2025* and other potential improvements since the existing system requires so much money just to be maintained.

Mr. Turner said he thought the draft initial assessment is a step in the right direction. He said he hoped the next assessment, due by September, would look at other ways not reflected in the CLRP by which regional transportation priorities are being implemented. He said he hoped the CAC would be involved in the process of answering some of those questions in the next assessment.

13. Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Northern Virginia Section of the FY 2013-2018 TIP

Ms. Cuervo spoke to the notice of a proposed TIP amendment from VDOT that would be considered and voted on by the TPB at its May meeting.

14. Other Business

There was no other business brought before the Board.

15. Adjourn

The meeting adjourned at 2:05.