

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
October 15, 2014**

Members and Alternates Present

Robert Brown, Loudoun County  
Ron Burns, Frederick County  
Rick Canizales, Prince William County  
Marc Elrich, Montgomery County  
Emad Elshafei, City of Rockville  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County Executive  
Lyn Erickson, MDOT  
Jay Fisette, Arlington County  
Tawanna Gaines, Maryland House of Delegates  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Cathy Hudgins, Fairfax County  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Bill Lebegern, MWAA  
Tim Lovain, City of Alexandria  
Michael C. May, Prince William County  
Phil Mendelson, DC Council  
Mark Rawlings, DC DOT  
Rodney M. Roberts, City of Greenbelt  
Kelly Russell, City of Frederick  
Peter B. Schwartz, Fauquier County  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Tammy Stidham, National Park Service  
Todd Turner, City of Bowie  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County-DPW&T  
Patrick Wojahn, City of College Park

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Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Robert Griffiths  
Elena Constantine  
Ron Milone  
Eric Randall  
Rich Roisman  
John Swanson  
Andrew Meese  
Jane Posey  
Dusan Vuksan  
Andrew Austin  
Wendy Klancher  
Dan Sonenklar  
Ben Hampton  
Bryan Hayes  
Lamont B. Cobb  
Erin Morrow  
Debbie Leigh  
Deborah Etheridge  
Steve Walz  
Jeff King  
Paul DesJardin  
Steve Kania  
Matt Kronenberger  
Gregory Matlesky  
Patrick Durany  
Nancy H. Smith  
Kelly Blynn  
Betsy Massie  
Mike Lake  
Pierre Holloman  
Tina Slater  
Danielle Wesolek  
Jameshia Peterson  
James Davenport  
Jennifer Hu  
Malcolm Watson  
Bill Orleans

COG/DEP  
COG/DEP  
COG/DCPS  
COG/OPA  
COG/OPA  
Chairman Phil Mendelson  
Supervisor Jenkin's Office/Prince William County  
Northern Virginia Transportation Alliance  
Coalition for Smarter Growth  
PRTC  
Fairfax County DOT  
Alexandria  
Action Committee for Transit/also CAC Rep  
WMATA  
DDOT  
Prince William County  
The Northeast Magler, LLC  
Fairfax County DOT  
Area resident

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

Nancy Smith reported that the Northern Virginia Transportation Alliance wants the CLRP reevaluated in terms of transportation projects that support improving connectivity and reducing congestion and travel delays from a regional perspective. She stated the next CLRP should focus on deficiencies in the current network, including the western portion of the Maryland Beltway, I-66 (both inside and outside the Beltway), a Northern Potomac River crossing, and an updated American Legion Bridge. The TPB should prioritize project funding first to the most regionally significant projects, then add more projects as budgets allow.

Bill Sadler of the Safe Routes to School Partnership noted that less than 2% of the TIP and CLRP reflected projects for walking and biking trips. He encouraged the TPB to put more consideration into investing in and promoting projects that make safer environments for these modes.

Stewart Schwartz of the Coalition for Smart Growth requested the TPB establish a target for the region to reduce CO<sub>2</sub> emissions from the transportation sector by 80 percent below 2005 levels by 2050. He said the TPB should reevaluate the CLRP to meet the TPB's goals for sustainability and other guidelines as established in other COG-released reports and studies. He urged the TPB to remove the Bi-County Parkway and the Manassas Battlefield Bypass from the plan, and focus more generally on commuter rail and express bus services.

Kelly Blynn, an organizer for the Coalition for Smart Growth, reiterated Mr. Schwartz comments about CO<sub>2</sub>, and requested the Board considering setting a specific target for emissions, as well as interim targets and a target for reducing vehicle miles travelled (VMT). She urged the Board to considering making shifts in investments from new road infrastructure to transit, walking and biking projects, referencing the 2010 TPB "What Would It Take" report and the report "A Global High Shift Scenario" from the Institute for Transportation and Development Policy.

## **2. Approval of Minutes of September 17 Meeting**

A motion was made to approve the minutes of the September 17 meeting. The motion was seconded and was approved.

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

Ms. Erickson reported that the Committee met on October 3, and discussed all action items on the October Board meeting agenda. The Technical Committee recommended approval of all action items on the agenda.

The committee discussed the following: the 2015 CLRP draft Call for Projects, next year's TIP, and the results of the joint meeting with MWACQ and CEEPC regarding greenhouse gas emissions.

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The committee received briefings on the following: the 2013 Regional Air Passenger Survey and the Regional Street Smart Pedestrian and Bicycle Safety Campaign.

The committee received the following informational items: the upcoming October federal certification review, an update on the bicycle and pedestrian plan, and a briefing on the Virginia Department of Rail and Public Transit Southeast High Speed Rail Study.

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

Ms. Loh reported that the Committee met on October 9. Members met with the Federal Highway Administration and Federal Transit Administration's review team regarding the MPO's federal certification process. CAC members expressed appreciation of the Board and staff's responsiveness to the CAC.

The committee also discussed two items from the September Board meeting:

- The committee reiterated its request that the Board form a working group to address the reauthorization of federal transportation legislation. They requested a working group of TPB and committee members, not staff.
- Based on comments from Board member Jonathan Way, the committee submitted a resolution asking the TPB to create a list of unfunded transportation projects in the region, which would be available for use in public outreach and other regional planning activities.

Mr. Wojahn requested that TPB staff respond to both of these items with recommendations before the November TPB meeting.

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

Mr. Srikanth reported that the Committee met on October 3. They discussed and approved four amendments to the FY 2014-2019 TIP.

- Additional funding will be allocated to the extension of the Manassas Battlefield Parkway. This project will not receive federal funds, but is regionally significant in affecting air quality.
- Funding for two states through the Transportation Alternatives Program
  - Projects in Maryland, including the Montgomery County Sligo Creek Trail
  - Projects in the District of Columbia, including three from the DDOT and one from WMATA
- Funding for a research grant to DDOT for a pilot program that would support businesses shifting deliveries to off-peak hours to improve congestion and operational flow

Mr. Srikanth remarked that TPB staff would host the TPB's fall 2014 Community Leadership

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Institute, a three-day workshop to encourage citizens to engage in the regional transportation process. He encouraged Board members to nominate individuals to apply.

Reviewing the letters received/sent by the Board, Mr. Srikanth noted the following letters received:

- WMATA commended the 2014 CRLP for supporting full funding of the system's good state of repair. The organization also urged the TPB to ensure funding for Metro 2025.
- Two changes to the 2014 CLRP Performance analysis noted in a staff memorandum:
  - Per request of TPB Members, two maps, one for 2015 and one for 2040, showing forecasted levels of congestion based on the CLRP.
  - Technical corrections showing the reported increase in VMT between 2014 and 2040 to be 21.6 percent instead of 20.3 percent and the VMT per capita to decrease 2.4 percent instead of 3.45 percent.
- The FTA reminded the TPB that all projects receiving funding from the TIGER grant program in September 2011 must be completed and have funds drawn down by September 2016. The TPB must submit a detailed schedule for completing these projects by the deadline.
- The USDOT announced a new initiative from the President, the Build America Initiative. Build America supports the use of innovative financing strategies, including public/private partnerships, to finance infrastructure. USDOT requested that the TPB submit a list of projects from the CLRP that would be candidates for the program.
- The chair of the MWAQC and CEEPC in a joint letter has requested the policy committees at COG to affirm the Region's greenhouse gas reduction goals and also for COG to convene a multi-sector, multi-disciplinary professional working group that would identify viable, implementable local, regional and state action to help advance the region's greenhouse gas goals and to explore a greenhouse gas reduction target for transportation. At a recent joint meeting of MWAQC and CEEPC, Mr. Srikanth made a presentation explaining the regional transportation planning process, the role of the TPB, and TPB's forecasting of greenhouse gas emissions.

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

Mr. Wojahn noted that as of the October TPB Meeting, all meetings would be recorded and later posted to the TPB website in audio format for the public.

Addressing the joint letter from MWAQC and CEEPC, Mr. Wojahn said he believed that the TPB, MWAQC and CEEPC should work together across all sectors to advance the region's greenhouse gas reduction goals. Referring to the October edition of the TPB Weekly News Mr. Wojahn noted estimates of reduction in transportation emissions: a 70 percent reduction in NOx emissions and an 80 percent reduction in VOC emissions since 1990, even as the region has seen an increase in population of about 40 percent and total vehicle miles traveled by a similar margin. He also noted that we know that the federal standards for these criteria pollutants are

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getting tougher and that it is going to be more difficult to meet these standards in the future. He also noted that currently there are no standards for meeting reductions in greenhouse gas emissions. He said that he supports MWAQC-CEEPC request to have the COG staff create a multi-sector working group of professionals from local and state environment, land use and transportation agencies to identify implementable actions at the local, state and region level, that contribute to CO<sub>2</sub> emission reductions.

The group would:

- Analyze strategies to quantify CO<sub>2</sub> emission reductions and associated collateral benefits;
- Look at implementation costs;
- Note what government actions would be needed;
- Estimate the time to implement these measures; and
- Explore the viability of specific goals in reducing CO<sub>2</sub> emissions in the transportation sector

Mr. Wojahn said he wanted TPB staff to work with the COG staff in developing the details of the working group, its staff, and work schedule. He asked that staff report back to the TPB in a couple of months. He also asked that TPB members advise the staffs of their relevant jurisdictional agencies to participate fully in the working group. He invited the MWAQC/CEEPC co-chairmen to comment.

Mr. Snyder referenced the October 9 letter from MWAQC/CEEPC to the TPB. He noted that while COG's aspirational greenhouse gas reduction goals for the region is important the region has to now work to identify what actions can realistically be taken at local, regional and state levels to help advance those goals, while supporting the region's economy and have positive effects on health and severe weather events. The main emphasis, he noted, was for the environmental and transportation sectors to work together to identify what they can do to aggressively address the issue of air quality in the region in all the areas, including transportation. The focus should be on specifically what these groups can do, what sort of processes they can change, like looking at the CLRP with a different lens.

Mr. Fisette said that the goals that the COG board and all of our localities have adopted are ambitious if we were expected especially to do them all ourselves. He opined that the goals are not achievable unless the federal government participates in the solution. Mr. Fisette noted that we are not as interested in a goal that is unachievable as milestones and reductions that are achievable. He said he hoped the working group could begin work in the next few months. Any resolution from the TPB to establish the group should not only set up a process, but also demonstrate buy-in of TPB members.

Mr. Lovain remarked that the letter does talk about other sectors and not just transportation. He noted that his hope is that that we would take this as broadly as possible, and not focus just on transportation since it would be great to have the experts from COG and the individual

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jurisdictions that can address the other sources of greenhouse gases as an integral part of this. He also noted that he applauds the idea of focusing on achievability and that TPB should be part of this effort.

Mr. Kannan commented that the TPB resolution should also call for all COG-affiliated groups to look at past climate change goals. He said the TPB should not dismiss goals because they are ambitious or challenging.

Mr. Zimbabwe agreed with Mr. Kannan's statements. He suggested the TPB establish a vision that sets the framework through which the working group will determine viable and implementable solutions. The working group would determine how to implement that vision.

Ms. Smyth commented that the members of the TPB are responsible for implementation, and have to contend with the issues that arise from such implementation. She said that a number of challenging factors— including private-sector needs and actions as well as basic human behavior— would need to be considered in the tasks confronting this working group.

Mr. Roberts said that environmental protection is a paramount concern. The current CLRP represents a path that will not allow the TPB to affect climate change. He urged the TPB to take action.

Mr. Elrich said that the TPB should not base its actions solely on what the business community deems to be feasible or viable. He recognized that the TPB is limited in the range of things it can do. The underlying issue is the decision to shift people out of cars and into transit. He also mentioned that government regulations have led to amazing amounts of innovation, new products and changes to the market.

Mr. Wojahn requested that TPB staff prepare a draft resolution for the November meeting supporting the goals in the 2008 COG Climate Change Plan to reduce emissions 80 percent below 2005 levels by 2050, and a draft outline of the multi-sector professional working group to work on identifying implementable strategies to promote progress toward that goal.

Mr. Srikanth noted that he would work with the staffs for COG, MWAQC and CEEPC on both tasks – a draft resolution supporting COG's multi-sector greenhouse gas reduction goals and the outline of the multi-sector working group. Mr. Srikanth also noted one of the things that we will have to do as TPB staff is to find some resources that may be needed, which may require us to look at our approved budgets for this program, particularly if we are going to need technical assistance.

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## ACTION ITEMS

### **7. Review of Comments Received and Acceptance of Recommended Response for Inclusion in the Air Quality Conformity Analysis of the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 TIP**

Mr. Srikanth, referring to a memorandum, summarized the comments received and staff responses regarding the Air Quality Conformity Analysis of the 2014 CLRP and the 2015-2020 TIP. He said that the comments and responses can be divided into five groups: reducing transportation emissions, widening I-270 and U.S. Route 15 in Maryland, improving connections between Maryland and Virginia, addressing specific projects identified by the Access for All committee, and encouraging more regionally significant projects in future CLRPs.

Mr. Turner asked if staff could explain why the comments mentioned during the public comment period at the beginning of the meeting that were apparently submitted but were not received.

Mr. Srikanth explained that the comments mentioned during the public comment period (by Coalition for Smarter Growth) were sent to an out-of-date email address that was being used in previous CLRP updates but not for the 2014 update. He noted that staff has reviewed these comments that was distributed earlier during the meeting and provided the following responses: comment on the importance of CO<sub>2</sub> in transportation planning – the Board has discussed this extensively earlier today and is taking action on it; comment opposition to widening Route 123 in the Tysons area – this project was discussed by the Board back in the February-March timeframe when the Board approved the projects for inclusion in the air quality conformity analysis and the last element was opposition for the Manassas Battlefield Bypass, which was also, I believe, has been reviewed by the Board in the past. Mr. Tuner asked that asked that those comments be added to the record.

A motion was made by Mr. Erenrich to accept recommended responses to comments received for inclusion in the Air Quality Conformity Analysis of the 2014 CLRP and the FY 2015-2020 TIP. The motion was seconded by Mr. Fisette. The motion was approved.

### **8. Approval of Air Quality Conformity Determination of the 2014 CLRP and the FY 2015-2020 TIP**

Ms. Posey said that the 2014 CLRP and the 2015-2020 TIP both passed the Air Quality Conformity Analysis. She said that following the approval of the CLRP and TIP, the Air Quality Conformity Analysis would be sent to the Federal Highway Administration and the Federal Transit Administration so those agencies can work with the EPA to review and approve the analysis.

A motion was made to adopt Resolution R5-2015 finding that the 2014 CLRP and the FY 2015-2020 TIP conform to the requirements of the Clean Air Act Amendments of 1990.



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The motion was seconded and approved.

### **9. Approval of the 2014 CLRP**

Mr. Srikanth noted that with the approval of the air quality conformity analysis and the responses to comments on the proposed Plan update, staff recommends that the TPB approve Resolution R6-2015 and adopt the 2014 CLRP.

A motion was made to adopt Resolution R-6-2015 approving the 2014 CLRP.

The motion was seconded and approved, with one opposing vote from Mr. Roberts.

### **10. Approval of the FY 2015-2020 TIP**

Mr. Srikanth said that FY 2015-2020 TIP includes the first six years of the CLRP. He said based on the previous three actions staff recommends that the TPB approve Resolution R7-2015.

A motion was made to adopt Resolution R7-2015 approving the FY 2015-2020 TIP. The motion was seconded and approved.

### **11. Certification of the Urban Transportation Planning Process for the National Capital Region**

Mr. Srikanth presented Resolution R8-2015 to the Board. The resolution is a certification that the TPB has, over the last four years, complied with all of the relevant federal regulations governing the development of the region's Constrained Long-Range Transportation Plan (CLRP) and six-year Transportation Improvement Program (TIP), including the Air Quality Conformity Analysis and a number of other requirements and procedures. He noted that the resolution includes letters from each of the region's three state departments of transportation stating their agreement that the TPB has complied with the federal regulations.

Chair Wojahn entertained a motion to adopt Resolution R8-2015. The motion was seconded. The Board approved the resolution by a voice vote. Mr. Roberts was the sole "nay" vote.

## **INFORMATION ITEMS**

### **12. Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Analysis of the 2015 CLRP and the FY 2015-2020 TIP**

Mr. Srikanth briefed the Board. He directed the Board's attention to a new summary brochure of the longer, more technical "Call for Projects" document issued in past years to solicit new project submissions for inclusion in the CLRP and TIP. He said the detailed document will still be part of the package that TPB will issue as part of its Call for Projects as in years past, but would also be asked to approve and distribute the summary brochure as a more user-friendly version of the

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longer document. He noted that the purpose of the summary, much like an executive summary, was to highlight the policy priorities of the Board has adopted for projects to be included in the next CLRP. Mr. Srikanth noted this is based on the advice from the Board as part of having adopted the Regional Transportation Priorities Plan earlier in the year and to reflect the TPB's policy element for the CLRP, which is its Vision document. He said that the Board would be asked to approve the Call for Projects at its November 19 meeting and that agencies will have until December 12 to submit projects for inclusion in the plan. He said that adoption of the 2015 CLRP update is currently scheduled for October 2015.

Chair Wojahn opened the floor to questions.

Mr. Snyder recommended that the brochure include additional discussion of the specific air quality and climate issues discussed previously in the Board meeting.

Mr. Zimbabwe commented that the brochure seemed text-heavy and difficult to read. He recommended that the CLRP schedule information be moved to a separate insert, freeing up room for the description of the policy framework and other content elements.

Mr. Brown suggested that the brochure include a link to a list of all projects in the CLRP, to provide more user-friendly information than the existing CLRP database.

Mr. Fisette suggested changing "Reduce emissions of criteria pollutants and/or greenhouse gases" to "Reduce emissions of criteria pollutants and greenhouse gases."

Mr. Enslinger recommended that the document more specifically identify ways that the public can comment during the CLRP process. He also asked that the web links in the document be set up as clickable hyperlinks for people viewing the document electronically.

Mr. Lovain lauded staff for the development of the brochure. Specifically, he said it represents an earnest effort to infuse some real strength into regional plans, by focusing attention on specific kinds of projects that agencies can submit to address the region's greatest needs.

Chair Wojahn echoed others' satisfaction with the new document.

Mr. Srikanth acknowledged all Board member comments and said that staff would respond to as many of the suggestions and recommendations as possible.

### **13. Briefing on the 2013 Regional Air Passenger Survey**

Referring to the mailout and handout material, Mr. Roisman briefed the Board on findings from the 2013 Washington-Baltimore Regional Air Passenger Survey, which was conducted last October. He provided information on the purpose, history, methodology and findings of the survey, which is conducted every two years. He said the survey provides the foundation for air systems planning program at TPB.

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Mr. Fisette called attention to the finding that 15 percent of trips to National Airport are taken via transit. He asked how this percentage relates to major airports around the world where there is good transit to airports.

Mr. Roisman said that 15 percent is a very high number for the U.S., but he did not know how it would compare with airports outside the U.S.

Mr. Fisette asked if there are plans that extensively market the Silver Line to promote the new access it will provide to Dulles.

Mr. Roisman said he understands that the Silver Line will be marketed for the new airport access it provides because, among other things, it will distinguish Dulles as a world-class airport. He asked TPB members representing the airports if they wanted to comment.

Mr. Lebegern said that with the opening of Phase I of the Silver Line, they have rebranded the Washington Flyer Service. It runs from Wiehle Avenue, to Reston East, to Dulles. They have also increased frequency. Regarding transit to National Airport, he said that he understands that the transit mode share to that airport may be the highest in the country, and in previous surveys, it was as high as 18 or 19 percent.

Ms. Hudgins emphasized the importance of making the right planning decisions. She said it is important to ask if major investments are going to yield better transportation to airports for those who need it.

Ms. Erickson said that weekend MARC service was inaugurated this past year. She also said that the use of commuter bus services to BWI is on the increase.

Mr. Roberts asked how much benefit BWI would get if the Green Line were extended to it.

Mr. Roisman said that it something that would be need to be studied.

#### **14. Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign**

Mr. Farrell showed a video that summarized the FY 2014 Street Smart public safety advertising campaign. He also announced the kickoff meeting for the Fall 2014 Street Smart campaign on November 6. The video can be found here: <https://www.youtube.com/watch?v=0j7Wflb9-20>.

Chair Wojahn said that following a series of pedestrian fatalities in College Park, the city worked with the Street Smart campaign to provide materials to educate people on the need to be more careful. He asked how other jurisdictions might acquire these public awareness materials.

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Mr. Farrell provided his contact information. He said he could He added that Street Smart works with transit agencies to place advertisements, and coordinates with jurisdictions to carry out pedestrian and bicycle safety enforcement during the campaign.

**15. Other Business**

No other business was brought before the board.

**16. Adjourn**

The meeting adjourned at 2:00 pm.