

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

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD**

**September 19, 2012**

Members and Alternates Present

Monica Backmon, Prince William County  
Melissa Barlow, FTA  
Robert Brown, Loudoun County  
Reuben Collins, Charles County  
Kerry Donley, City of Alexandria  
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  
Emmett V. Jordan, City of Greenbelt  
Shyam Kannan, WMATA  
Carol Krimm, City of Frederick  
Mark Rawlings, DC-DOT  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County Board of Supervisors  
Kanti Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Todd M. Turner, City of Bowie  
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

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MWCOG Staff and Others Present

Ron Kirby  
Andrew Meese  
Nicholas Ramfos  
Wendy Klancher  
Eric Randall  
John Swanson  
Jane Posey  
Rich Roisman  
Andrew Austin  
Eric Randall  
Deborah Kerson Bilek  
Ben Hampton  
Karin Foster  
Debbie Leigh  
Deborah Etheridge  
Jonathan Rogers  
David Robertson           COG/EO  
Nicole Hange               COG/EO  
Steve Kania                 COG/OPA  
Paul DesJardin             COG/DCPS  
Sophie Mintier             COG/DCPS  
Joan Rohlf                 COG/DEP  
Bill Orleans                HACK  
Randy Carroll              MDE  
Judi Gold                  Councilmember Bowser's Office  
Nick Alexandrow            PRTC  
Alexis Verzosa             City of Fairfax  
Patrick Durany             PWC  
Pierre Holloman            City of Alexandria  
Tina Slater                 CAC Chair  
Christine Green            Greater Washington Region Safe Routes to School Network  
Katrina Tucker            Tri-County Alt. to TPB  
Frank Principi             Prince William County  
Jameshia Peterson         DDOT

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

There were no public comments before the TPB.

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

Ms. Krimm moved that the minutes from the July 18 TPB meeting be approved.

Ms. Smyth seconded the motion, which passed unanimously.

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

Mr. Rawlings said that the Technical Committee met on Friday, September 7, and reviewed six items on the TBB agenda, which included receiving a briefing on the following items: the Metropolitan Washington Council of Governments Report, “Economy Forward – COG’s Call to Action for a More Competitive Metropolitan Washington;” the proposed membership and work plan for a Bus on Shoulder Task Force; the process and schedule for revising the designation of the COG Regional Activity Centers; the draft scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP; the recent analysis of safety margins recommended for the mobile emissions budgets for 2017 and 2025 in the PM 2.5 Maintenance Plan, and the draft call for projects document for the 2013 CLRP and FY2013-2018 TIP. He added that three information items were presented for discussion, including: a briefing on the COG report, “Charged Up: Making Metropolitan Washington Electric Vehicle Ready;” a briefing on the results of a travel monitoring study documenting the baseline travel conditions of vehicles and people at specific BRAC and other major federal employment consolidations throughout the region; and a briefing on the work scope for the TPB transportation Community Systems Preservation (TCSP) grant, which was recently awarded to the TPB to develop recommendations for bicycle and pedestrian access improvements using complete streets methods at up to 25 rail stations around the region.

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

Ms. Slater took a moment to remember long-term CAC member, Harold Foster, who passed away on September 4 due to complications from hip surgery. As a tribute to Mr. Foster, she read a letter that the CAC sent to his family. The letter expressed the CAC’s deep sadness at Mr. Foster’s sudden passing, and provided some warm examples and fond memories of his participation in the committee. In particular, the letter mentioned Mr. Foster’s ability to provide a rich history and overall context regarding nearly any transportation issue, which he drew from his professional experience as a planner for Prince George’s County, and as a long-time resident of the District.

Chair Turner thanked Ms. Slater, and commented that Mr. Foster was a solid citizen of the District as well as a long-term worker in Prince George’s County. He mentioned that many members of the TPB had opportunities to work with Mr. Foster, and asked the TPB to pause in a moment of silence.

The TPB held a moment of silence in remembrance of Mr. Foster.

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Ms. Slater continued with her report of the CAC's activities, stating that the Committee met on September 13, and heard from COG Executive Director Dave Robertson, who provided a briefing on the COG Report, "Economy Forward: COG's Call to Action for a More Competitive Metropolitan Washington. She said the CAC responded to the report by expressing their gratification that the Regional Transportation Priorities Plan was featured prominently. She added that members were especially supportive of the emphasis on promoting regional activity centers, and that other comments included that the report should address the region's universities and the way that telecommuting could support economic development. She mentioned that the CAC received a briefing on an initial version of the Transportation Planning Information Hub, which will be an online clearinghouse that will serve as a one-stop-shop for visitors to learn about transportation planning and regionally significant projects, and added that the CAC's comments on this initial version of the website are included in the CAC report, which was distributed. She summarized the CAC activities for the remainder of the year, which include providing input on the public involvement strategies on the performance measures of the transportation priorities plan, receiving a briefing on the Safe Routes to School program, and providing input to the creative process in the early stages of the next Street Smart Campaign. She closed by stating that the CAC is also interested in learning how TPB intends to administer the process for selecting projects under the new MAP-21 Transportation Alternatives Program, and that the CAC looks forward to learning about the key milestones related to the Complete Streets Policy that were to be completed within 100 days of the Policy's adoption.

Mr. Erenrich said that there are substantial Safe Routes to School programs in local jurisdictions, and asked why the CAC would be hearing a briefing from a national organization, rather than from TPB member jurisdictions.

Ms. Slater responded that one of the staff members from the national campaign has attended multiple CAC meetings, and that the CAC was hoping to highlight the Safe Routes to School program along with the TPB Complete Streets initiative.

Mr. Erenrich suggested that the CAC consider inviting local agencies that have Safe Routes to Schools representatives to learn how TPB jurisdictions are implementing these programs.

Ms. Slater agreed with Mr. Erenrich, and said that the CAC may be able to combine hearing from local jurisdictional representatives from the Safe Routes to Schools program with the briefing from the national campaign. She thanked Mr. Erenrich for the suggestion.

Chair Turner thanked Ms. Slater, and asked her to express the TPB's remorse over Mr. Foster's passing to the members of the CAC.

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

Mr. Kirby said that the Steering Committee met on September 7, where it reviewed the TPB agenda and approved four resolutions that were included in the mailout. He summarized these

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resolutions, which included amending the FY2013-2018 TIP to include funding for the Maryland 5/Maryland 373 Brandywine Road Interchange, and the Star-Spangled Banner Byway signage projects; amending the TIP to include funding for the Virginia Statewide Vehicle Fuel Conversion program; adding the TPB-approved JARC projects, and the Federal Transportation, Community, and System Preservation (TCSP) grant award, which will be used to analyze opportunities for improving access to rail stations in the region, to the TIP. He also announced that the next TPB Community Leadership Institute (CLI) has been scheduled for November 29 and December 1, and that staff is conducting recruitment for applicants. He encouraged members of the TPB to submit nominations for participants to Deborah Bilek at [dbilek@mwcog.org](mailto:dbilek@mwcog.org). A brochure on the CLI was circulated.

Chair Turner mentioned that he is a graduate of the CLI, and asked that staff provide members of the TPB with electronic information about the event, in addition to the hard copies of the brochures that were provided.

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

Chair Turner reminded members of the TPB that Saturday, September 22 is Car Free Day, and encouraged all members to make a pledge online to be Car-Free or Car-Lite.

Mr. Kirby requested a moment to summarize the letters packet that was distributed. He said that the packet included a memorandum reporting that the TPB Commuter Connections Program is planning to submit a \$410,000 application to the Federal Transit Administration Paul S. Sarbanes Transit and Parks Program. He summarized the remaining items in the packet, which included a letter from the General Manager of WMATA committing to provide \$150,000 toward this year's Street Smart Campaign; and a letter from MDOT and VDOT announcing outreach meetings on the development of their new six-year programs.

Chair Turner asked for clarification on the role of the jurisdictions if the Paul S. Sarbanes Transit and Parks Program grant is awarded to the TPB.

Mr. Kirby replied that the award would be for a regional program, and that funds would be used to develop a regional web-based information system for everyone in the region to obtain information on how to conveniently get to national parks, and how to operate and move within them.

Chair Turner commented on the MDOT and VDOT public outreach of their six-year plans, and suggested avenues where the TPB could help engage the public, including providing information through the TPB Information Hub website, and featuring the information in a TPB Weekly Report.

Mr. Kirby acknowledged Chair Turner's recommendation.

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## INFORMATION ITEM

### **7. Briefing on the Metropolitan Washington Council of Governments (COG) Report: “Economy Forward- COG’s Call to Action for a More Competitive Metropolitan Washington”**

Chair Turner introduced Mr. Principi, Chair of the COG Board of Directors, and Mr. Robertson, COG Executive Director. He mentioned that he had the opportunity to appear before the COG Board twice in the past year to discuss transportation issues and the Economy Forward program, and thanked Mr. Principi for those invitations, and for returning the favor to speak before the TPB.

Mr. Principi reciprocated Chair Turner’s sentiment, and introduced COG’s Economy Forward report. He said that the region’s economy may be approaching a fiscal cliff, requiring urgent action by elected leadership. He summarized some of the challenges that the region will face, and said that the COG Board of Directors has decided to make regional economic growth and competitiveness a priority for 2012 and 2013. He introduced the COG Report, “Economy Forward – COG’s Call to Action for a More Competitive Metropolitan Government,” as a five-point plan, and emphasized that the TPB’s Regional Transportation Priorities Plan is an integral part of this effort. He discussed the importance of collaboration between the TPB, the COG Board of Directors, the COG Emergency Preparedness Council, and the Metropolitan Washington Air Quality Committee.

Ms. Hange, of COG staff, provided a brief overview of the feedback from the report’s findings, which include developing the region’s private sector and addressing barriers to the region’s economic growth by investing in the region’s transportation system, including identifying revenue sources to implement transportation investment, as well as greater federal/regional coordination. She discussed recommended actions, which include identifying and building upon Activity Centers, conducting industry and labor market analysis and establishing a regional approach to data collection, and regional branding.

Chair Turner pointed out pages 25 and 26 of the corresponding mailout document, which address the importance of transportation to this effort.

Ms. Hudgins thanked Mr. Principi for his comments, and emphasized the importance of WMATA. She said that it would be useful to embrace the Economy Forward findings as WMATA works to complete its strategic plan for the year. She said that she would look forward to carrying this conversation forward with stakeholders.

Mr. Principi agreed with Ms. Hudgins, and said he looked forward to working with the TPB and other stakeholders to ensure dedicated funding for maintenance of Metrorail.

Ms. Tregoning thanked Mr. Principi and endorsed the report and the call to action outlined in Economy Forward. She added that it is likely that jurisdictions will bear the primary responsibility to find funding that will create the transportation future of the region, and

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expressed hope that the TPB can turn its attention to this funding issue more deliberately in the future.

Mr. Principi agreed with Ms. Tregoning, and added that addressing the funding challenge is a fundamental responsibility of the region's elected leadership.

Chair Turner commented that the TPB and the COG Board of Directors are in a unique position to serve as a vehicle for providing information to jurisdictions about options and alternatives.

Mr. Principi thanked Chair Turner for addressing the COG Board of Directors in July.

Chair Turner said that the TPB would continue to move forward on its timeline for the Regional Priorities Plan process. He thanked Mr. Principi.

Chair Turner then introduced Mr. Kannan, a new TPB member who is also the new Managing Director of Planning for WMATA, and welcomed him to the TPB. Mr. Kannan thanked Chair Turner for the introduction.

## **ACTION ITEM**

### **8. Approval of a TPB Bus on Shoulder Task Force**

Mr. Randall presented a proposed structure and work plan for a task force to study the feasibility of bus-on-shoulder operations in the Washington region, referring to a memorandum provided to the Board prior to the meeting. He said that the two proposed co-chairs of the committee were Ms. Krimm from Frederick County and Mr. Zimmerman from Arlington County. He said that all three state departments of transportation would be invited to participate on the task force, as would the transit operating agencies in the region and any other local agencies that were interested.

Mr. Randall explained that the bus-on-shoulder concept had been applied across the country and in a few locations in the region, and that the task force's first proposed task was to summarize those experiences and to identify the stakeholders that need to work together to implement such a system. He also said that the first proposed task included identifying the factors that would need to be considered -- including operational, design, safety, legislative/policy, and funding issues -- before bus-on-shoulder provisions could be implemented.

The task force's second proposed task, according to Mr. Randall, was to identify potential corridors where bus-on-shoulder operations make sense in the short-term. The third proposed task was to identify the likely benefits and costs of bus-on-shoulder implementation overall, and to identify those projects that would be the most feasible and sensible to implement.

Mr. Randall said that the first meeting of the task force was proposed to take place prior to the TPB's next scheduled meeting on October 17, and that two more would follow in January and

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April, with the goal of completing the study by April 2013. He said that several TPB committees have already received or are scheduled to receive briefings on the proposed task force, including the Technical Committee, the Management, Operations, and Intelligent Transportation Systems (MOITS) Subcommittee, and the Regional Bus Subcommittee.

Chair Turner opened the floor to questions.

Ms. Krimm thanked staff for assembling the proposed task force and work plan, and she moved to approve the creation of the proposed task force. Mr. Smith seconded the motion.

Mr. Zimmerman also thanked the staff for taking up the issue of bus-on-shoulder operations as a way to move people more effectively using infrastructure that's already in place. He asked that the first proposed task in the work plan be amended to include a review of international experience with bus-on-shoulder operations, in addition to the national and regional experiences already mentioned. He also reiterated that anyone who's interested in participating on the task force should be invited to do so.

Mr. Erenrich recommended that the states and agencies responsible for resurfacing and restriping highways that could be used for bus-on-shoulder operations keep in mind the potential for future interest in using the shoulders of those roadways. He said he didn't want the region to fail to anticipate future needs while waiting for the final task force report to be released.

Mr. Wojahn said he thought there could be a number of potential accessibility issues for people with disabilities when it comes to allowing buses to use shoulders. He asked that staff include the Access For All (AFA) advisory committee to the list of committees to be briefed on the study.

The Board voted unanimously to create the task force and to approve the work plan as proposed.

## **INFORMATION ITEMS**

### **9. Briefing on the Process for Revising the Designation of the COG Regional Activity Centers**

Ms. Mintier briefed the Board on the Council of Governments' new method for designating activity centers in the region. She said that, under the old method, activity centers were identified as places that were major employment centers, or were expected to be in the future. The new method identifies activity centers as places that have been identified by local jurisdictions as priority growth areas and have a population or employment density above the median for the jurisdiction in which the center is located. She said that intersection density, presence of high-capacity transit now or planned for the future, a mix of land uses, and combined housing and transportation costs that did not exceed 45 percent of median income were also criteria used to identify activity centers. She stressed that the designation process involved extensive collaboration with local planning department staff in each of the jurisdictions.

Ms. Mintier said that the new process has led to the designation of 136 activity centers in the



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region, and that many more of the newly-designated activity centers are mixed-use in nature, are smaller, and have access to transit. She said that the activity centers will continue to be used for modeling and forecasting purposes, but that they'll also be used to monitor the region's progress toward achieving the goals of Region Forward and to prioritize locations for investments under the planned Activity Center Strategic Investment Plan and the TPB's Regional Transportation Priorities Plan.

Ms. Mintier also shared with the Board the schedule of planned meetings with county and city councils around the region to explain the new activity centers and to answer any questions that local officials might have. She also said that COG staff will work with local planning staff to develop the technical boundaries of each center, and that the final list and map of centers will be presented to the COG Board for approval in November.

Chair Turner opened the floor to questions.

Ms. Backmon sought to clarify whether COG staff would be visiting and making a presentation to Prince William County on October 2. Ms. Mintier confirmed that that was the case and apologized for omitting that meeting from the schedule accidentally.

Ms. Backmon also asked whether the TPB would be asked to approve the new activity centers, or whether the approval of the local jurisdictions would be sought. Ms. Mintier said that neither the TPB nor local jurisdictions would be asked to approve the new activity centers.

Mr. Zimbabwe asked about the process for developing the technical boundaries for the new activity centers, stressing the need for technical boundary definitions to be consistent across jurisdictions. Ms. Mintier said that COG staff are working with the local planning staff to develop a set of technical boundaries, which will include TAZs, census tracts, and census block groups.

Chair Turner expressed his gratitude for Bowie being included on the new list of activity centers and said that the Bowie City Council will probably send a letter with their comments into COG as part of the process for providing final approval of the new activity centers. He also urged Board members to schedule a briefing for the local councils by the COG staff, if they had not done so already.

Ms. Smyth asked why Vienna was not included on the list of activity centers in Virginia. Ms. Mintier said she would find out why and get back to Ms. Smyth.

Mr. Zimmerman thanked the COG staff for their work on the new activity centers and said he thought the improvements to the method and the final list and map are substantial and will serve as a valuable planning tool for the region in the long run.

## **10. 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**

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## Quality Standards (NAAQS)

Ms. Posey presented the Board with a proposed scope of work to run an additional air quality conformity analysis on the 2012 Constrained Long-Range Plan (CLRP) for the year 2015. She said the new analysis is required by the Environmental Protection Agency since the region was redesignated as a marginal non-attainment area under the new, more stringent National Ambient Air Quality Standards (NAAQS) for ozone released in 2008. She said that all of the inputs into the new conformity analysis will be the same as they were for the original analysis of the 2012 CLRP: the Round 8.1 Cooperative Forecasts of population and employment growth; the Version 2.3 Travel Demand Model; the 2011 vehicle registration data; and the Mobile 6.2 emissions model.

Ms. Posey explained to the Board that a 30-day public comment period on the scope of work began last week, and that the TPB will be asked to approve the scope of work at its October meeting. In November, staff will present the results of the analysis to the TPB, which, following another 30-day public comment period, will be asked to approve the results of the analysis at its December meeting.

### **11. Briefing on Updated Safety Margins Recommended for the Mobile Emissions Budget for the 2012 PM<sub>2.5</sub> Redesignation Request and Maintenance Plan**

Referring to the mailout material and the handout copy of his presentation, Mr. Kirby said that in March the TPB approved a letter to the Metropolitan Washington Air Quality Committee (MWAQC) requesting “safety margins” of 20 and 30 percent in the mobile emissions budgets for 2017 and 2025, respectively, in the proposed PM 2.5 Maintenance Plan. He explained that the region is eligible for attainment status for fine particulates and EPA has encouraged the region to submit a request for redesignation to attainment status. As part of that process, the region would need to submit a maintenance plan showing how the attainment status will be maintained for two milestone years -- 2017 and 2025. For the transportation sector, mobile emissions budgets must be set for those two milestone years. Those budgets will be used to determine air quality conformity whenever the CLRP and TIP are updated.

Mr. Kirby said that fleet-turnover is a key factor in setting those emissions budgets. If the fleet does not turn over as quickly as currently projected, the region’s ability to meet the budgets might be negatively affected. He said this concern has been driven by data from the TPB’s triennial analysis of the Vehicle Identification Number files from the Departments of Motor Vehicles that showed an aging of the region’s vehicle fleet. He said this phenomenon appears to be partly linked to the economic slowdown as well as to the fact that, according to national studies, cars are simply becoming more durable. Because of these concerns, the TPB requested that MWAQC build in safety margins to the budgets equivalent to 20 and 30 percent above these projected levels. In addition to allowing for flexibility relative to the anticipated fleet-turnover, these margins will allow for potential increases in emissions forecasts that may result from the

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introduction of new emissions forecasting models.

Mr. Kirby said that although the TPB had initially requested a safety margin of 30 percent in the mobile emissions budgets and 2025, TPB analysis had since shown that a safety margin of 20 percent for 2025 would be adequate, and therefore the TPB's request was revised accordingly. Based upon the latest TPB request and discussions among an MWAQC task force, MWAQC has chosen to include safety margins of 20 percent for both 2017 and 2025.

Mr. Kirby called attention to provisions in the new federal transportation legislation, MAP-21. He said that under the new law, 25 percent of funding from the Congestion Mitigation/Air Quality (CMAQ) Program must be used for the reduction of particulates. Further, he noted that the law includes a new performance management approach that will affect air quality planning. Among other things, the law requires each MPO representing a nonattainment area or a maintenance area to develop a performance plan that includes baseline levels for traffic congestion and on-road mobile source emissions.

Referring to the requirement to establish targets for congestion, Mr. Kirby said a key question will be whether it will be acceptable to establish a target that has conditions worse than they are today.

In response to a request for clarification regarding the formulas for allocating CMAQ funds, Mr. Kirby said the system for allocating CMAQ funds would use formulas similar to those under the previous law. In response to a further question as to whether 50 percent of CMAQ funding would go to states and 50 percent to MPOs, Mr. Kirby said he thought the 50 percent MPO allocation was not for CMAQ funding but was for the new Transportation Alternatives Program.

Chair Turner thanked staff for their efforts over the last four or five months in working with MWAQC.

## **12. Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long-Range Transportation Plan (CLRP) and the Fiscal Year 2013-2018 Transportation Improvement Program (TIP)**

Referring to the mailout material, Mr. Austin described the draft Call for Projects document. He said the TPB would not be developing a new TIP this year, but will develop a new CLRP. He called attention to the regional policy framework and federal requirements. He said the schedule for the plan would begin with the release of the Call for Projects at the TPB's October meeting and would culminate in the plan's approval on July 17, 2013. He called attention to the sample forms for the CLRP, the TIP, and congestion management documentation. He said that although the TPB would not be developing a new TIP this year, the TIP form does include data points for the Complete Streets Policy that the TPB recently enacted.

## **13. Other Business**

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Mr. Kirby said that the briefing on making the region “electric-vehicle ready” was scheduled for the TPB’s October meeting.

Chairm Turner said that he wanted to provide Virginia and the District opportunities to make presentations on major projects or activities similar to the presentation on Montgomery County’s Bus Rapid Transit plan that was given earlier in the year. He said he would check with the TPB vice chairs to see if they had any suggestions for agenda topics.

Mr. Kirby said there was room on the agenda for the October 17 meeting for such a presentation.

Ms. Tregoning suggested a joint update on the Capital Bikeshare Program.

Chair Turner asked Mr. Kirby to look into getting that topic on the agenda for the October meeting.

#### **14. Adjournment**

The meeting was adjourned at 1:42 p.m.