

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

777 North Capitol Street, NE  
Washington, D.C. 20002-4226  
(202) 962-3200

**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
March 21, 2012**

Members and Alternates Present

Barbara Comstock, Virginia House of Delegates  
Kerry Donley, City of Alexandria  
Marc Elrich, Montgomery County  
Gary Erenrich, Montgomery County  
Lyn Erickson, MDOT  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Tom Harrington, WMATA  
Abul Hassan, Prince George's County DPW&T  
Cathy Hudgins, Fairfax County  
John Jenkins, Prince William County  
Julia Koster, NCPC  
Carol Krimm, City of Frederick  
Michael C. May, Prince William County  
Phil Mendelson, DC Council  
Mark Rawlings, DC-DOT  
Rodney Roberts, City of Greenbelt  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County Board of Supervisors  
Reuben Snipper, City of Takoma Park  
David Snyder, City of Falls Church  
Kanti Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Todd M. Turner, City of Bowie  
Patrick Wojahn, City of College Park  
Scott K. York, Loudoun County  
Sam Zimbabwe, DDOT  
Chris Zimmerman, Arlington County

---

MWCOG Staff and Others Present

Ron Kirby  
Gerald Miller  
Robert Griffiths  
Nicholas Ramfos  
Elena Constantine  
Andrew Meese  
John Swanson  
Andrew Austin  
Jane Posey  
Wendy Klancher  
Sarah Crawford  
Gareth James  
Eric Randall  
Ben Hampton  
Michael Farrell  
Karin Foster  
Debbie Leigh  
Deborah Etheridge  
Steve Kania           COG/OPA  
Nima Shihindia       COG/OPA  
Bill Orleans           Citizen  
Jim Maslanka         City of Alexandria  
Randy Carroll         MDE  
Judi Gold             Councilmember Bowser's Office  
Alex Verzosa         City of Fairfax  
Patrick Durany        Prince William County  
Nick Alexandrow      PRTC  
Danielle Wesolek     WMATA  
Mike Lake             Fairfax County DOT  
Stewart Schwartz     Coalition for Smarter Growth  
Bob Chase             Northern Virginia Transportation Alliance  
Cindy Engelhart      VDOT  
George Clark         Tri County Council for Southern Maryland

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

Allen Muchnick, of the Virginia Bicycling Federation and of the CAC, spoke regarding the draft Regional Complete Streets guidance and template. He said it was developed by TPB staff in response to a written CAC recommendation last June that the TPB develop and adopt a regional Complete Streets policy. He said that while the resulting policy template will raise awareness of the Complete Streets concept across the region, it was not fully responsive to the recommendations of last year's CAC and would do little more than encourage the region's

---

implementing agencies to self-certify the adoption of some sort of Complete Streets policy. He summarized the areas in which he believed the proposed guidance and template fell short of the CAC's recommendations, and asked the TPB to consider his comments and to ensure that future transportation projects appropriately accommodate and balance all travel modes. Copies of his remarks were submitted for the record.

Bob Chase of the Northern Virginia Transportation Alliance said he would like to discuss some good news on the transportation front for a change. He said that thanks to major technical advances, fine particle and NOx emissions from mobile sources have decreased dramatically, and that further improvements are projected. He said this was good news for area residents from a regional health and mobility perspective, and was bad news only for those who had tried to prevent transportation projects on the fallacious premise that their air quality impacts would be catastrophic. He said that while these improvements were a cause for celebration, it was important to establish prudent safety margins in future air quality conformity budgets due to uncertainties such as fleet characteristics and the potential for revised federal regulations. Copies of his remarks were submitted for the record.

Stewart Schwartz, Executive Director of the Coalition for Smarter Growth, suggested an amendment to the Unified Planning Work Program to sponsor a study of a transit link at the American Legion Bridge connecting major centers in Montgomery County and Fairfax County and the Silver and Red lines. He said it was the second-worst congested corridor in the entire region, and one of the worst in the country, and that his proposed amendment would be a natural follow-on to the Origin and Destination study that was conducted in 2005. He acknowledged that it was late in the process, but asked the TPB to amend the work plan to include a placeholder for such a study, and to refrain from taking a final vote on it until TPB staff provided some additional information.

## **2. Approval of Minutes of February 15 Meeting**

Mr. York made a motion to approve the minutes of the February 15 TPB meeting. The motion was seconded by Ms. Krimm and passed unanimously.

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

Mr. Rawlings said the Technical Committee met on March 2 and reviewed six items that were on the agenda for the TPB's February meeting: approval of the amendments to the FY 2012 UPWP and of carryover funding to FY 2013; approval of the FY 2013 UPWP; approval of the FY 2013 Commuter Connections Work Program; a TPB Letter to MWAQC on mobile budgets for the PM2.5 redesignation request; a briefing on the draft Regional Complete Streets Guidance and Policy template; and an update on the reauthorization of federal surface transportation legislation.

---

He also reported that two items were presented for information and discussion: a review of projects submitted for the FY 2012 TIGER application; and a summary of recently completed and current projects under the Continuous Airport Systems Planning Program.

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

Ms. Slater said that at the CAC meeting on March 15, Mike Farrell of TPB staff gave a briefing on the draft regional Complete Streets guidance, and that the CAC had some comments. She summarized the main comments, adding that they were attached to this month's CAC report. She said the CAC wished to thank the TPB for taking up the issue of Complete Streets and elevating its importance in the region. She said that Nicholas Ramfos of TPB staff gave a briefing on Commuter Connections, and that he explained that the goal is to reduce reliance on single occupancy vehicles and to increase use of alternate commute modes. She said he answered questions from CAC members, informing them that the program costs about \$5.3 million per annum, that approximately 15,000 people are members of the Guaranteed Ride Home program, and that about 280 Guaranteed Ride Home rides are given per month.

Ms. Slater stated that in terms of the agenda items for the coming year, the CAC actively supports and wishes to participate in the Regional Transportation Priorities Plan (RTPP). She said members spoke about some key issues relating to the RTPP: how performance measurement and cost/benefit analysis will be applied; how the plan might affect people in various parts of the region; and how the plan might incorporate bold projects such as a second Potomac River crossing. She said the CAC also wished to promote opportunities for citizens to become better informed, and is very interested in the development of the online clearinghouse to communicate transportation planning activities of the various TPB member jurisdictions. She said some members had also suggested the possibility of hosting public forums outside of the TPB offices. She said there were two new ideas for topics that might be relevant to future action. The first was to investigate the effects of recent transportation improvements on the lives of seniors, young people, people with disabilities, low-income households, and communities of color, and how these projects had affected other constituencies and the region as a whole. The second was to learn more about the computer models that are used to develop travel forecasts and how they help shape regional transportation decision-making. She said some new CAC members had been invited to attend the TPB's Community Leadership Institute on March 29th and 31<sup>st</sup>, and that Mr. Kirby had given a briefing on the upcoming TPB agenda items.

Chair Turner thanked Ms. Slater for her report and asked if anybody had any questions.

Mr. Zimbabwe asked whether a new Potomac crossing would include transit.

Ms. Slater replied that the crossing was just an example of a bold project and that specific details had not been discussed.

---

## 5. Report of the Steering Committee

Mr. Kirby stated that the Steering Committee had met on March 2, and that there were two actions taken, as detailed in the mail-out packet: a provision of additional TIP funding for a high-capacity transit study in the Route 7 corridor between the City of Alexandria and Tysons Corner, as requested by VDOT; and a resolution in response to a DDOT request by to reallocate some funding in the first few years of the TIP to reflect changing priorities within the District.

Mr. Kirby said that one packet of letters had been posted in advance of the meeting and a couple of letters had been added. He first drew attention to one of the additional letters, which mentioned that Mr. Abul Hassan had been appointed to be a temporary alternate for Prince George's County for today's meeting, and he welcomed Mr. Hassan. He asked Eric Randall of TPB staff to speak to the other major portion of the letters packet, which dealt with the TIGER grant application that had been submitted on March 15 and other grant applications that are being submitted around the region for other program areas.

Mr. Randall called members' attention to the memorandum in their mail-out packet summarizing the TPB's application for funding under the FY 2012 TIGER program, which was entitled "Multimodal Access Improvements for Rail Station Areas in the Washington Region." He said it was composed of seven projects in Maryland, the District of Columbia, and Virginia, and that just under \$20 million of federal funding had been requested toward a total project cost of \$32 million. He said the local match would be thirty-eight percent, a figure that had increased due to recent commitments by Maryland and Montgomery County in support of the Forest Glen project, which would hopefully make the application more competitive. Mr. Randall thanked his colleagues, especially Sarah Crawford, the lead author of the application. He also thanked the staff at the jurisdictions who had worked with the TPB staff on the application, and the TPB and COG Boards for passing the resolutions that enabled the application to be completed in a timely manner. He noted that the memorandum listed and included many of the letters of support that had been received, including from members of Congress, from Governor O'Malley, from all the major jurisdictions, and from several organizations and associations.

Mr. Randall then highlighted other competitive federal grant programs for which the TPB had received requests for endorsement of applications. He said a letter had been signed by Chair Turner on behalf of the TPB in support of WMATA grant applications relating to bus state of good repair, bus livability, and clean fuels grants, as summarized in a one-page memorandum in the mail-out. He said that drafts of three letters for Montgomery County were also in the mail-out, supporting its applications for bus state of good repair, bus livability, and clean fuels grants.

Chair Turner explained that as there were deadlines to be complied with, he had exercised his discretion as Chair to sign the letters, as he did not believe anybody would have an objection to their partners applying for these grants, even though they might be competing against each other.

Mr. Kirby summarized a memorandum he had written to the Board on monitoring the performance of the I-95 HOV HOT lanes project, which he said was a response to a question from Mr. Zimmerman at the previous month's meeting as to whether this project will be

---

monitored. He said there are requirements under federal law that a state agency must monitor projects when they allow HOT vehicles on HOV lanes, so that is a requirement for VDOT, and that this project would also be picked up in the schedule of regular HOV monitoring in the UPWP. He said the last data collection for I-95/395 was in the spring of 2010, and the next time on the regular schedule would be the spring of 2014. He added that this year's Virginia Technical Assistance Program included a project to develop a management plan for continuous travel monitoring for major commuting routes in Northern Virginia, with a goal of sampling each route every two to three years, and that the I-95 project could be considered through that program.

Mr. Kirby went through each of the remaining letters, including comments on the draft Regional Transportation Priorities Plan from DDOT and the District of Columbia's Office of Planning, and a letter from Mr. Wojahn to Ms. Hudgins, in her role as Chair of the WMATA Board, about the Metro Access business model and the next phase of the Metro Access program. He also referred to the approval letter from the Federal Highway Administration and the Federal Transit Administration regarding the 2011 Constrained Long Range Plan update, which was adopted by the TPB in November. Finally, he referred to the letters the TPB had sent to the President of the Association of Metropolitan Planning Organizations and the Chair of the American Public Transportation Association concerning lessons it had learned from the review of the its Job Access Reverse Commute and New Freedom programs.

Mr. Erenrich thanked Mr. Kirby and his staff for their work on the TIGER grant application, adding that he thought they did a better job with each new application, and that he hoped this one would prove to be successful. He also commented that the letters of endorsement Chair Turner had signed are for relatively small federal programs, and that it is unfortunate that the jurisdictions have to rely on such miniscule funding for clean fuels, livability, and state of good repair programs, when the needs are so great.

Chair Turner expressed his agreement with Mr. Erenrich's comments, noting that the letters of support for the TIGER application are wide-ranging and will hopefully help make the application successful.

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

Chair Turner welcomed Mr. Hassan from Prince George's County. He thanked Senators Cardin, Mikulski, Warner and Webb for their support of Senate Bill 1813 to reauthorize and fund the federal transportation program. He noted that the vote passage of 72 to 22 demonstrated bipartisan support for the bill, and said he hoped the House would consider that as a vehicle to go forward. He stated that he and Mr. Kirby had recently attended the fifth annual Transportation Infrastructure Conference, and that one of the highlights of the program had been a discussion by almost the entire House Transportation Committee on reauthorizing federal transportation legislation. Finally, he invited member jurisdictions to participate in the annual Street Smart press conference scheduled for March 28, the first such event to be hosted by Prince George's County.

---

## **ACTION ITEMS**

### **7. Approval of Amendments to the FY 2012 Unified Planning Work Program (UPWP), and Approval of FY 2012 UPWP Carryover Funding to FY 2013**

Mr. Kirby summarized the action before the TPB which includes removing some funding from the current fiscal year 2012 UPWP and formally carrying it over to next year. He said resolution R11-2012 removes work effort from the FY 2012 UPWP, and R12-2012 adds this money to the FY 2013 UPWP. He added that these resolutions do not carry over any of the core work program activity, and that TPB staff expects to complete all core work program activity this fiscal year. He said that about 15% of the UPWP is allocated to technical assistance projects in the District, Maryland, Virginia, and WMATA, and that Maryland and Virginia are requesting that some funding be carried over to fiscal year 2013. He referred to the mailout, which provides specific details on carryover funding, but added that Maryland is intending to carry over \$380,000, instead of the \$477,000 that was reflected in the mailout item. He confirmed that Virginia continues to have \$344,489 in carryover funds.

Ms. Smyth moved to adopt Resolutions R11-2012 and R-12-2012 to approve the amendments to the FY 2012 UPWP and the FY 2012 carryover funding to FY 2013. Mr. Way seconded the motion.

Ms. Smyth said that she thought that Montgomery County and Fairfax County might be interested in Mr. Schwartz's earlier suggestions about the transit study linking Tysons Corner and White Flint. She asked if there was a way to instill a placeholder for this type of study in the UPWP.

Mr. Kirby responded that it would be best to review Mr. Schwartz's remarks, speak with the Maryland and Virginia DOTs, and return to the TPB in April with a proposal. He said that, at this point, this kind of study would be more appropriate for inclusion in the FY 2013 UPWP to ensure enough time to complete the study.

Ms. Smyth said this idea sounded wonderful.

Chair Turner noted that this suggestion does not impact Item 7 on the TPB agenda.

Mr. Kirby confirmed Chairman Turner's comment, and said that he hoped to act on the current amendments to the FY 2012 UPWP, and then take up Ms. Smyth's request as an additional item in April.

Chair Turner asked for confirmation that any amendment adopted by the TPB in a subsequent meeting would affect the FY 2013 UPWP, not the FY 2012 UPWP.

Mr. Kirby confirmed Chairman Turner's point. He added that the budget outlined in Item 8 for the FY 2013 UPWP is actually a placeholder budget, because the federal contribution is currently uncertain due to the unpredictable federal appropriations process. He said that once the

---

federal contribution was determined, an additional amendment would be required, and that this would likely occur during the fall.

Chair Turner, seeing no further discussion on Resolutions R11-2012 and R12-2012, called for a vote.

Resolutions R11-2012 and R12-2012 were adopted unanimously.

## **8. Approval of FY 2013 Unified Planning Work Program (UPWP)**

Mr. Kirby, referring to a PowerPoint presentation, summarized the main features of the draft FY 2013 UPWP. He provided an overview of the program funding sources, citing that 80 percent of the funding for draft FY 2013 UPWP comes from federal sources, and 20 percent is state and local match. He added that the FY 2013 total funding level is assumed to be \$12,089,300, which he said is the same as FY 2012. He discussed the program's structure and work activities, which include a Regional Transportation Priorities Plan under the Regional Studies Program, and, under the Technical Assistance Program, a new Human Services Transportation Study, which he said will be a joint project between WMATA and MDOT to look at cost-effective services for the limited mobility population. Finally, he outlined the timeline for finalizing the FY 2013 UPWP, stating that in April, the UPWP will be submitted to FTA and FHWA for approval so that work can begin on July 1.

Mr. Snyder moved to adopt Resolution R13-2012 to approve the final FY 2013 UPWP. Mr. Donley seconded the motion.

Mr. Snyder, referring to slide four of the presentation, called attention to the fact that, of the six major elements in the FY 2013 UPWP, Coordination and Plans is the smallest portion of the overall budget (\$1,339,200). He said that this funding is used to support a variety of important activities, including congestion management, emergency response and preparedness, transportation safety, bicycle and pedestrian planning, regional bus planning, human services transportation, freight planning, and additional incident response. He emphasized that this is an area that should not see funding reductions as the TPB looks to the future because of the programs' significance. He wondered if accumulating all of these activities into a single line item was the most responsible budgetary approach, and asked Mr. Kirby for his commitment to come before the TPB should these programs be in danger of funding cuts.

Mr. Kirby confirmed his commitment, and offered an observation that each of the categories mentioned by Mr. Snyder are growing areas within the UPWP that continue to see new resources. He added that preserving a flat-line budget would put the TPB in a fortunate position. He said that the TPB could discuss any budgetary and work scope changes in the fall.

Mr. Snyder reiterated his belief that the programs in the Coordination and Programs element are tremendously important.



---

Chair Turner called for a vote on Resolution R13-2012 to approve the final FY 2013 UPWP, which was adopted unanimously.

### **9. Approval of FY 2013 Commuter Connections Work Program (CCWP)**

Mr. Ramfos, referring a presentation and to the final draft copy of the FY 2013 CCWP which was included in the mailout, explained that the Commuter Connections Program is a network of transportation providers and organizations from both the public and private sectors who work together to assist the general public and business community to use alternatives to the single-occupancy vehicle. He said the program elements in CCWP include the Commuter Operations Center, the Regional Guaranteed Ride Home Program, a regional marketing component, an employer outreach component, and a monitoring and evaluation component. He summarized program benefits and the geographic areas served by the program, which he said encompasses approximately 10 million individuals. He said that the region ranks third nationally in percentages of commuters who carpool and who use transit. He discussed the program's daily impacts, its role in the regional planning process, and the cost-effectiveness of the program. He pointed out that the program has seen a 20 percent increase in the number of applications received in 2011 as compared with 2010, and said that this was related to the increase in the price of gasoline. He added that January and February of 2012 show an increase over 2011 in terms of people contacting the Commuter Connections Program. He spoke about the program's \$5.3 million budget, which is an increase over 2011 due to enhanced data collection efforts slated to occur in FY 2013. He discussed new items for the FY 2013 CCWP, including an incentive program called Pool Rewards, and enhanced monitoring and evaluation efforts. He discussed next steps, and pointed out that Resolution R14-2012 approves the final FY 2013 CCWP. He added that if any TIP adjustments would be needed, TPB staff would work with state funding agencies to secure these by June, with the program beginning July 1.

Ms. Hudgins moved to adopt Resolution R14-2012 to approve the FY 2013 Commuter Connections Work Program.

Mr. Smith seconded the motion.

Mr. Smith, referring to slide five in the PowerPoint Presentation, asked for clarification if the rankings of congested areas included Baltimore.

Mr. Ramfos said the slide did not include Baltimore.

Mr. Smith said that the work with Commuter Connections includes Baltimore, and emphasized that this region is the worst in the nation in terms of congestion and hence is in the greatest need of funding.

Mr. Ramfos said this was a good point.

Mr. Way asked who subsidizes the vanpools, and inquired why it was necessary to subsidize

---

vanpools.

Mr. Ramfos replied that subsidizing the vanpools is a buy-down, at a cost of \$200 per van, which would be paid for through CCWP. He added this buy-down is only for vans originating in Maryland and the District of Columbia.

Mr. Way asked if federal, state, or local dollars were involved in these subsidies.

Mr. Ramfos replied that both federal and state dollars are involved, and said that no local dollars are included in the program.

Mr. Way asked if the subsidies exist due to economics.

Mr. Ramfos replied that the program is trying to increase the number of vanpoolers as a way to get more individuals off the road. He added that the recent reduction in transit benefits from \$240/month for each commuter to \$125/month may contribute to promoting vanpooling in the region as commuters look to other options.

Chair Turner called for a vote on Resolution R14-2012 to approve the FY2013 Commuter Connections Work Program. The resolution passed unanimously.

#### **10. Briefing and Approval of TPB Comments on the Establishment of Mobile Emissions Budgets for Fine Particle Pollution (PM<sub>2.5</sub>) for the 2012 Redesignation Request and Maintenance Plan**

Mr. Kirby said that the Metropolitan Washington Air Quality Committee (MWAQC) is planning to request that EPA redesignate the Washington region as in attainment for fine particle pollution. He said TPB staff has been working with COG staff that support MWAQC on preparing inventories of emissions from all of the main sources. He said that in addition to the redesignation request, MWAQC must also submit a Maintenance Plan that demonstrates how the region will maintain attainment through 2025. He said that this requires setting mobile emissions budgets for 2017 and 2025 based on current forecasts, and allowing for the possible changes that could occur over that timeframe.

Ms. Constantine presented data in support of the TPB's forecasts for air quality budgets for primary PM 2.5 and precursor NO<sub>x</sub> through 2025. She explained the four components that pertain to emissions and said that TPB staff has been developing the on-road motor vehicle emissions projections for the Maintenance Plan. She said both PM<sub>2.5</sub> and NO<sub>x</sub> demonstrate a declining trend from the base year 2002. She said the future budgets need to be set in relation to the inventories, and that EPA's conformity rule also includes safety margins allowing for slightly higher levels of emissions as long as the region stays below the maintenance levels. She said the region could pursue safety margins for the Maintenance Plan if there is a well-demonstrated, explicit justification for doing so.

---

Ms. Constantine described the implications of meeting the budget levels outlined in the Maintenance Plan for the Constrained Long-Range Transportation Plan (CLRP). She said that if the region cannot meet forecasted budgets for air quality, it will not meet conformity, which could impact the CLRP as early as 2013. She said that if the region does not meet those budgets, it will be given a one-year grace period described as a conformity lapse. She said that only projects that are already in a conforming CLRP and TIP can move forward during the lapse period. She said that if the region does not meet conformity after the year passes, only projects that are exempt from air quality requirements could move forward.

Ms. Constantine explained several key areas of uncertainty, including the vehicle fleet composition, changes to the forecasting software that the TPB is now required by EPA to use, and the reductions possible from TERMS. She said that because of these uncertainties, the region should safeguard the ability to move projects forward by including a 20 percent safety margin for 2017 and a 30 percent safety margin for 2030. She said these recommended safety margins still fall well below the maintenance levels for these emissions. She said TPB staff recommends that the TPB send a letter to MWAQC articulating the reasons behind requesting safety margins for the Maintenance Plan. She said the letter also urges MWAQC to update the SIPs every time that there are major changes to the forecasting software mandated by EPA.

Mr. Kirby reiterated the point that the safety margins are being requested to deal with things like changes in the vehicle fleet mix. He also said that the differences in emissions between the two EPA models (Mobile 6.2 and MOVES) were in excess of 100 percent in certain pollutants. He said the differences are the result of refinements in the new model and that all regions around the country are adapting to the new, higher emissions readings. He said this issue is the reason behind requesting MWAQC to work with the states to amend the SIPs to reflect new EPA models, which can be done over a multi-year period. The vehicle fleet changes must be accounted for immediately, hence the reason for the safety margins.

Vice Chair York made a motion to approve the letter to MWAQC providing comments on the establishment of mobile emissions budgets for the PM2.5 Maintenance Plan. Mr. Erenrich seconded the motion.

Mr. Mendelson asked staff to explain to the TPB the position of the Maryland Department of Environment (MDE).

Mr. Kirby said he could not speak for MDE, but noted that MDE, the Virginia Department of Environmental Quality, and the counterpart in the District all participated in a recent Technical Advisory Committee meeting of MWAQC at which the issue of safety margins was discussed. He said the Virginia agency was supportive of including safety margins, but that MDE and the District were not supportive of the margins, with MDE speaking strongly on the matter. He said MWAQC will take up the topic at its meeting the following week.

Mr. Mendelson asked staff to elaborate on the reasons MDE articulated.

Mr. Kirby said he can only speak to his observations from the technical meeting, but that MDE

---

raised a number of issues related to the Baltimore region and challenges that exist for that region in meeting standards. He said those issues, while legitimate, are outside of the scope of the action for the Washington region. He said that some of the issues related to Baltimore are about future standards, adding that unknown future challenges should not impact what the Washington region can move forward with immediately. He noted that the trend of reduction in NO<sub>x</sub> should be adequate to deal with any future challenges for this measurement. He said MDE reviews data for all emissions sources and that he can only speak to the transportation sector emissions.

Mr. Mendelson said he had hoped staff would present more information regarding the argument made by MDE and other emissions sources. He said it is his understanding that MDE is against including safety margins due to a possible effect of nitrogen loading in the Chesapeake Bay. He said EPA continues to tighten standards with regard to ozone and NO<sub>x</sub> as a precursor to ozone. He said this uncertainty could impact regional efforts to improve air quality over the next several decades.

Mr. Kirby said those issues are outside the scope of the immediate SIP process. He reiterated that the region has data and forecasts showing that the region meets attainment for this particular pollutant, and the region has an opportunity to be designated as in attainment.

Ms. Smyth said she is also on MWAQC and told the TPB there would likely be a lot of discussion on this item at MWAQC's next meeting due to the different perspectives. She said TPB staff's presentation is very persuasive on the motor vehicle emissions impacts, but that others are equally persuasive on environmental factors.

Mr. Kirby said all the TPB can do is transmit the letter outlining its request to MWAQC to get the conversation started and plan to work with that committee to establish consensus.

Ms. Smyth asked if there is room in the TPB's request to tighten the safety margin.

Mr. Kirby responded that the region could hypothetically have a lower safety margin, which might be something that MWAQC could propose. He said that staff used the example of the aging of the vehicle fleet to demonstrate that the region could get close to the 20 percent impact on emissions as a result of the fleet not turning over as quickly as forecasted. He said that the inventories include assumptions about major transit investments in the region that are to open on certain dates. He used the opening of the Dulles rail extension in Fairfax and Loudoun counties and the Potomac Yard Metrorail Station in Alexandria as examples. He said if these projects do not open on time, the region will have to deal with increased emissions as a result of these projections not holding true. He said it is hard to be too precise when forecasting five, ten, and 15 years into the future because the assumptions may not be realized. If the region does not build in safety margins and also does not meet the inventory levels, it could have some real problems in meeting conformity and receiving transportation funding.

Mr. Erenrich described the impact on current projects that would not be built should the region not meet conformity, using the Purple Line as an example. He also expressed concern about how emissions are measured for transit, especially buses. He said that ideally, the states would update

---

each SIP to account for certain factors. He also referred to the high amount of PM2.5 generated by brakes and tires and said that if VMT increases, there will be more PM2.5 from these sources that must be controlled. He said the region could encourage EPA to develop regulations to deal with that source of emissions.

Ms. Erickson said that MDOT is meeting weekly with MDE over this and other issues. She also said that MDOT is trying to help MDE understand the transportation implications outlined in the TPB's letter, particularly the repercussions of including a safety margin or not. She suggested amending the letter to emphasize that the TPB is willing to discuss the proposed safety margin levels. She proposed an amendment to the motion to include the following sentence at the end of the letter: "Be assured we would be happy to participate in further discussions to reach the most appropriate resolution for this region."

Mr. York accepted Ms. Erickson's proposal as a friendly amendment to the original motion.

Chair Turner said that upon seeing no objection to the amendment, it would be included in the motion.

Mr. York encouraged the TPB to support the recommendations outlined in the letter to MWAQC. He said it is hard to predict what will happen in a month, let alone by 2025. He also used the Dulles rail extension as an example for how projects can easily change completion dates based on unforeseen factors. He said he thinks everyone's goal is to do what they can to the maximum extent reasonable to clean the air. He added that the region should do its best to keep air quality forecasts as low as possible, but that it's prudent to make sure that there is room to maneuver in case certain plans do not come to fruition.

Mr. Zimbabwe said he does not feel comfortable with how the margins of 20 and 30 percent were determined. He said he understands the uncertainties surrounding such factors as the aging of the vehicle fleet, but he does not understand how 20 and 30 percent was determined from the analysis. He added that he is uncomfortable with the idea that the safety margins are so high. He suggested that the TPB strike the specific numbers from the recommendation to MWAQC and continue an open discussion with that committee.

Ms. Constantine referred to the presentation and described how staff assumed hypothetically that the vehicle fleet trends that occurred over the past six years would take place in the future. She said this translates to increasing the inventories by 19 and 16 percent.

Mr. Zimbabwe asked where the 30 percent figure comes from.

Mr. Kirby said the 19 percent reflects only one event that could take place in the forecast and that staff recommends adding a cushion on top of that to account for changes that cannot be calculated as easily. He reiterated that that goal is to keep emissions as low as possible, but the safety margins allow for room to account for unforeseen circumstances that may occur. He added that delays in the completion of major transit projects could drive emissions above the inventories.

---

Mr. Roberts said he was hoping to better understand the future scenarios related to the need for safety margins. He said he wished the TPB would have had a discussion that better illustrated other people's views so it could make an informed decision. He said he does not think that 20 and 30 percent margins are legitimate. He said he would support a motion that does not have a number associated with the margins.

Mr. Kirby said the numbers are important because it demonstrates the need for a safety margin, as well as showing how large of a margin would be necessary. He said it is also important to include the margins because the alternative of updating the SIP budgets later is incredibly difficult and is at best a slow process.

Chair Turner ended the discussion on the subject and asked if there are any additional motions to consider.

Mr. Zimbabwe made a motion to strike the detailed numbers of the safety margin so that portion of the letter states, "The TPB recommends that safety margins be included in the budgets for both precursor NOx and primary PM2.5."

Mr. York did not accept this motion as a friendly amendment to the original motion.

Mr. Roberts seconded Mr. Zimbabwe's motion.

Chair Turner called for a vote on the motion to amend the letter to take out the 20 and 30 percent provisions in the TPB's letter to MWAQC. He said he recommends the TPB vote down this amendment to the letter and move forward with the original letter as amended by Ms. Erickson. The motion was not passed.

Chair Turner called for a vote on the letter as previously amended. The motion passed. Mr. Mendelson abstained.

## **INFORMATION ITEMS**

### **11. Briefing on a Draft Regional Complete Streets Guidance and Policy Template**

Mr. Kirby told the Board that staff have received a number of comments and suggested changes to the current draft of a Regional Complete Streets Guidance and Policy Template that will be reviewed over the next couple of weeks. He said that a revised draft could be brought back to the Board in April. He noted that there's no requirement that the Board act on this right away, and that members should read the proposed policy, discuss it with their staff, and submit any additional comments they have.

Chair Turner reminded the Board that a work session to discuss the draft occurred just prior to today's regular Board meeting, and that representatives from the District of Columbia and

---

Arlington County provided a lot of useful information about their respective Complete Streets programs. He asked staff to make available to Board members the handouts that the District and Arlington County representatives distributed during the work session.

Chair Turner also reminded the Board that this draft policy would not be a mandated policy to the local jurisdictions in the region, that it would just be a guide. But he said that it would be an opportunity for the TPB to establish some kind of standard for evaluating some of the projects that may come through in the future as part of the Transportation Improvement Program (TIP) and Constrained Long-Range Plan (CLRP) processes. He said that the draft policy is currently out for public comment and that staff have received some feedback from CAC, but that member jurisdictions should provide their comments as well in advance of the April Board meeting. Ms. Tregoning said that, in light of a comment made during the public comment period at the beginning of today's meeting, she would like to hear some discussion and clarification of the reasons why the draft policy is a "template" and not an actual policy.

Mr. Kirby responded by saying that the thinking was that the real Complete Streets policies have to be adopted at the local level, and that the goal with this draft regional policy is to lay out a template that individual state and local agencies will use in developing their own policies. He said that those working on the draft policy started out with the idea of a policy, and that it evolved through various work sessions with the Technical Committee and others to become more of a policy template. But, he said that the draft was still open for discussion and could be changed.

Ms. Tregoning noted that there are plenty of examples of Complete Streets policies from around the country, and she expressed concern for the amount of time that has been spent so far in developing a template when so many examples already exist. She also said that, whether there's a policy or not, it would be helpful to know, as a point of information, whether projects that come before the TPB for approval adhere to Complete Streets principles.

Ms. Hudgins said she also thinks that a policy makes a lot more sense. Using paratransit as an example, she said that reducing the mobility of people in their area by not having the infrastructure that's needed impacts the region not only in terms of emissions reductions, but it impacts it in terms of the cost to mobility. She agreed that having a policy would not mean that the TPB would reject projects that don't include a particular Complete Streets element, but that such a policy would help affirm localities' decisions to implement such policies.

Mr. Zimmerman agreed with Supervisor Hudgins and Ms. Tregoning, saying that he would really like to see the Board adopt something that at the very least is an endorsed best practice against which jurisdictions can judge their various projects.

Chair Turner said he agreed with Mr. Zimmerman's point, and said that whatever form the draft policy takes, it will serve as a standard that the Board would like member jurisdictions to adopt, understanding that there is going to be flexibility in how the policies are adopted.

Mr. Snyder added that two points should be addressed or included in the draft policy if it is to

---

become more of a policy rather than a policy template. The first was language regarding the buy-in of affected private property owners, and the second was making clear that not every street should have to have all of the same elements or components of Complete Streets.

Chair Turner acknowledged and agreed with Mr. Snyder's comments, and explained that such issues were part of the work session that occurred immediately prior to today's Board meeting. He again encouraged Board members to review the draft policy and to submit comments in advance of the April Board meeting, where a more extensive discussion would take place.

### **12. Briefing on the Regional "Street Smart" Pedestrian and Bicycle Safety Education Campaign**

Mr. Kirby reminded the Board that the Street Smart kick-off event is coming up, and that information about this spring's campaign is in members' mail-out materials.

### **13. Update on Reauthorization of Federal Surface Transportation Legislation**

Mr. Kirby said that just today a bill was introduced in the House of Representatives to extend SAFETEA-LU for another three months since the House has not yet agreed on its own bill and does not want to take up a bill passed recently by the Senate.

### **14. Other Business**

No other business came before the Board.

### **15. Adjourn**

The meeting was adjourned at 2:12 p.m.