

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
September 19, 2007**

Members and Alternates Present

Deborah R. Burns, FTA
Marc Elrich, Montgomery County
Lyn Erickson, MDOT
Andrew Fellows, City of College Park
Jennie Forehand, Maryland Senate
Jason Groth, Charles County
Susan Hinton, NPS
Catherine Hudgins, Fairfax County Board of Supervisors
Sandra Jackson, FHWA
Charles Jenkins, Frederick County
Michael Knapp, Montgomery County Council
Bill Lebegern, MWAA
Timothy Lovain, Alexandria City Council
Michael Lyles, City of Bowie
Phil Mendelson, DC Council
Emeka Moneme, DC DOT
David Moss, Montgomery County
Kathy Porter, City of Takoma Park
Mark Rawlings, DDOT
Rick Rybeck, DDOT
C. Paul Smith, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
Reuben Snipper, City of Takoma Park
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
Kanti Srikanth, VDOT
Mick Staton, Loudoun County
Patricia Ticer, Virginia Senate

Harriet Tregoning, DC Office of Planning
Victor Weissberg, Prince George's County
Robert Werth, Private Providers' Task Force
Bill Wren, City of Manassas Park
Chris Zimmerman, Arlington County Board

MWCOG Staff and Others Present

Ron Kirby
Michael Clifford
Jim Hogan
Bob Griffiths
Nick Ramfos
Wendy Klancher
Michael Farrell
Debbie Leigh
Deborah Etheridge
Andrew Meese
Andrew Austin
Beth Newman
Darren Smith
Sarah Crawford
Monica Bansal
Michael Eichler
Daivamani Sivasailam
Melanie Wellman
Dave Robertson COG/EO
Naomi Friedman COG/EO
Jeanne Saddler COG/OPA
Randy Carroll MDE
Bill Orleans PG ACT
Ian Beam MDOT
Tom Biesiadny Fairfax County DOT
Alex Verzosa City of Fairfax
Harry Sanders Action Committee for Transit
Greg McFarland NVTC
Monica Backmon PWC DOT
Ricardo Canizales PWC DOT
Gregory W. Stardard AAA Mid-Atlantic
John B. Townsend AAA Mid-Atlantic
Unwanna Dabney FHWA – VA Division
Ritch Viola Arlington County
Bob Owolabi Fairfax County DOT

1. Public Comment on TPB Procedures and Activities

Chair Hudgins called the meeting to order at 12:11 p.m.

Mr. Sanders spoke in support of the establishment of a TPB Task Force on the Regional Mobility and Accessibility Scenario (RMAS) Study, an action under Item 9 on the TPB Agenda. He said his involvement in the RMAS Study leads him to believe that the Study needs this level of focus in order to make significant progress. He said the RMAS Study focuses on two important challenges in the region: traffic congestion and global warming. He suggested three elements he believes will make the RMAS Study have a lasting impact on the region's challenges: identifying good regional transportation projects and associated land use patterns that will offer true alternatives to traffic congestion; documenting the benefits of travel time savings and reduced emissions from these projects and patterns; and describing the benefits of these projects and patterns to a wider spectrum of the public. Copies of his remarks were submitted for the record.

2. Approval of Minutes of July 18, 2007 Meeting

Mr. Fellows moved approval of the minutes of the July 18 TPB meeting. The motion was seconded and passed unanimously. Chair Hudgins noted that the minutes do not reflect a time that the July TPB meeting was called to order.

Mr. Snyder referred to the Texas Transportation Institute's 2007 Urban Mobility Report which has been reported in the media and he noted that it shows the Washington region as having the second worst congestion ranking in the country. He asked that TPB staff review this report with the mindset that the figures relate to more than just congestion, but also to issues of environmental policy and public health.

Mr. Kirby said staff has reviewed the TTI report and would be able to summarize the results for the next TPB meeting. He added that while many people tend to focus on the rankings, the differences in congestion between the top six metropolitan areas are minimal. He said that the main point to take from the study is that congestion is getting worse in metropolitan areas across the country as a result of the same dynamic: in lack of investment at the federal, state and local levels, as well as lack of adequate coordination between transportation and land use. He commented that this national story of increasing congestion would need to be considered during the coming reauthorization of the federal transportation legislation.

Chair Hudgins said the analysis of the report would be very beneficial to the TPB.

3. Report of the Technical Committee

Mr. Harrington said that the Technical Committee met on Friday, September 7 and reviewed the following five items on the today's agenda:

- Item 9: TPB staff briefed the Committee on the proposed mission and membership for the TPB Task Force on the Regional Mobility and Accessibility Scenario (RMAS) Study. He said the Committee supports more focus of the study now on "how-to" actions and implementation of policies and recommendations.
- Item 10: The Committee was briefed on the Access for All Advisory Committee Report, which describes its comments on projects in the new CLRP.
- Item 11: TPB Staff briefed the Committee on the FY 2007 Street Smart campaign and updated the Committee on the status of funding for the FY 2008 campaigns.
- Item 12: The Committee reviewed the TPB Draft Participation Plan and recommended that it be released for a 45-day public comment period. He said the Committee suggested that a brochure be developed to clearly articulate the goals of the Plan for the interested public.
- Item 13: The Committee was briefed on the draft call for projects and on a proposed schedule change for the 2008 CLRP and the FY 2009-2014 TIP. He said the Committee has agreed with the schedule modification, recognizing there may be challenges in achieving the new schedule.

Mr. Harrington said the Committee also reviewed several informational items, including the Transportation/Land-use Connections Pilot Program, the revised draft response to the Fredericksburg Area Metropolitan Planning Organization on transit funding, and a request from the Regional Bus Subcommittee to identify funding for a regional bus survey in Spring 2008.

4. Report of the Citizen Advisory Committee

Mr. Larsen said the Citizens Advisory Committee (CAC) met on September 13 and discussed the TPB Draft Participation Plan and the establishment of the TPB Task Force on the Regional Mobility and Accessibility Scenario (RMAS) Study.

Mr. Larsen said the TPB Participation Plan, which was released for a 45-day public comment period at the meeting, is designed to encourage the development of an array of public involvement tools and activities tailored toward different audiences. He said the CAC supports this approach to public participation. He said staff will develop an annual participation program

that will strategically guide limited TPB resources for participation activities, an idea the CAC also supports. He said the CAC would like to revisit recommendations they developed on the CLRP and TIP processes as part of the development of next year's annual participation program.

Mr. Larsen said the CAC also discussed the TPB Task Force on the RMAS Study, an idea it recommended to further the policy goals of RMAS Study. He said the CAC is delighted the TPB decided to set up the Task Force and looks forward to seeing the study results integrated into the long-range planning process, specifically related to connecting the scenarios and the development of the CLRP. He said the CAC supports the development of a regional priorities list, and quoted the CAC recommendations that were presented to the TPB in February:

"The CAC believes the scenarios should be used to develop a plan of regional priorities not constrained by available funding. This list or plan of unfunded priority projects would provide a big-picture context for understanding project selection for the CLRP."

He said the CAC looks forward to attending the Task Force meetings and participating when appropriate.

Mr. Larsen said the CAC received a briefing about the October 11 public meeting on the TIP, which will be conducted at 7:00 p.m. during the second half of the regularly scheduled CAC meeting. He said the CAC eagerly anticipates hearing from VDOT, MDOT, DDOT, and WMATA about the projects that they have included in the TIP, as well as having the opportunity to discuss projects that are not in the TIP.

5. Report of Steering Committee

Mr. Kirby said that at its meeting on September 7, the Steering Committee approved one TIP amendment as requested by the Virginia Department of Transportation (VDOT) to replace vans serving the elderly and persons with disabilities. He then reviewed several items in the letters packet, including a letter dated July 26 from Paul Ferguson, Chairman of the Arlington County Board, on the Street Smart Campaign. Mr. Kirby said the letter referred to an offer from Arlington County to double its contribution to the campaign if other jurisdictions in the region would also increase their contributions. He noted that other jurisdictions have significantly increased their contributions and Arlington's offer will be discussed under Item 11.

Mr. Zimmerman said that Arlington was not interested in contributing unless all jurisdictions in the region contribute, noting that in order for the program to be effective, it needed support from the entire region. He said it is not clear whether the other jurisdictions were contributing at the recommended level, let alone doubling their contributions. He said Arlington's continued participation will be based on the willingness of all jurisdictions to participate. He said Arlington will continue to participate if the other jurisdictions chose to contribute their allotment, and if all jurisdictions increase their contributions, Arlington will as well. He said that if the region cannot

agree that this program is worth funding, the TPB could consider funding a different program.

Mr. Kirby said the item and the interpretation of Arlington's letter would be discussed under Item 11.

Mr. Kirby said a letter from Nancy Floreen, Chair of the Metropolitan Washington Air Quality Committee, identified which fine particulate matter (PM_{2.5}) precursors would be included in region's PM_{2.5} State Implementation Plan. He said staff knew NO_x would be included, but there was question as to whether sulfur dioxide (SO_x) would be included as well. He said the state air agencies have determined that SO_x would not be included in the mobile emission calculation.

Mr. Kirby noted a letter from Leisure World in Montgomery County concerning the air quality implications of 300 new homes that are being developed in close proximity to the Intercounty Connector. He said the most appropriate place for addressing this concern would be Montgomery County, noting that the TPB conducts a regional analysis for air quality conformity of the entire transportation system in the CLRP.

Mr. Knapp said the Montgomery Planning Board would be the appropriate body within the County to address this concern, as it has been working with the Maryland State Highway Administration and federal authorities to address environmental mitigation issues.

Mr. Kirby noted the last item in the letters packet was an update on the status of the federal CAFÉ standards in congressional energy legislation. He said CAFÉ provisions included in the Senate Energy Bill that was passed on June 21 would reduce the growth in CO₂ emissions through 2030 from 48 percent to 16 percent. He said a letter was sent on July 17 under Chair Hudgins' signature to the region's congressional delegation in support of including similar standards in the House bill. He said on August 4 the House did pass a bill which did not include the CAFÉ standards, even though there appeared to be support in the House for including similar standards. He said the two bills presumably will go forward to a Conference Committee, although there has not yet been a timeline established for conference. He suggested sending a letter in support of the CAFÉ standards as soon as the conferees have been identified.

Mr. Snyder said he supports Mr. Kirby's recommendation to send a letter to the Conference Committee, and recommends the letter be sent as soon as the conferees are known.

Chair Hudgins said that, hearing no objections, a letter would be sent.

6. Chairman's Remarks

Chair Hudgins welcomed Mr. Reuben Snipper, the new alternate from the City of Takoma Park.

Chair Hudgins summarized the comments from the Access for All (AFA) Advisory Committee

on the WMATA Draft Language Access Plan. She said the AFA Committee met with WMATA staff after the release of the Draft Plan for public comment on August 30, 2007. She said the Draft Plan was well received, but that the AFA Committee had several comments. She said the AFA Committee wanted a clear distinction between the meaning of “translation” and “interpreting.” She said the differences between these terms are important to note when discussing the delivery of service, noting that written materials need to be “translated,” and oral communication is provided through “interpretation.” She listed several other general comments from the AFA Committee on the WMATA Draft Plan, including the Committee’s concern that no specific budget was presented for each item. She also said that it is important to note the distinctions between the “limited-English proficient” population and the “immigrant” population.

Chair Hudgins said there were many specific comments about the WMATA Draft Plan, and she highlighted those concerning the bus and rail rider survey. The AFA Committee urged that the survey also be conducted in languages other than English. She also said the AFA expressed concerns about appropriate training and monitoring for WMATA staff on language and cultural sensitivity. She said additional concerns focused on complaint systems, the WMATA call center, and visual explanation of the transit system. She said it is important to follow-up on and monitor complaints, which is not just an issue for the limited-English proficient community. She also noted the importance of using technology to enhance service provision.

Chair Hudgins concluded by saying she felt the AFA Committee’s comments were well-received by WMATA staff and that the AFA Committee looks forward to hearing WMATA staff’s recommendations to the WMATA Board.

Mr. Moneme said the General Manager and staff at WMATA take access issues very seriously, noting the growing diversity of the region. He said that a challenge for the region into the future is to create a structure that grows as the diversity of the region expands. He said he is looking forward to working with WMATA and moving forward.

Ms. Porter commended Chair Hudgins for carrying forward the limited-English proficiency issues that have been of interest to the AFA Committee for quite some time.

Mr. Smith of the City of Frederick noted that the system could be jeopardized by trying to incorporate a great number of languages, and noted that systems in Europe and other diverse regions around the world use a universal language of symbols and signs.

ACTION ITEMS

7. Approval of an Amendment to the FY 2007-2012 TIP that is Exempt from the Air Quality Conformity Requirement to Include Eight New Projects and Modify Funding for Ten Projects, as Requested by the Virginia Department of Transportation (VDOT)

Ms. Sorenson said that VDOT was requesting the amendment because the projects are time-sensitive. She said that most of the changes are updates or additions to funding levels, but that one significant new program, the regional congestion management plan, is also included. She described this program as an effort to use strategies similar to those used in managing the impacts of construction of the Springfield Interchange and the Woodrow Wilson Bridge to mitigate the effects of several other major projects like HOT Lane and Dulles Rail construction in Northern Virginia in the next five to six years. She said this could include strategies like funding transportation demand management (TDM) services such as employer outreach, park and ride lots, fare subsidies, telework accommodations, and express buses during construction, as well as augmenting police forces to improve safety and facilitate alternate routes. She said efforts would also include public outreach through media advertising, websites, and information centers in shopping malls and other locations.

Ms. Sorenson moved adoption of Resolution R5-2008 to approve an amendment to the FY 2007-2012 TIP that is exempt from the air quality conformity requirement to include eight new projects and modify funding for ten projects. Ms. Ticer seconded the motion.

Chair Hudgins said that Virginia members of the TPB were excited to see the congestion management program in the amendment, which resulted from lengthy discussions with the Northern Virginia jurisdictions.

Mr. Fellows asked when data collection would be done in preparation for the Beltway HOT Lane project.

Ms. Sorenson said she thought the data collection was to be completed by the middle of 2008.

Mr. Fellows asked if there would be an opportunity for regional discussion of that information.

Ms. Sorenson said the information would be shared throughout the region and noted that local jurisdiction staff members are serving on the committee leading the data collection effort.

Mr. Snyder said that he supported the Dulles congestion mitigation project and asked if it was possible for the City of Falls Church to be included in the project, as even though the project would be in Fairfax County there would be implications for Falls Church.

Ms. Sorenson said that she would relay that request and that there was no reason why Falls

Church could not be involved.

Mr. Snyder thanked Ms. Sorenson.

The motion to adopt Resolution R5-2008 passed unanimously.

8. Approval of Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA)

Ms. Porter briefly described the Job Access Reverse Commute (JARC) program, which assists low-income workers in getting to jobs, and the New Freedom program, which helps provide transportation for persons with disabilities. She said that the TPB is the designated recipient of the federal funds for these programs in the region and that the Board was being asked to approve five projects for funding under these programs. She noted that the TPB approved at its April 2007 meeting the first Coordinated Human Services Transportation Plan that established a competitive process for selecting projects to fund. She said that the five projects recommended for TPB approval resulted from this competitive process and through the hard work of representatives of various agencies and organizations who served on the committee and developed the selection criteria. She named the committee members and thanked them for their service, and noted that the committee had a good diversity of geographic representation and of representation from public agencies, private organizations, and individual consumers.

Ms. Klancher of TPB staff described the five projects recommended for approval by the TPB. She said that the three JARC awards are to the Northern Virginia Family Service Ways to Work program, a loan program to low-income workers to purchase cars in areas where public transit is insufficient; the Montgomery County Ride-On Isolated Communities Program, which would provide taxi vouchers to low-income residents of the Tobytown area to facilitate connections with transit facilities; and to the Prince George's County Department of Public Works, to fund extension of service hours of a shuttle that provides transportation at off-hours for UPS workers and students at Prince George's Community College.

Ms. Klancher said that the two New Freedom awards are to the Jewish Council for the Aging for a travel training program for seniors in Fairfax and Montgomery Counties and the District of Columbia, and to a joint project by the City of Alexandria and Arlington County that would provide personal care attendants to seniors with severe disabilities who need to use paratransit to go to medical appointments. She said that all the projects offer creative ways to address some persistent problems and needs that are identified as unmet transportation needs in the Coordinated Plan, and are consistent with the spirit of the plan.

Ms. Klancher said that the selection committee was disappointed that the total combined amount of the qualified projects was well short of the FY 2006 federal money available, leaving roughly

\$1.7 million of the \$2 million FY 2006 funds that will be carried over to the next project solicitation. She said that due to the new process for obtaining funds, and especially because of the requirements for a local match of 50% for operating projects and 20% for capital projects, many organizations seeking federal funding were not able to submit a qualifying application by the solicitation deadline. She said that the selection committee recommended changes to the solicitation and selection process to improve the likelihood that all of the available money could be obligated to provide needed services. She said the changes being considered included changing the timing of the solicitation to earlier in the year to better mesh with local budget cycles, lengthening the amount of time for development of proposals, and combining several years' worth of funding to make the overall pot of federal funds larger and possibly encourage local projects with larger budgets and projects that are regional in scope.

Mr. Lovain asked if FY 2007 and 2008 federal funds would be available for the next solicitation along with the \$1.7 million backlog from the FY 2006 solicitation, totaling almost \$6 million.

Ms. Klancher said that the excess funding should not be considered a backlog in that there is time to get the money obligated, and the agencies and organizations applying for the funds are getting accustomed to a new process. She confirmed that there would be about \$6 million total in federal funding for the two programs available for the solicitation in early 2008.

Ms. Porter said that the match requirement was a real barrier for many of the applicant agencies and organizations, and that the committee would focus on allowing more time for putting together the match and involving agencies that would be able to provide those funds.

Mr. Jenkins asked if the projects could be voted on and approved separately by the Board.

Ms. Porter asked Mr. Jenkins if there was a particular project that he was interested in knowing more about or had concerns about.

Mr. Jenkins said that he was not certain it was an appropriate role for government to spend taxpayer money on some of the projects. He said he knew firsthand the importance of paratransit and had no qualms about that project, but that the others, while meritorious, did not seem to him to meet that threshold and he would not vote to approve them if given the option to vote on each project separately.

Ms. Porter said that the committee was putting forward the recommendation as a proposal for all five projects as a package, and while it could be amended by a TPB member, she said she would like to make the motion as it stands, with the five projects together as a package.

Ms. Porter moved to adopt Resolution R6-2008 to approve five projects for funding under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration. The motion was seconded by Ms. Ticer.

Mr. Staton suggested that Mr. Jenkins could move to separate out the one item he'd like to vote for and then vote against the others, holding two separate votes rather than five.

Chair Hudgins said that a motion to separate the projects would be procedurally appropriate if a member chose to make such a motion.

Ms. Smyth asked Mr. Jenkins if any of the projects recommended for approval were in his jurisdiction.

Mr. Jenkins said that none of the projects were in his jurisdiction.

Ms. Smyth suggested that it was not in Mr. Jenkins' purview to weigh in on projects that are not in his jurisdiction.

Mr. Jenkins said that given that at least part of the funding came from taxpayers, including those in his jurisdiction of Frederick County, he was trying to represent their interests.

The motion to adopt Resolution R6-2008 passed, with Mr. Jenkins dissenting.

9. Approval of a TPB Task Force to Provide Policy Guidance for the Regional Mobility and Accessibility Scenario Study (RMAS)

Mr. Kirby said that he would present the item for Mr. Knapp, who had to leave the meeting early. Mr. Kirby, referring to a three-page memo and attachments that were included in the mailout packet, briefly described the origins of the Scenario Study and its stewardship by the Joint Technical Working Group, which includes land use and transportation planning professionals from around the region along with several citizens. He also reviewed study activities to date, including the development of alternative transportation and land use scenarios for 2030 and the compilation of analyses of these scenarios in a technical report and brochure, which completed Phase I of the study.

Mr. Kirby said that a second phase of the study, currently being wrapped up, has included development of variably-priced lane scenarios as well as extensive public outreach on the work to date. A report compiling feedback from that outreach was presented to the TPB at its July 18 meeting. He drew attention to the concluding slides of that presentation, noting that members of the public had identified several challenges to implementing strategies like further concentration of development, and had made several suggestions for additional research and action by the TPB. He noted that in particular, many outreach participants had raised concerns about the capacity of the region's transit infrastructure to accommodate further growth around transit stations without additional investment. He identified some common themes between the outreach feedback and the recommendations made by the CAC in regard to the Scenario Study, and noted

that the idea of forming a policy-level committee to provide guidance for future study activities and implementation steps came from the CAC.

Returning to the three-page memo, Mr. Kirby reviewed the mission statement and structure for the proposed task force, which he said would be similar to the existing TPB Value Pricing Task Force. He said that Mr. Knapp had agreed to chair the Scenario Study Task Force, and that other interested TPB members are invited to serve on the committee. He said that efforts would be made to remedy any geographic imbalance by recruiting additional members from the TPB. He noted that the meetings of the task force would be open to any other interested persons, including representatives of other TPB committees like the Technical Committee and the CAC. He said that while the initial reaction by the CAC was a desire to have official representation on the task force, he suggested that the CAC would potentially have more of an impact by continuing to work as a group to issue recommendations rather than having one person speak for them at task force meetings. He said that the CAC had generally agreed with that suggestion.

Mr. Kirby described likely initial activities of the proposed task force, including receiving briefings on the completion of Phase II activities of the study and related initiatives such as the TPB's Transportation/Land-Use Connections Program and the Greater Washington 2050 Work Group of the COG Board. Beginning in early 2008, the task force would then discuss what to include in a third phase of the study. He said that this third phase will likely concentrate on "how to" steps as opposed to the "what if" focus of the study to this point, but could also include development of additional scenarios (including composite scenarios that combine elements of the existing scenarios), as well as additional outreach. He said that Mr. Knapp had asked him to emphasize the importance of the outreach component of this work.

Mr. Kirby said that the RMAS Joint Technical Working Group would remain in existence to assist with the technical work of the study, and continue to serve as a sounding board for study results and strategies for conveying those results. He said that the first meeting of the proposed task force would be on the morning of October 17th, before the scheduled TPB meeting.

Mr. Staton asked if future Scenario Study work would include cost-benefit analysis of each scenario, as opposed to evaluating the scenarios only on the basis of indicators like transit share. He said that scenario planning activities must take into account what it would take in terms of infrastructure costs and land use changes to actually achieve the desired scenario. He also asked if any studies had analyzed the capacity limits of the Metrorail system, especially given the planned expansions of the system and talk of more development around the stations.

Mr. Kirby said that the Phase II Scenario Study work in the remainder of 2007 would include cost estimates for the transportation facilities included in the existing scenarios. He also noted that the value-pricing scenarios under development add a revenue source to the equation, as revenue from toll facilities can be used to fund transit expansion. He said that the true costs and challenges involved in implementing the scenarios will certainly be part of the task force's discussions.

Mr. Staton said that he was speaking not just of the dollars to fund infrastructure improvements but also social and behavioral costs. He said that the Region Undivided scenario, for example, calls for much more development in Prince George's County, which would necessitate efforts to convince the county council to significantly change their land use policies or convince voters to install a council that would enact such changes. He said that the question is the feasibility of strategies that require the region's residents to change the lifestyle patterns to which they are accustomed.

Chair Hudgins said that while Mr. Staton raised some important questions, she thought that they might need to be pursued at a meeting of the Scenario Study Task Force rather than at this meeting.

Mr. Staton said he just wanted to make sure that the feasibility issues were being addressed in the study, and that the TPB is not moving ahead with trying to implement pre-determined conclusions.

Chair Hudgins said that the issue of cost-benefit analysis and feasibility could certainly be taken up by the task force.

Mr. Zimmerman said that the idea of assessing the overall economics of the scenarios is good, and that he hoped a method for approaching that question would come out of the Scenario Study process.

Mr. Zimmerman moved to approve the establishment of a TPB Scenario Study Task Force consistent with staff recommendations as detailed in the Item 9 memo. The motion was seconded.

Mr. Staton said that he still was hoping to get an answer to his second question from his earlier remarks, regarding the capacity of the Metrorail system.

Mr. Harrington said that he could potentially make a presentation to the Scenario Study Task Force about Metro's long-term plans and ridership numbers. He said that Metro has done ridership forecasting using COG's Round 7 land use forecasts and the forecasts indicate that they do have sufficient capacity through 2030, though capacity beyond that year is in question. He said that does include some assumptions about needed facility improvements, however.

Chair Hudgins said that she interpreted Mr. Staton's question as referring to the capacity of the system as it currently stands.

Mr. Harrington said that the Metro Rail Station Access and Capacity Study looked at capacity on each rail line in terms of passengers per car, as well as the capacity of stations themselves. He said that in response to the general question of whether Metro can handle the growth generated

by further planned development around stations, Metro does appear to have adequate capacity.

Mr. Zimmerman said that he thought Mr. Staton's question might have been about the design capacity of the system as opposed to the practical capacity. He said that, for instance, Metro's current practical capacity reflects the fact that most of the trains have only six or even four cars, but the system is designed to accommodate trains of up to eight cars, in some cases running more frequently than they do now. So while the system's practical capacity is stretched even now, the system is getting closer to its design capacity as more train cars are added, and the projections indicate that full design capacity will not be exceeded by demand before 2030. He said that a different question, however, is how much that design capacity can be added to, which becomes a question of how much the region is willing to pay for such expansion and how cost effective that expansion would be.

Mr. Moneme was recognized by the Chair, but said that he would save his comments for the task force as they were similar to Mr. Zimmerman's remarks.

Mr. Fellows said that he wanted to point out in response to Mr. Staton's comments that the type of growth called for in Prince George's County under the Region Undivided scenario would largely be welcomed by the County and would fit with the County's development plan in emphasizing transit-oriented development around under-used Metro stations.

The motion to approve the establishment of the Scenario Study Task Force passed unanimously.

INFORMATION ITEMS

10. Briefing on the TPB Access for All (AFA) Advisory Committee Comments on the 2007 CLRP

Chair Hudgins summarized the Access for All (AFA) Advisory Committee's comments on the 2007 CLRP. She said one comment regarded paratransit services using the I-95/I-395 and Capital Beltway HOT Lanes for no charge on both customer pick-up and return trips. She said the Committee also commented that persons with disabilities should be included in the early stages of planning for the Silver Spring Transit Center, and that necessary information be provided in multiple languages, as discussed earlier under Item 6. She said the Committee was also concerned with the future availability of bus service on the Dulles Access Toll Road in light of future rail improvements. She said many people with low incomes and limited-English proficiency rely on this service.

Chair Hudgins said the AFA Committee wanted to recognize the progress WMATA has made with MetroAccess on its door-to-door policy. She said the Committee has emphasized that WMATA should continue to engage the disability community and be flexible in receiving

feedback to improve training, monitoring, and service for persons with disabilities. She said the MetroAccess door-to-door policy will be implemented in June 2008 and will include an outreach program to the community and a media phase to promote understanding. She asked that WMATA consult further with visually impaired persons as it makes changes to its systems, with the most recent decision to change the warning lights on certain Metro platforms from white to red. She closed by noting the imbalance of accessible taxicabs in the region and said the AFA Committee encourages the TPB to place more emphasis on this need.

11. Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

Mr. Farrell summarized in a PowerPoint presentation the recently completed FY 2007 Street Smart Campaign activities and the proposed FY 2008 activities. He distributed a copy of the Street Smart Campaign Annual Report. He described the Street Smart Campaign as a mass media effort that has been conducted five times since the program's inception, with pedestrian and bicycle safety information being provided in both English and Spanish. He said that internet advertising had recently been added to the Campaign. He said that research has shown that a voluntary law enforcement component enhances the public education utility of the program. He said the program is evaluated through a pre- and post-campaign survey of 300 area motorists, which shows that the Street Smart messages are being heard and driver and pedestrian behavior is changing.

Mr. Farrell provided information about the funding and expenditures for the program. He said that for every dollar the TPB spends on paid media, at least another dollar is earned in free media attention. He commented that in order for the program to make a regional impact, the TPB needs to sustain a large, multi-year message. He said that for FY 2008, the TPB requested that jurisdictions contribute five cents per capita to the campaign, for a total regional contribution of \$207,800. He noted an offer from Arlington County to raise their contribution should other TPB members also increase their contributions to the campaign.

Mr. Farrell said that in May, the TPB directed staff to expand the Street Smart Campaign to include both a fall and a spring campaign. He said the amount of money required to implement the campaign at this level would be at least \$654,000, and the TPB is on track to reach that funding goal, with increased contributions from TPB member jurisdictions, WMATA, and federal funding. He said the TPB is on schedule to conduct a fall campaign, using the same materials and format as the FY 2007 campaign.

Chair Hudgins noted Mr. Zimmerman's comments about commitment to the campaign from earlier in the meeting and urged all TPB member jurisdictions to contribute to the Street Smart Campaign. She said the data shows the program to be well-run and beneficial to the region, but that the program needs ongoing financial support.

12. Review of the Draft TPB Participation Plan

Mr. Swanson provided a PowerPoint presentation on the Draft TPB Participation Plan. He noted that the Participation Plan was released on October 11 at the Citizens Advisory Committee (CAC) meeting for the federally required 45-day public comment period. He said the Participation Plan was based on the current Public Involvement Process, the federal transportation planning regulations, and an evaluation report of the TPB's public involvement activities. He summarized the key recommendations from the evaluation report: moving beyond a "one-size-fits-all" approach to public participation and developing an integrated regional transportation story. He described some continuing challenges to public participation facing the TPB, including creating realistic expectations of the TPB process, highlighting important milestones in the regional planning process, prioritizing limited resources, and striving to meet the needs of traditionally underserved communities. He said the Participation Plan provides a policy framework that ties together many of the participation activities conducted by TPB staff.

Mr. Swanson briefly reviewed the content of the Participation Plan, which includes a Policy Statement that is unchanged from the 1999 Public Involvement Process, a series of Policy Goals, and TPB Participation Activities, which have been grouped into five categories. He discussed the Participation Strategy, noting that it is at the heart of a restructured view of participation in the TPB process, and relates activities and participation to three constituencies to which TPB staff will tailor outreach activities: the involved public, the informed public, and the interested public. He listed some of the activities that are reflected in the Participation Plan, including an improved website design, visualization techniques, and the Community Leadership Institute. He said TPB staff will develop an annual Participation Program, in which the coming year's activities and strategies for participation will be described.

Mr. Swanson said TPB staff has spoken with a number of committees and conducted a focus group to gather feedback on the Draft TPB Participation Plan. He said a number of comments were provided, which were already addressed or have been incorporated into the Participation Plan. He summarized these points, which included obtaining and realizing the value of qualitative, non-technical feedback; creating opportunities between citizens for cross-jurisdictional understanding; demonstrating to the public that their comments have been heard; using plain language in TPB documents; understanding the time constraints and levels of transportation expertise of citizens; and understanding that a lot of people will not become involved with the TPB, but that the TPB needs to support these citizens in their involvement at the state and local levels.

Mr. Swanson noted a new participation activity, the public forum on the Transportation Improvement Program (TIP) that will be taking place following a shortened CAC meeting at 7:00 p.m. on October 11. He closed by saying the public comment period on the Draft TPB Participation Plan closes on October 28, 2007; the TPB will be asked to approve the Participation Plan at the November meeting.

Mr. Fellows asked for clarification on the integrated regional transportation story and how this story would be developed.

Mr. Swanson said the point of a regional story is demonstrating that there is reason to be involved at the regional level. He said the issues addressed at the TPB cross boundaries not only between jurisdictions, but also between different issue areas, such as air quality and land-use. He said the regional story would provide people with a compelling reason for why transportation planning at the regional level matters to them.

13. Review of Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the FY 2008 Financially Constrained Long Range Transportation Plan (CLRP) and FY 2009-2014 Transportation Improvement Program (TIP)

Mr. Kirby highlighted the schedule of the process for the CLRP and TIP updates for the next fiscal year, which is on page nine of the handout. He said there has been a collective effort over the last several months to complete the CLRP and TIP update earlier next year. He said that ideally the update would be complete in July, several months before the federal fiscal year starts on October 1. He said the dates in the process have all moved forward, with an initial deadline of January 4, 2008 for project submissions; TPB staff review during January and February; air quality conformity analysis following staff review; and public comment before approval action in July. He said the Technical Committee believes this schedule is a worthy goal, but acknowledges that flexibility in the schedule may be necessary if certain deadlines cannot be met. He said that apart from the schedule change, the Draft Call for Projects is essentially the same as in the past.

14. Other Business

Mr. Kirby said that the November TPB meeting will be on the 14th, which is the second Wednesday in November. He said this is due to the fact that the Thanksgiving holiday follows the third Wednesday.

Mr. Kirby said that he has scheduled a presentation from the I-95 Corridor Coalition for the October 17 TPB meeting following the presentation of the National Capital Planning Commission on its Freight Railroad Relocation Study. He said the Executive Director of the I-95 Corridor Coalition will provide an update on activities along this corridor, including the recent designation of the corridor by the USDOT as a "Corridor of the Future." He said the Coalition is reviewing multimodal solutions to choke points along the corridor.

15. Adjourn

Chair Hudgins adjourned the meeting at 1:54 p.m.