

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
March 19, 2008**

Members and Alternates Present

Marilynn M. Bland, Prince George's County  
Deborah R. Burns, FTA  
Robert Catlin, City of College Park  
Colleen Clay, City of Takoma Park  
Lyn Erickson, MDOT  
Jason Groth, Charles County  
Tom Harrington, WMATA  
Susan Hinton, NPS  
Catherine Hudgins, Fairfax County Board of Supervisors  
Charles Jenkins, Frederick County  
Sakina Khan, DC Office of Planning  
Mike Knapp, Montgomery County  
Timothy Lovain, Alexandria City Council  
Michael C. May, Prince William County  
Peter May, National Park Service  
Phil Mendelson, DC Council  
David Moss, Montgomery County  
Mark Rawlings, DDOT  
Rick Rybeck, DDOT  
C. Paul Smith, City of Frederick  
Linda Smyth, Fairfax County  
Reuben Snipper, Takoma Park  
David Snyder, City of Falls Church  
Kanti Srikanth, VDOT  
Todd M. Turner, City of Bowie  
Lori Waters, Loudoun County  
Victor Weissberg, Prince George's County  
Patrice Winter, City of Fairfax  
Bill Wren, Manassas Park

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Chris Zimmerman, Arlington County Board

MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Gerald Miller	
Jim Hogan	
Bob Griffiths	
Nick Ramfos	
Wendy Klancher	
Debbie Leigh	
Deborah Etheridge	
Andrew Meese	
Andrew Austin	
Beth Newman	
Monica Bansal	
Darren Smith	
Melanie Wellman	
Michael Eichler	
Tim Canan	
Dusan Vuksan	
Paul DesJardin	COG/HSPPS
Jeff King	COG/DEP
Dave Robertson	COG/EO
Lee Ruck	COG/LEG
Lauren Udvari	COG/OPA
Steve Kania	COG/OPA
Bill Orleans	PG ACT
Alex Verzosa	City of Fairfax
Randy Carroll	MDE
Bob Owolabi	Fairfax County DOT
John B. Townsend	AAA Mid-Atlantic
Betsy Massie	PRTC
Clayton L. Ashby	WMATA
Greg McFarland	NVTC
Andrew Beacher	Loudoun County Transportation
Jim Maslanka	City of Alexandria
Lon Anderson	AAA
Tom Biesiadny	Fairfax County/DOT
Tamara Ashby	Arlington County
Al Francese	Centreville (VA) Citizens for Rail

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Amy Tarce	NCPC
Chris Body	Mark IV
Unwanna Dabney	FHWA – VA Division
Jadeth Yopez	FHWA – VA Division
Chris Arabia	Virginia DRPT

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

Ms. Parker asked the TPB to expedite existing plans to extend a rail line from the Huntington Metro Station south along Route 1 to Fort Belvoir and on to Dumfries. She said she collected 20,000 signatures in support of this plan and rail transit in general. She provided statistics on the safety of rail over automobile transportation. She noted the importance of rail for the new employees that will be stationed at Fort Belvoir as a result of the Base Realignment and Closure decision. She recommended this corridor as an excellent opportunity to test magnetic levitation trains. She submitted copies of her remarks for the record.

Mr. Anderson of the Mid-Atlantic American Automobile Association (AAA) shared his concerns about the Report of the TPB Regional Value Pricing Study, namely that implementing limited use of value pricing would be beneficial to the region. He said motorists do not want tolls on existing roads and parkways. He noted that a recent poll shows that only five percent of Washington area motorists say they believe that more tolled express lanes would be the best solution to congestion in the region. He said pricing is a way to artificially restrict demand, presuming that if tolls are high enough, motorists will choose another option. He added that tolling existing lanes would create a two-tier transportation system in which the rich can afford to use the express lanes, while the poor remain stuck in traffic.

### **2. Approval of the Minutes of the January 16 Meeting**

Ms. Smyth made a motion to approve the minutes of the February 20 TPB meeting. Mr. Zimmerman seconded the motion, which passed unanimously.

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

Mr. Rawlings said the Technical Committee met on March 7 and referred the TPB to the meeting handout for greater detail. He provided a brief summary of the TPB agenda items discussed at the Committee meeting:

- Items 7 and 8: Briefings on the final FY 2009 Unified Planning Work Program (UPWP) and proposed amendments to the FY 2008 UPWP and FY 2008 carryover to the FY 2009 UPWP.

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- Item 9: A briefing on the final FY 2009 Commuter Connections Work Program.
  - Item 12: An update on the TPB Scenario Study Task Force activities and two new scenarios to be analyzed in FY 2009.
  - Item 13: A briefing on the final report of the Regional Value Pricing Task Force.

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

Mr. Martin said the Citizens Advisory Committee (CAC) met on March 13 and received a presentation from the TPB's Regional Bus Subcommittee, had a question and answer session with TPB Chair Phil Mendelson, and discussed the TPB Vision. He noted that the CAC has continued a discussion on regional transportation priorities over e-mail.

Mr. Martin said the CAC received a presentation from the 2007 Chair of the TPB's Regional Bus Subcommittee, Mr. Hamre. Mr. Martin said the CAC is interested in plans to enhance bus service through express routes and information technology. He reaffirmed the CAC's commitment to the provision of an array of transportation options, and he said discussion centered on how to expand the potential for bus service and how these services should be at the forefront of transportation decision making. He said the CAC established a subcommittee to further discuss regional bus issues and determine how it may participate in the Regional Bus Subcommittee.

Mr. Martin said TPB Chair Mendelson discussed the year ahead for the TPB and how he viewed the role of the CAC as providing valuable input to the TPB. He said Chair Mendelson emphasized that the CAC has been effective in developing recommendations on such issues at the Scenario Study and how to make the Constrained Long-Range Plan (CLRP) and the six-year Transportation Improvement Program (TIP) process more public-friendly. Chair Mendelson also discussed with the CAC how TPB agencies coordinate their planning activities and vote on projects.

Mr. Martin said the CAC also discussed the TPB Vision, which was adopted in 1998 as a policy framework for the development of the CLRP and TIP. He said it can often be difficult to see a strong connection between the TPB Vision and the process used to identify projects submitted each year for inclusion in the CLRP and TIP. He said the CAC would like to build upon the TPB Vision to move the TPB toward a project selection process move closely linked to the regional policy priorities outlined in the vision. He noted that the CAC would like to see the Scenario Study's new Aspirations Scenario explicitly developed to become a regional priorities plan. He urged the TPB to provide strong leadership to advance transportation priorities that truly serve the region's interests.

Mr. Rybeck said he appreciates the CAC's effort to better integrate the TPB Vision with the CLRP.

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Mr. Jenkins said he was encouraged that the CAC is engaging in a regional dialogue and is pleased that CAC members from Frederick are actively providing perspectives from that area of the region.

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

Mr. Kirby said the Steering Committee met on March 7 and approved an amendment to the FY 2008 Unified Planning Work Program (UPWP) to include a project that would conduct bicycle counts in the District of Columbia under the District of Columbia Technical Assistance Program.

Mr. Kirby referred to the letters packet and highlighted a letter from Joanne Sorenson of the Virginia Department of Transportation (VDOT) providing additional details on the Capital Beltway HOT Lanes project. He also mentioned a letter from the Federal Highway Administration (FHWA), Richmond Division to VDOT concerning the impacts of the Virginia Supreme Court decision on the Northern Virginia Transportation Authority (NVTA) funding for projects the TPB approved in February for inclusion in the air quality conformity analysis for the 2008 CLRP and FY 2009-2014 TIP. He said that any NVTA projects included in the analysis would have to meet the financial constraint requirement. He said an alternative slate of projects, assuming no NVTA funding, would be presented to the TPB in April. He said the air quality analysis with the NVTA projects would continue in the hope that the Virginia legislature and governor are able to reinstate the funding sources by June. He said he also included a letter from Mr. Zimmerman, the Chair of NVTA, to the governor concerning the impacts of the court decision on project funding.

Mr. Zimmerman clarified that if the NVTA funds are not restored, the projects depending on NVTA funding would not be included in the TIP and CLRP.

Mr. Kirby said that is correct.

Mr. Zimmerman confirmed that the TPB would receive a list of the projects that would have to be cut if the \$500-600 million in NVTA funding is not available.

Mr. Kirby said such a list would be provided for TPB approval at the April 16 meeting.

Chair Mendelson asked if this discussion was related to Item 14 on the TPB agenda.

Mr. Kirby said that Item 14 deals with the 2007 CLRP and FY 2008-2013 TIP approved by the TPB in January. He said FHWA questioned the fiscal constraint of the Virginia portion of the program approved in January. He said the purpose of the notice is to announce that the TPB will advance only those projects that are essential to meet the conformity requirement and that are fully funded. He said the projects would be advanced as an amendment to the Virginia portion of the FY 2007-2012 TIP which would replace its FY 2008-2013 TIP approval in January.

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Mr. Snyder emphasized that the problem highlighted by FHWA was not created by the TPB or any of the local jurisdictions. He asked that a copy of the March 6 letter from Roberto Fonseca-Martinez of FHWA be forwarded to appropriate officials in the General Assembly in Richmond so that they have a clear understanding of the ramifications of the failure to act in this case to provide alternative funding for Northern Virginia projects.

Chair Mendelson noted no objection to forwarding the letter.

Ms. Smyth referred to the letter from Ms. Sorenson of VDOT and sought confirmation that VDOT would fund the auxiliary lanes on I-66 as part of the overall I-495 Capital Beltway project, as well as move the power substation.

Mr. Srikanth confirmed this information.

Chair Mendelson reminded the TPB that by accepting the report of the Steering Committee, they are in effect approving the action items that took place at the committee meeting.

## **6. Chairman's Remarks**

Chair Mendelson welcomed two new TPB members and an alternate member: Marilyn Bland from Prince George's County, Todd Turner from the City of Bowie, and Peter May with the National Park Service. He encouraged all members to reach out to TPB staff should they need any clarification on any items or terminology.

## **ACTION ITEMS**

### **7. Approval of Amendments to the FY 2008 Unified Planning Work Program (UPWP), and Approval of the FY 2008 UPWP Carryover Funding to FY 2009**

Mr. Kirby said the UPWP defines the planning activities that TPB staff conduct during each fiscal year. He said staff reviewed the FY 2008 UPWP and identified elements that will not be completed by June 30, which are reflected in the amendments to the FY 2008 UPWP. He said there are two steps in the process for determining amendments to the UPWP. He said that first staff identifies projects that will not be completed and the TPB amends the current work program to take those activities out. He said the second step is to add them to the next year's work program. He said the memo in the mailout from Gerald Miller following the resolutions summarizes the projects that are being deprogrammed from FY 2008 and added to FY 2009.

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Mr. Rybeck made a motion to adopt resolutions R17-2008 and R18-2008 to approve the amendment to the FY 2008 UPWP and FY 2008 carryover funding to FY 2009. Mr. Snyder seconded the motion it and passed unanimously.

### **8. Approval of FY 2009 Unified Planning Work Program (UPWP)**

Mr. Kirby said the program was provided to the TPB in February as an information item. He said staff has incorporated comments that were received since the February TPB meeting and added more detail to the technical assistance activities for the District of Columbia, Maryland, Virginia, and WMATA. He said the table on page 5 provides a breakdown of the total budget of \$11.5 million by work element. He said once the UPWP is approved, it is submitted to the Federal Highway Administration and the Federal Transit Administration. Once approved, the UPWP becomes the TPB's contract with the federal government and the states to carry out planning work for the next fiscal year. He said the one page distributed during the meeting describes the Multimodal Grant Program projects that VDOT has funded in the Washington region. He asked that this list of projects be included in the FY 2009 UPWP.

Mr. Knapp made a motion to adopt resolution R19-2008 as amended to approve the final FY 2009 UPWP, which was seconded and passed unanimously.

### **9. Approval of the FY 2009 Commuter Connections Work Program (CCWP)**

Mr. Ramfos said the draft FY 2009 CCWP was presented to the TPB in February. He said comments received since then were incorporated into the version before the TPB for approval. He added that the Commuter Connections Subcommittee reviewed and approved the FY 2009 CCWP on February 19, and that the TPB Technical Committee recommended approval of the FY 2009 CCWP on March 7.

Mr. Lovain made a motion to adopt resolution R20-2008 to approve the final FY 2009 CCWP. The motion was seconded and passed unanimously.

## **INFORMATION ITEMS**

### **10. Update on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program**

Referring to a PowerPoint presentation that was distributed at the meeting, Mr. Kirby summarized the status of the MATOC program. He explained the regional coordination objectives of the program, with a focus not on the scene where incidents occur, but on the ripple effects of incidents on transportation operations in multiple jurisdictions and among multiple

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modes. He said that the events of September 11, 2001, served as a catalyst in identifying a need for regional coordination and led to the formation of the MATOC program, based largely on a similar structure in the New York metropolitan area called TransCom.

Mr. Kirby noted that a steering committee involving the state departments of transportation and WMATA along with consultant and TPB staff support has been meeting regularly for several years, but that the program is now being formalized with funding and recognition as an ongoing activity. He said that funding for MATOC comes from a grant under SAFETEA-LU that was obtained by Congressman Jim Moran, and there is \$1.7 million available over the remaining three years of SAFETEA-LU, after which new funding would be needed.

Mr. Kirby said that a memorandum of understanding was signed in March 2007 defining the responsibilities of the various agencies for the program. He described the four primary functions of MATOC as recognition and detection of incidents with ripple effects on transportation networks, notification of relevant agencies, coordination of management of ripple effects, and communication to the public of crucial, up-to-date travel information. He said that the majority of such events are everyday traffic incidents that nonetheless have regionally significant effects on travel.

Mr. Kirby said that the MATOC program would allow agency staff to build on existing relationships and agree on roles and responsibilities in managing the effects of incidents, including possibly revising operating procedures within their agencies. He said that it would also allow agencies to share the benefits of new technologies in dealing with incident effects. He said that a consultant is on-board for the program and that coordination with the COG emergency preparedness committee would continue. He said that automated data sharing among regional transportation agencies is already occurring, and that program implementation would proceed at an accelerated pace over the coming months, with regular updates to the TPB.

Mr. Snyder said that looking back at the events of September 11, 2001, it was clear that the region's transportation system failed the region's citizens because information was not being shared rapidly between transportation agencies, there was no coordination of action by those agencies, and information conveyed to the public about travel was unreliable, inconsistent, and in some cases nonexistent. He said the formalization of the MATOC program is the culmination of much previous work and reflects that key transportation agencies have now bought into the effort through their participation and funding.

Mr. Snyder referred to slide six of the PowerPoint presentation, repeating the three principal objectives of the program and emphasizing that in addition to catastrophic events, it will help the region deal with day-to-day transportation incidents that have a multi-jurisdictional effect. He said that he is pleased with the progress but wants to see much more happen in the near-term. He commended COG/TPB staff, the transportation agencies, and Chairman Mendelson for the priority placed on the issue.



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Chairman Mendelson asked if there were any obstacles remaining to implementation of the MATOC program, and if it is fully operational.

Mr. Kirby said that there are no obstacles but that the program is just beginning to ramp up to full operation.

Chairman Mendelson asked if there are any benefits of the MATOC program that would currently be apparent to the public.

Mr. Kirby said that he would hesitate to declare any benefits immediate visible to the public, but that there is more information sharing going on among agencies through the Regional Integrated Transportation Information System (RITIS) program. He said the value that the MATOC program will add will likely not be apparent for several months.

Chairman Mendelson asked if the MATOC program was fulfilling any role related to the downtown demonstrations taking place on the day of the meeting, and if it would be an example of a typical event for which MATOC would play a role in coordinating traffic and road closures.

Mr. Kirby said that the MATOC program is not yet at that stage but that it would be involved in such a situation in the near future.

Chairman Mendelson asked Mr. Kirby to report back on the status of the MATOC program in two months, with some additional information about how MATOC would actually be involved in dealing with events such as the protests.

Mr. Kirby said that the TPB would be updated on MATOC at its May meeting.

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

Referring to a PowerPoint presentation that was distributed at the meeting, Mr. Farrell updated the Board on the status of the Street Smart program. He briefly described the program as a media campaign, funded by federal safety grants and matching contributions from TPB member governments and agencies, aimed at changing driver and pedestrian behavior to prevent injuries and deaths. He noted that the program is supported by a strong concurrent law enforcement effort.

Mr. Farrell said that the program’s increased budget has allowed for the campaign to be run twice in 2008, in the spring and the fall to coincide with the changes to and from Daylight Savings time. He summarized the plan for the spring campaign, including the recent kickoff event on March 7, hosted by Fairfax County Board of Supervisors member Penny Gross. He said

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that the event was well attended and received more media coverage than any previous program event.

Mr. Farrell said that coordination with law enforcement has continued to be strong, and the publicity from strong enforcement has made the program's message more effective. He said that a new aspect of this year's campaign is coordination with WMATA, which has provided funding and input into the program content. He said that provided sufficient funds are available, another round of the campaign will take place in November using the same materials. He said that the effectiveness of the program is dependent upon multiple years of sustained effort, similar to public education campaigns involving drunk driving and seatbelt use.

Ms. Hudgins asked if Street Smart program staff receive statistics from local jurisdictions on year-round enforcement, including citations or warnings of both pedestrians and motorists.

Mr. Farrell said that staff has focused on documenting enforcement that takes place during the campaign period, because of the compounding effect of simultaneous press coverage and enforcement efforts, but that year-round enforcement statistics could be gathered.

Ms. Hudgins said she appreciated the importance of the twice-yearly coordinated campaigns, but that she has heard concerns from pedestrian advocates about inconsistency in enforcement over the course of the year.

Mr. Farrell said that he hoped the focused campaigns have carry-over effects in the balance of the year, but that the program could work to better document that.

Mr. Turner asked if the TPB member jurisdictions could obtain Street Smart materials to be provided to their residents in conjunction with some of the more prominent press coverage.

Mr. Farrell said to contact him and he could provide materials as needed.

Ms. Smyth asked if there are statistics available on how many pedestrian or bicycle fatalities are actually the fault of the pedestrian or bicyclist rather than the motorist.

Mr. Farrell said that various sources, including a study by Inova Fairfax Hospital partially funded by the Street Smart program, indicate that the fault in such incidents is about evenly divided.

Ms. Smyth said she thought that piece of information should be made known more widely, because the assumption is usually that it is the driver's fault, when pedestrians and bicyclists also need to take responsibility.

Mr. Knapp said that he was pleased that more jurisdictions are recognizing the importance of safety and stepping up their support of the program. He said that in order to maintain this support, it is important to demonstrate success. He asked what is being done to track the

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effectiveness of the program, particularly whether a measure of success is actual reduction in deaths and injuries, or just the amount of media coverage and enforcement.

Mr. Farrell said that there are several ways in which program staff document its effectiveness, including documenting the media coverage. He said that a key evaluation tool used is a before-and after-campaign survey to determine changes in recognition and retention of the key messages of the campaign both during the individual campaign and year-to-year, as well as changes in observed behavior by motorists and pedestrians. He said that pedestrian deaths and injuries are also tracked, but that the number of deaths can fluctuate due to a number of factors, and while the number of injuries is a more stable indicator, it is difficult to track.

Mr. Knapp said that while there may not be a direct correlation apparent between the campaign and reduced pedestrian injuries and deaths, it is nonetheless important to track the figures and be able to discuss and articulate the effectiveness of the campaign and other efforts even if there is not an improvement in the statistics.

Mr. Farrell said that there are many other steps that need to be taken to cause a decrease in the numbers of pedestrian injuries and deaths.

Chairman Mendelson asked if there had been any marked reduction in pedestrian deaths and injuries in recent years.

Mr. Farrell said that the 2007 statistics are not yet available for the entire region, but that the District of Columbia, for instance, has seen an increase in pedestrian deaths over the last four years. He said that this increase led the Street Smart Advisory Committee this year to rethink the strategy and message of the campaign, and make a stronger effort to involve law enforcement.

Ms. Bland said that a back-to-the-basics approach may be warranted to improve pedestrian behavior, such as an emphasis of the simple concept of looking both ways before crossing the street and crossing quickly. She said that she has noticed more pedestrians walking out in front of vehicles indiscriminately and practically daring drivers to hit them.

Mr. Farrell said that he agreed that there are many blatant pedestrian violators, and noted that the enforcement campaign targets pedestrian violators as well as motorist violators.

Mr. Zimmerman said that the number of distractions present in modern society have likely contributed to the problems that the Street Smart program is intended to address, and agreed that in some instances pedestrians act in a way that makes it very difficult for motorists to avoid collisions. He said that he also wanted to urge caution in attributing too much of the issue to pedestrian behavior, however.

Mr. Zimmerman said that in dealing with such safety issues in transportation there are three “e’s” of importance – education, enforcement, and engineering – and that the Street Smart program

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only speaks to the first two. He said that in many cases the engineering and design of roadways has created circumstances in which pedestrians are more likely to put themselves at risk. He said that a massive investment in infrastructure is required to correct these design problems, along with a focus on making every facility designed from now on accommodating to pedestrians' safely. He said that facilitating rather than discouraging walking is crucial because of the many benefits in terms of congestion, air quality, oil dependence, and public health.

Chairman Mendelson asked how well TPB member jurisdictions and agencies were responding to the latest call for funding for the Street Smart program.

Mr. Farrell said the governments and agencies were given until July 1 to respond to the request, so it was too early to give an indication. He said that participation in the past has been uneven, though there was an increase in local contributions last year.

Chairman Mendelson asked when it would be appropriate for the TPB to receive another report on the Street Smart program.

Mr. Farrell suggested that September would be a good time for another update, as the annual report and more results of the evaluation would be available.

Chairman Mendelson asked that another report be scheduled for the September TPB meeting.

## **12. Update on the Activities of the TPB Scenario Task Force**

As chair of the Scenario Study Task Force, Mr. Knapp gave an introduction and said the key challenge is to move beyond the theoretical analysis of scenarios to actual implementation.

Mr. Kirby referred to the mailout memorandum, which provided some detail on the two new scenarios that have been proposed and some of the background on the previous scenarios. He said the next meeting of the Task Force would be on April 16 at 10:00 a.m. All members are welcome to attend and participate.

Mr. Kirby went through a PowerPoint briefing that extensively described the proposed process for developing two new scenarios – the “CLRP Aspirations” Scenario and the “What Would it Take” Scenario, which would begin with a goal for reducing CO<sub>2</sub>. Mr. Kirby’s briefing also provided background on the previously developed scenarios. Copies of the presentation were distributed.

Vice Chairman Snyder asked for a clarification of how the previously developed scenarios will be tied into the new scenario development.

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Mr. Kirby said the two new scenarios would use the previously developed scenarios as a “menu” of options for inclusion in the new scenarios.

Ms. Waters asked for a confirmation that the TPB was not being asked to endorse or approve the material that Mr. Kirby presented.

Mr. Kirby said that his presentation was just a briefing and no Board action was requested.

Ms. Waters asked how the potential cancellation of the Dulles rail project would affect the scenarios.

Mr. Kirby said that the Dulles rail project would remain in the baseline for the scenario study as long as it remains in the TPB’s Constrained Long-Range Plan.

Mr. Knapp invited Ms. Waters and all other interested Board members to participate on the TPB Scenario Study Task Force.

### **13. Briefing on the Final Report of the TPB Regional Value Pricing Study**

As chairman of the Value Pricing Task Force, Mr. Zimmerman made opening comments. He said that he has been continually emphasizing to the media that this report is a study, not a proposal. He said he believed it provides some very interesting insight into the implications of what might happen if this kind of a regional network of toll lanes were built. He said that one key conclusion that the study seems to suggest is that the revenue-generating potential for express toll lanes is not as great as earlier anticipated.

Mr. Kirby referred to the full report, which was available. He went through a PowerPoint briefing that extensively described the study’s origin and the three value pricing scenarios that have been developed and studied.

Mr. Rybeck thanked the staff for the study and said it is important for a number of reasons. He noted that road pricing would address the fact that the public sector provides enormous subsidies for automobile travel. He said that roadway pricing can help people make better decisions about travel. He said that if roadway prices can induce less congestion and fewer crashes, everyone will be better off. He said that if market incentives are to be used successfully to manage traffic, this must be done on a regional basis.

Vice Chairman Snyder said he was supportive of value pricing when the concept was first presented to the TPB a decade ago. He said the concept has become more viable in recent years because of the transportation funding crisis, the emergence of new pricing technologies and growing public interest in the reduction of greenhouse gases. He emphasized the importance of providing alternatives if roads are priced, particularly high-quality transit.

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Ms. Waters requested that items of this importance be placed closer to the beginning of the agenda so that it can be given ample time. She said that residents of Loudoun County have experience with high tolls and they are not enthusiastic about them. Based on experience from the Dulles Greenway, she expressed concerns about private investment, including foreign companies. She also spoke about the negative impact on local streets and roads from drivers who choose not to use toll roads.

Mr. Zimmerman said he believed the comments of Ms. Waters and Mr. Snyder were very much to the point. He noted a few concerns with the study. He said that going forward with the analysis it would be important to discern some of the differences between the impacts of tolling and the impacts of changes in infrastructure. He said the study does not really provide clear information about the impacts just of tolling.

Mr. Zimmerman also said that the scenarios are all cases of limited pricing. He said that pricing roadways only makes sense if all roads are priced. He also noted that every scenario involves an increase in vehicle miles traveled. He said he did not think it was realistic to plan this way when the price of oil is rising steeply and demands for CO2 reduction are growing. He said that Mr. Snyder was correct to highlight the importance of providing high-quality transit alternatives. Otherwise he said the only alternative will be to drive on cheaper streets, which will be neighborhood streets. He said the region should be looking at what can be done with the infrastructure that already exists. He suggested the region should consider developing an extensive bus network on the shoulders of highways. He said that the Minneapolis area has more than 200 miles of exclusive bus lanes using existing shoulders.

Ms. Hudgins emphasized that the last two agenda items are closely intertwined. She said it was important not to lose sight of the questions of implementation and feasibility.

Mr. Weissberg said that the emphasis needs to be on transit alternatives.

Chairman Mendelson said that the results of the study seemed to indicate that road pricing could make sense in some situations, but not in others. He said it was important not to react to the study as a proposal to toll everything, but to understand it as an analysis of the potential effects.

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## NOTICE ITEM

### **14. Notice of Proposed Replacement of the Northern Virginia Portion of the FY 2008-2013 Transportation Improvement Program (TIP) with an Amended FY 2007-2012 TIP for Inclusion in the Virginia State Transportation Improvement Program (STIP)**

Mr. Kirby explained this item. He said that copies were available for people who might want to check on the status of individual projects. He said that projects that were in the FY 2008-2013 TIP adopted in January that are not in either the FY 2007-2012 TIP or the amendment will not go forward this year. He said this would be an action item at the April TPB meeting.

### **15. Other Business**

There was no other business.

### **16. Adjourn**

Chair Mendelson adjourned the meeting at 2:06 p.m.