

**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 19, 2014**

Members and Alternates Present

Monica Backmon, Prince William County  
Bob Brown, Loudoun County  
Ron Burns, Frederick County  
Marc Elrich, Montgomery County  
Emad Elshafei, City of Rockville  
Dan Emerine, DC Office of Planning  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County Exec.  
Lyn Erickson, MDOT  
Jay Fisette, Arlington County  
Seth Grimes, City of Takoma Park  
Jason Groth, Charles County  
Rene'e N. Hamilton, VDOT  
Konrad Herling, City of Greenbelt  
Cathy Hudgins, Fairfax County  
Rosalynn Hughey, DC Office of Planning  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Julia Koster, NCPC  
Tim Lovain, City of Alexandria  
Kelly Russell, City of Frederick  
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  
Victor Weissberg, Prince George's County

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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  
Rich Roisman  
John Swanson  
Jane Posey  
Andrew Austin  
Ben Hampton  
Bryan Hayes  
Sarah Crawford  
Debbie Leigh  
Deborah Etheridge  
Mark Moran  
Dusan Vuksan  
Michael Farrell  
Paul DesJardin  
Matt Kronenberger  
Judi Gold  
Jameshia Peterson  
Christine Green  
Erin McAuliff  
Debbie Spielberg  
Famarz Mokhtari  
Patrick Durany  
Jeanette Tejede de Gomez  
John B. Townsend  
Malcolm Watson  
Mike Lake  
Richard Hartman  
Tina Slater  
Kelly Blynn  
Maria Sinner  
Kathy Porter  
Pierre Holloman  
Allison Davis

COG/DCPS  
COG/OPA  
CM Bowser  
DDOT  
Safe Routes to School National Partnership  
Coalition for Smarter Growth  
Councilmember Marc Elrich/CLI  
M-NCPPC/Prince George's  
Supervisor Jenkins' Office  
AAA Mid-Atlantic  
AAA Mid-Atlantic  
FC DOT  
Fairfax County DOT  
Arlington County DOT  
CAC & Action Committee for Transit  
Coalition for Smarter Growth  
VDOT  
CLI  
City of Alexandria  
WMATA

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Paul Davis	Fairfax County/Board of Supervisors
Devon Cabot	Prince William County/Board of Supervisors
Tiffany Ward	Montgomery County/Council
Melanie Bates	DC Council (CM Wells)
Karen Young	Community Advisory Council
Jim Dinegar	Greater Washington Board of Trade
David Hondowicz	Office of Councilmember Phil Andrews/Montgomery County
Bill Orleans	Resident

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

Ms. Blynn of the Coalition for Smarter Growth said the region is a long way from meeting the goals COG and member jurisdictions have set for making essential reductions in greenhouse gas emissions. She said that, at a minimum, the TPB should conduct a transparent assessment of whether or not the CLRP meets those goals. Copies her remarks were circulated to attendees.

Mr. Dinegar of the Greater Washington Board of Trade said congestion in the region is not good for business. He encouraged the region to decrease congestion and improve the economic viability of the Washington region by funding WMATA core improvements like 8-car trains and optimizing traffic signals across the region. He also encouraged the TPB to work with the commuter rail providers to look at commuter rail service regionally, including rail run-through service. He suggested that the TPB host a forum for the three state departments of transportation to discuss these issues.

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

A motion was made to approve the minutes of the February 19 TPB meeting. The motion was seconded and passed unanimously.

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

Mr. Srikanth said the Technical Committee met on March 7. He spoke to the report included in the mailout packet and he said the Committee reviewed all of the work program action items on the TPB agenda. He said the Committee also reviewed several information items, including those pertaining to the update of the 2014 CLRP, the item related to the Regional Transportation Priorities Plan (RTPP), and the presentation from the District Department of Transportation on the moveDC plan.

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

Mr. Still said the Citizens Advisory Committee (CAC) met on March 13 and that he would be providing the report in Chair Loh's stead. He said the CAC thanked Chair Wojahn for joining them at their meeting. He said the majority of the meeting was spent on the assessment of the

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interaction between the RTPP and the CLRP. He said the CAC would ask that the assessment be quantifiable whenever possible. He said the CAC would like to see a specific timeline for when the TPB can expect the reports detailing how the RTPP has influenced each agency's submission for this year. He said the CAC would ask that the 2015 call for projects be strengthened to include more specific language on how each project is tied to the RTPP. He closed by saying that clear linkages need to be made between this assessment and the planning cycles of the jurisdictions so that the TPB may know how the assessment can be used to influence future planning cycles.

Chair Wojahn said he appreciated the opportunity to meet the 2014 CAC and that he feels confident the CAC will continue its level of active engagement in the regional transportation planning process.

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

Mr. Miller said the Steering Committee met on March 7 and acted on one item, a resolution to amend the current TIP to include funding for a study of Virginia Route 28 as requested by VDOT. He said the Committee also reviewed the project submissions for inclusion in the Air Quality Conformity Analysis for the 2014 CLRP and approved them for release for public comment on March 13. He reviewed the items included in the letters sent/received packet, including a memorandum regarding the Street Smart Pedestrian and Bicycle Safety Campaign and a memorandum from Vice Chair Lovain to the WMATA Board regarding WMATA's letter which asked for the TPB and COG to work with WMATA to facilitate a regional collaboration on specialized transportation services.

Vice Chair Lovain summarized his memorandum, which included a recommendation from the Human Service Transportation Coordination Task Force to expand access to the fixed route system and provide alternatives to Metro Access. It also suggested a forum to discuss strategic planning for improvements to access the fixed route system

Ms. Hudgins said the work going on at WMATA related to increasing ADA access to the fixed route system is dependent on the jurisdictions' abilities to provide such facilities, which she agrees is challenging. She supported the idea of a regional forum to discuss these issues.

Vice Chair Lovain said a forum on best practices with all of the jurisdictions could help build momentum.

Chair Wojahn thanked Vice Chair Lovain for his report and said that he is excited about the opportunities for collaboration between WMATA and the TPB, which could lead to improvements in the provision of services for people with disabilities.

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

Chair Wojahn said that, in addition to attending the CAC meeting, he met with participants of the

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TPB's Community Leadership Institute, which this year was targeted at staff members of elected officials. He said the participants are attending today's TPB meeting and he thanked them for their participation. He asked Mr. Bean for an update on the search for the new Director of Transportation Planning.

Mr. Bean said the recruitment profile is being distributed and that the search opened in early March applications are due by April 30. He said the search would be led by Slavin Management Consultants. He summarized the essential attributes of the ideal candidate.

Mr. Bean also thanked Vice Chair Lovain and Ms. Hudgins for their comments related to the Human Service Transportation Coordination Task Force and said the TPB has his full support.

### **ACTION ITEMS**

#### **7. Approval of Amendment to the FY 2014 Unified Planning Work Program (UPWP), and Approval of FY 2014 UPWP Carryover Funding to FY 2015**

Mr. Miller briefed the Board on proposed carryover funding from the FY 2014 Unified Planning Work Program (UPWP) to the FY 2015 UPWP. He said that the proposal includes about \$1.2 million in funding for a number of projects that staff do not expect to complete by the end of the current fiscal year, including \$800,000 for travel surveys of 2,400 households originally schedule to take place in Spring 2014, \$600,000 in technical assistance tasks for each of the states and WMATA, and other unused funds resulting from staffing issues and the timing of MAP-21 regulations.

Mr. Herling moved to adopt resolutions R11-2014 and R12-2014 to approve the ammendment presented by Mr. Miller that would remove the carryover funding from the FY 2014 UPWP and move it into the FY 2015 UPWP. Ms. Hudgins seconded the motion. The Board approved both resolutions.

#### **8. Approval of FY 2015 Unified Planning Work Program (UPWP)**

Mr. Miller briefed the Board on the proposed FY 2015 Unified Planning Work Program (UPWP). He told Board members that it assumes the same budget levels as the previous year's UPWP and contains essentially the same work program elements. He explained that, following Board approval, the UPWP would be submitted to the federal agencies for approval by July 1, the start of the TPB's fiscal year.

Chair Wojahn opened the floor to questions.

Mr. Zimbabwe noted that the work item for the CLRP in the coming year is the same level as the previous year and asked whether staff saw any need for additional funding to support activities related to performance-based planning, analysis of the CLRP relative to the Regional Transportation Priorities Plan, climate change adaptation, and other such activities.

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Mr. Miller said that federal performance-based planning rules would not be issued until later this year, at which time staff would reassess the need for additional resources to support work related to those requirements.

Mr. York made a motion to adopt resolution R13-2014 for approval of the FY 2015 UPWP as proposed. Mr. Turner seconded the motion, and the Board approved it.

### **9. Approval of Y 2015 Commuter Connections Work Program (CPWP)**

Mr. Ramfos briefed the Board on the proposed FY 2015 Commuter Connections Work Program (CCWP), which he noted had been presented to and endorsed by the Commuter Connections Subcommittee, reviewed by the Technical Committee in February and March, and presented to the TPB in draft form in February. He asked for the Board's approval of a resolution adopting the FY 2015 CCWP.

Before the Board moved to adopt the FY 2015 CCWP, Mr. Ramfos also provided the Board with an overview of the history of the Commuter Connections program, as 2014 is its 40th year in existence. His presentation highlighted the program's origins, its growth over the last 40 years, its expansion from being focused solely on ridesharing to including information about transit, bicycling, walking, teleworking, and living close to where one works. He also highlighted the new regional events that are coordinated and hosted by Commuter Connections, including Bike to Work Day and Car Free Day. His presentation also included information about the evolving role of technology in helping commuters find rideshare partners and other information, including the imminent release of a new application for mobile devices, and he told Board members that a formal commemorative event is tentatively scheduled to take place in July.

Mr. Zimbabwe moved to adopt resolution R14-2014 to approve the FY 2015 CCWP as proposed. His motion was seconded. The Board approved the motion.

## **INFORMATION ITEMS**

### **10. Briefing on Project Submissions for the Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP**

Mr. Griffiths presented on the significant additions and changes to the Constrained Long-Range Transportation Plan (CLRP). He said that the five projects submitted by the District of Columbia include three streetcar extensions, the removal of bus-only lanes on H and I Streets, and a managed lane study that explores converting some lanes on three segments of the District's interstate roadway system into high-occupancy-vehicle lanes, and eventually to high-occupancy toll lanes. The two projects submitted by Maryland include an update to the MARC Growth and Investment Plan to increase capacity and service frequency, and a full interchange at the Capital Beltway to the Greenbelt Metro Station. The four Virginia projects include an update to VRE's

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System Plan to add capacity and service, two projects that widen highways and three alternatives for the Dulles Air Cargo, Passenger, and Metro Access Highway. He said that VDOT is expected to have a recommendation for their preferred alternative before the April TPB meeting.

Referring to his presentation, Mr. Griffiths identified an additional 41 pages of capacity improvements that will be included in the air quality conformity analysis. He added that the CLRP does not include every transportation improvement in the region. Projects that do have a direct impact on air quality conformity -- like operations and maintenance, or bicycle and pedestrian projects -- are not included.

Mr. Griffiths stated that the 30-day public comment for the submitted projects started on March 13 and will run to April 12. TPB staff will review comments and respond to the comments, and ask the TPB to approve the project inputs for the conformity analysis during the April 16 board meeting.

Ms. Erickson encouraged the board to maintain the CLRP schedule. She said if there are delays, all projects across all jurisdictions that receive federal funding could be at risk.

Ms. Smyth identified two projects included in the conformity table that were mislabeled as completed.

Mr. Kannan expressed concern that the states have yet to agree on funding levels for the proposed core expansion projects in Metro 2025. He said that WMATA is going to continue working with state partners to find the right funding solution for WMATA and the region.

Mr. Erenrich said that assumptions about a flat level of federal funding for future regional transit projects could change, and if and when there is a reauthorization and new transit funds, then there is nothing to prevent an amendment to the CLRP for including new transit projects.

Ms. Hudgins agreed with Mr. Kannan's comments. She added that it is important to recognize that WMATA is in a stage where it is working with the jurisdictions about how to prepare for the future. She continued that region still has a lot of work to do, both within jurisdictions and coming together to contribute to the well-being of the region's transportation system.

Mr. Herling commented that he appreciates the clarity and thoughtfulness of this discussion.

Chair Wojahn said that he appreciates the work that the jurisdictions and WMATA have put into resolving ongoing issues, and he hopes that ongoing talks continue to go well.

## **11. Briefing on the Draft Scope of Work for the Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP**

Ms. Posey presented the scope of work for the air quality conformity analysis. Referring to her memo, she said that the analysis for this year is very similar to the previous year. TPB staff will

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be analyzing the same pollutants, and will use the same MOVES 2010a tool for emissions modeling. She said that the only new element this year is an update to the Cooperative Forecast, Round 8.3. She mentioned that draft results from the conformity analysis are expected to be released in September.

Mr. Snyder said as the current chair of the Metropolitan Washington Air Quality Committee (MWAQC), that the current air quality status for the region is pretty good, but that challenges remain. He said that MWAQC believes that the federal government will introduce more strict requirements in coming years, and MWAQC will be informing the TPB about these new emissions standards.

Mr. Zimbabwe asked about the role that CO<sub>2</sub> emissions play in the analysis.

Ms. Posey stated that CO<sub>2</sub> is not part of the conformity analysis. She explained that the TPB has analyzed CO<sub>2</sub> levels for other purposes.

Mr. Fisette asked if the air quality conformity analysis is consistent with the COG Region Forward Goals.

Ms. Constantine responded that the analysis performed by the TPB follows a parallel track to the COG work. She said that the air quality conformity analysis follows federal requirements for specific pollutants and does not include CO<sub>2</sub>. Staff does separate analysis of CO<sub>2</sub> levels and recently provided the TPB local jurisdictions with estimated 2012 CO<sub>2</sub> levels.

Mr. Zimbabwe expressed interest in seeing a comparison between TPB air-quality analysis and the COG Board approved set of CO<sub>2</sub> targets and goals.

## **12. Briefing on a Proposed Approach for Developing a Comparative Assessment of the 2014 Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)**

Mr. Swanson briefed the Board on a proposed approach for developing a comparative assessment of the CLRP and the recently adopted Regional Transportation Priorities Plan. He gave an overview presentation of a more detailed memorandum distributed to Board members. His presentation highlighted the key elements of the memo, especially the scope of the assessment, what elements of the Priorities Plan it will examine, what data it will draw from, and that the assessment will be released in two phases: a preliminary assessment in April, and a more detailed assessment in September, in time for review when the Board considers final approval of the 2014 CLRP update.

Chair Wojahn opened the floor to questions and discussion.

Mr. Lovain thanked staff for preparing a proposed approach for the comparative assessment. He pointed out that the language about providing an assessment in time for consideration in the 2014 CLRP update was added at a time when the Priorities Plan was scheduled for adoption much



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earlier than it actually was. He said he thought staff had laid out a phased and reasonable approach to provide as much information as soon as possible in light of the delays.

Chair Wojahn recommended looking at the first year's assessment as a more qualitative baseline of where the region is now versus where it wants to be. He also stressed the importance of looking beyond the projects and programs in the CLRP to assess how the region is doing in meeting the objectives of the Priorities Plan. In particular, he said, the process-oriented strategies in Priority Two will require looking outside the CLRP, and he recommended examining the Human Services Transportation Coordination Plan for information about the range of services for providing improved accessibility. He also said that the priority bicycle and pedestrian project list presented to the TPB a couple of months ago might also be an important place to look to see how the region is doing in meeting the objectives of the Priorities Plan.

Mr. Herling asked whether the term "transportation demand reduction" referred specifically to reducing use of single-occupancy vehicles.

Mr. Swanson confirmed that meaning, noting that the Priorities Plan calls for a mix of supply- and demand-side strategies, and that staff had interpreted that in this context to refer largely to reducing the demand for and reliance on driving.

Mr. Herling asked whether the road-tolling called for in the plan is meant to serve as a disincentive for people to use personal vehicles.

Mr. Swanson confirmed that tolling is indeed seen as a tool for managing transportation demand, and noted the importance of using toll revenues to provide transportation alternatives in the tolled corridor. He said that the Priorities Plan does not call for tolling roads throughout the region, but that it calls for tolling to be part of the conversation when considering building new road capacity.

Mr. Weissberg expressed a specific interest in having the analysis look at how imbalances in transportation demand in the region, which can lead to congestion, can be addressed by taking advantage of underutilized Activity Centers and Metro stations.

Mr. Swanson said he thought that would be woven into the assessment.

Mr. Kannan asked what plans staff have for engaging the public and educating them about the Priorities Plan and its implications for the CLRP. He also asked that staff be sure to bring the results of any assessment to the Board before the Board is asked to consider projects for final approval, rather than on the day they consider projects for final approval.

Mr. Swanson said that staff definitely agrees with the latter point, and that staff are just in the beginning stages of talking about public outreach and education.

Mr. Turner said he appreciates the recognition among other Board members that staff are in a

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difficult position of having to play catch-up in performing an assessment of the CLRP relative to the Priorities Plan. He said he looks forward to the next step of the process despite the delays.

Mr. Elrich expressed his continuing concern that the Priorities Plan includes no mention of the role of parking supply and pricing policy in achieving objectives related to reduced driving and increased shares of alternatives like transit and bicycling and walking. He also said he thinks it is important to look at desired mode shares to figure out how much transit that would mean the region or a particular area needs to provide in order to achieve those goals.

Mr. Swanson said that parking issues would probably not be addressed in the April assessment, but that it might be able to be included in later assessments.

Ms. Hughey asked whether it would be possible for the assessment to include ratings of the CLRP as a whole or of individual projects as “very aligned,” “somewhat aligned,” or “not aligned” with the strategies in the Priorities Plan, per the recommendations of the CAC highlighted in the CAC report earlier in the meeting.

Mr. Swanson said that it would be difficult to do so for the April assessment, and reminded Board members that the Priorities Plan was never intended to serve as a “screen” with which to evaluate individual projects. He also pointed out that the Priorities Plan does not provide the kind of specific, quantitative targets that would be required to develop a robust ranking system. He said that staff could discuss the possibility further internally and engage the Board later about ways that might be able to work.

### **13. Briefing on the District Department of Transportation’s Draft Strategic Vision Plan called *moveDC***

Mr. Zimbabwe introduced the presentation on the District Department of Transportation's draft strategic plan, called MoveDC. He said that moveDC reflects regional collaboration, through state and regional jurisdictions, as well as through members of the public. He turned the presentation over to Ms. Hawkinson from DDOT.

Ms. Hawkinson stated that moveDC is the statewide transportation vision required by FHWA. This is the first long-range transportation plan since 1997. Referring to the presentation, she stated that the Washington region is expected grow significantly adding residents and jobs, and that the projects included in moveDC are meant to help the region accommodate this growth. Some high-level projects in the plan include: adding 200 miles of new bicycle facilities and trails, 22 miles of new streetcar lines, and 45 miles of additional bus-rapid or light rail transit. She said that moveDC preserves designated freight routes to improve freight circulation within the city. The plan also envisions a future in which pricing and management of the freeway system, or a cordon charge on the central employment area, will be used to raise revenue and reduce driving. moveDC includes policy components related to managing, operating, and investing in the District’s transportation network. The plan supports major regional core-capacity

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projects in the District, like the implementation of WMATA's Regional Transportation Systems Plan, increased commuter rail service, and capacity enhancements to the Long Bridge.

Ms. Hawkinson said that DDOT is currently in the process of completing the prioritizing and grouping projects, and developing financial projections and assumptions. A final draft of the plan will be made available this spring for public comment. DDOT's goal is to have the plan finalized and approved by the end of May.

Mr. Elrich asked a question about why moveDC combined .75 volume capacity with 1.25 volume capacity.

Ms. Hawkinson responded that the goal was to provide participants in the planning process with a range of possibilities.

Mr. Snyder asked what do jurisdictions that neighbor the District need to do in order to meet moveDC's mode share goals. He expressed interest in hearing state DOT reactions to moveDC for the next TPB meeting.

Ms. Hawkinson replied that the planning process included input from an advisory committee that included local, regional, and federal partners. She added that moveDC assumes that projects in the CLRP will be completed by 2040.

Mr. Snyder asked what assumptions DDOT made about what Maryland and Virginia would and would not do in order to meet the 2040 goals stated in moveDC.

Mr. Zimbabwe commented that moveDC relies on the shared COG population projections and assumes that the plans and aspirational goals of the nearby jurisdictions will be realized. He said that DDOT was not trying to be prescriptive of transportation plans outside the District, and instead be more reactive to the region.

Mr. Snyder responded that it would be helpful to understand DDOT's assumption about Virginia and Maryland, because it may help inform the region on how it should approach a different mode share.

Mr. Fisette said that moveDC may influence the region to try similar things. He wondered how moveDC addresses inter-jurisdictional transit, like a potential streetcar connecting Rosslyn and Georgetown. He also asked about how moveDC addresses parking.

Ms. Hawkinson said that on street parking within the district is managed by DDOT and off-street parking is managed by the District's Office of Planning.

Mr. Srikanth said that the pricing and management policies mentioned in the presentation may impact mode share across the river.

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Mr. Elrich commented that a cooperative and regional approach to parking could help the region to become even more economically competitive. He also expressed interest in cooperation around shared inter-jurisdictional transit lines. He mentioned that a streetcar system that connects Montgomery County to the District on Wisconsin Avenue would provide more value for users from both jurisdictions, that a street car line that ends at the District border.

Mr. Zimbabwe said that the board comments are great and provide the type of feedback that DDOT wanted to receive. He reminded the board members that moveDC is a vision plan for 2040 that contains many projects. He said that as the plan moves forward from vision to implementation it will require more planning and collaboration with residents and stakeholders, including regional partners.

#### **14. Other Business**

There was no other business brought before the Board.

#### **15. Adjourn**

The meeting adjourned at 2:06.