

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

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
September 15, 2010**

Members and Alternates Present

Monica Backmon, Prince William County  
Andrew Beacher, Loudoun County  
Nat Bottigheimer, WMATA  
Barbara Comstock, Virginia House  
Gary Erenrich, Montgomery County, DOT  
Lyn Erickson, MDOT  
Jason Groth, Charles County  
Tom Harrington, WMATA  
Catherine Hudgins, Fairfax County Board of Supervisors  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Maurice Keys, DDOT  
Julia Koster, NCPC  
Carol Krimm, City of Frederick  
Phil Mendelson, DC Council  
David Meyer, City of Fairfax  
Colleen Mitchell, DC Office of Planning  
Mark Rawlings, DDOT  
Rodney Roberts, City of Greenbelt  
Linda Smyth, Fairfax County Board of Supervisors  
Reuben Snipper, City of Takoma Park  
JoAnne Sorenson, VDOT  
David Snyder, City of Falls Church  
Kanti Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Jonathan Way, Manassas City  
Victor Weissberg, Prince George's County  
Robert Werth, Private Providers Task Force  
Patrick Wojahn, City of College Park

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Blaine R. Young, Frederick County  
Christopher Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby  
Gerald Miller  
Robert Griffiths  
Nicholas Ramfos  
Andrew Meese  
John Swanson  
Andrew Austin  
Michael Farrell  
Beth Newman  
Deborah Bilek  
Sarah Crawford  
Monica Bansal  
Debbie Leigh  
Deborah Etheridge  
Darren Smith  
Rex Hodgson  
Gareth James  
Eric Randall  
Rahath Sultana  
Alicia Lewis           COG/HSPPS  
Dave Robertson      COG/EO  
Lewis Miller           COG/OPA  
Paul DesJardin        COG/Community Planning & Services  
Randy Carroll         MDE  
Bill Orleans           HACK  
Maureen Budetti      TPB/CAC Chair  
Jim Maslanka          Alexandria  
Tom Biesiadny         Fairfax County DOT  
Dan Malouff           Arlington DOT  
Mark Miller           WMATA  
Taran Hutchinson     MATOC  
Aaron Overman        DDOT  
Jennifer Aument      Transurban  
Alike Joyce           OOIDA  
Anthony Foster        PRTC  
Lon Anderson         AAA  
John Townsend        AAA  
Matthew Dorfman      Booz Allen Hamilton  
Stewart Schwartz     CSG

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|-----------------|------------------------|
| Judi Gold       | CM Bowser's Office     |
| Michael Zezeski | MDOT                   |
| Andrew Wexler   | University of Maryland |
| David Awbrey    | VA DRPT                |
| Rod Burfield    | Cape Jones Consulting  |
| Art Smith       | Arlington Citizen      |

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

Lon Anderson, representing AAA, congratulated the TPB on the CLRP Aspirations Scenario Study. He expressed excitement that the study acknowledged congestion as a crisis and threat to the vitality and quality of life in the region, and he expressed apprehension at the concept of road pricing as a way to fund infrastructure. He also commended the TPB for the award from the Federal Highway Administration (FHWA) to study public acceptability of pricing on major roadways in the region, and expressed concern that the Brookings proposal sought to examine public acceptance of a GPS-based VMT tax. He welcomed information that could be gleaned from an assessment of public acceptance on this issue. Copies of his remarks were submitted for the record.

Matthew Moskitis, representing the Northern Virginia Transportation Alliance, commented on the CLRP Aspirations Scenario, and the regional variable tolling study. He expressed concern about the amount of time and resources it would take to complete these studies, and recommended that regional leaders instead focus on constructing systems such as the I-95/I-395 HOT lanes, constructing a comparable system on I-270, fixing I-66 inside and outside the Beltway, constructing new multimodal regional bypasses to the east and west, and constructing a new multimodal Potomac River connection between Dulles and Rockville. Copies of his remarks were submitted for the record.

Stewart Schwartz, representing the Coalition for Smarter Growth commended COG and the TPB for the Region Forward Report, and for the recent HUD sustainable communities regional planning grant submission, for the COG climate report, and for the TPB scenario analysis. He expressed concern about the way these reports appear in the media, and noted that the toll lane scenario is a \$51 billion scenario with multiple interchanges. He expressed a desire to rename it something different from the Aspirations Scenario, and to put it on the shelf and instead focus on implementing effective transit-oriented development throughout the region. He stated that this scenario should not be the sole scenario of focus because of its reliance on a network of costly toll lanes that increases VMT, extends commute length, contributes to sprawl, and increases CO2 emissions. He commended the scenario report's focus on the benefits of land use, particularly its focus around transit, mixed-use walkable, bikable communities, and for addressing the jobs/housing imbalances in the region. He also expressed support for a strong smart-growth land-use scenario.

Dave Hern, a resident of the District of Columbia, expressed concern about the notion of using

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tolls instead of a gas tax as a source of funding. He said that tolls would price individuals off roads that were built and maintained with gas taxes, and cited the general expense that individuals would incur by traveling on toll roads. He said that vehicle users drive because there are no other viable transit options, and that the burden of tolling roads would fall on users who cannot afford to pay while the benefit of tolling lanes falls to Wall Street.

Chairman Snyder recognized and welcomed David Myer, a new member of the TPB from the City of Fairfax.

## **2. Approval of Minutes of July 21 Meeting**

A motion to approve the minutes from the July 21 meeting was made by Ms. Tregoning and seconded by Mr. Zimmerman. The motion was approved unanimously.

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

Mr. Versoza said the Technical Committee met on Friday, September 3, during which the committee received a letter from the District of Columbia Office of Planning requesting that a representative of the DC Office of Planning be added to the Technical Committee. He requested TPB approval for this addition.

Chairman Snyder called for a motion.

A motion was made by Mr. Keys and seconded by Ms. Tregoning. Chairman Snyder restated that the TPB is voting to add to the Technical Committee a representative from the DC Office of Planning.

Mr. Kirby provided some background, stating that the DC Office of Planning has been represented on the TPB as a voting member for many years, but has never actually been represented on the Technical Committee. He said that the bylaws call for the TPB to approve new members to the Technical Committee.

The motion passed unanimously.

Mr. Versoza continued with the Technical Committee Report. He said that the committee reviewed several items during its meeting, including the approval of the establishment of a Task Force to determine the scope and process for developing a regional transportation priorities plan, and a report on the status of the remaining identified next steps from the Conversation on Setting Regional Transportation Priorities, including the development of an inventory of unfunded transportation priorities.

He said the committee received briefings on MATOC's current operations and funding status for

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2011, on ridership and costs of the local and regional bus transit systems, and on the results from the CLRP Aspirations Scenario planning work. He said the committee also received updates on TPB's receipt of an FHWA grant to study acceptance of value-priced lanes in conjunction with the Brookings Institution, on COG's submission of the HUD sustainable communities planning grant, and on the TPB application of regional bike-sharing that was submitted on August 23. He said the committee also received updates on the status of the 2010 CLRP and the FY2011 to 2016 TIP, including the air quality conformity assessment, which he said would be released for public comment on October 14. He mentioned that the CAC would be hosting a public hearing on this document.

He mentioned five additional informational items from the Technical Committee agenda, including: a draft of the bicycle and pedestrian plan; Round 8.0 Cooperative Forecasts for population, household and employment for 2040; the final draft of the 2010 Congestion Management Process (CMP), and a staff update on the activities and progress in implementing the TPB Regional Priority Bus Project under the \$58 million TIGER grant that is being administered by FTA.

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

Ms. Budetti said that the CAC meeting from the previous Thursday packed a lot of discussion into two hours, indicating that the fall will be very busy. She said that three main topics were discussed at the meeting: the new Task Force on regional priorities planning, WMATA governance issues, and the Aspirations Scenario.

She thanked the TPB for voting in July to form a Task Force to determine the scope and process for developing a regional transportation priorities plan, noting that the CAC strongly believes that the region needs to develop a new type of transportation plan. She stated that she appointed three members to serve on this Task Force: Emmet Tydings to represent Maryland, Larry Martin to represent the District, and herself to represent Virginia. She noted that the CAC hopes that the final product will be a new plan that provides a strategy with specific steps and projects for reaching the region's goal.

With regard to WMATA governance issues, she noted that CAC members continue to be interested in the work of the Joint Task Force of COG and the Board of Trade that is developing a proposal regarding the governance structure of WMATA. She referred to the July CAC meeting, where the chair and subchair of the WMATA Riders Advisory Council (RAC) addressed the CAC, and noted that many CAC members share the concerns of RAC members regarding the closed meetings of the Governance Task Force. She acknowledged that the TPB is not directly involved with this Transit Task Force, but also said that it may not be able to avoid governance issues, particularly when it comes to WMATA's continuing financial troubles. She said that many CAC members believe it to be appropriate for the committee to be involved in this issue, and the CAC has discussed hosting an open meeting in November or December to discuss the Transit Task Force final report, when it is completed.

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With regard to the Aspirations Scenario, she expressed the CAC's varying opinions and reactions to the scenario, which range from disappointment in the scenario focusing so heavily on tolled roads, to satisfaction in the reductions in overall congestion. She acknowledged concerns among CAC members about the projected increases in emissions. She concluded by stating that as the new Task Force works to determine the scope and process for developing a regional transportation priorities plan, the hope of the CAC is that the Aspirations Scenario will be discussed.

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

Mr. Kirby said that the Steering Committee met on September 3, and took four actions. These included revising the UPWP to add the study of public acceptability of pricing that was approved by FHWA in August, and three amendments to the TIP that were requested by the Virginia Department of Transportation, by Prince George's County Department of Public Works, and by the Montgomery County Department of Transportation.

Referring to the mailout, he provided an overview of the letters packet, which included: details on federal legislation concerning freight transportation recently proposed by Senators Lautenberg, Murray, and Cantwell; a letter from Congressman Connelly inquiring about the results from the State of the Commute Survey, specifically regarding bicycle commuting in the region, and telework; a letter from the TPB to President Obama regarding the region's Car Free Day events; information announcing the FHWA value pricing grant; and letters of support for the TPB's TIGER II application on bike-sharing.

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

Chairman Snyder recognized Ms. Sorenson for her service to the TPB. He presented her with a plaque to honor her dedicated performance and service to the TPB.

Ms. Sorenson thanked the members of the TPB for their efforts to improve the region's transportation systems.

## **7. Approval of amendment to the FY2010-2015 Transportation Improvement Program (TIP) to Reprogram American Recovery and Reinvestment Act (ARRA) Funding for Certain Projects, as requested by the Virginia Department of Transportation (VDOT)**

Ms. Sorenson stated that through administrative modifications, VDOT has been able to reallocate excess ARRA funding from projects that have come in under bid towards other projects. She noted that this Action item was a placeholder on the agenda, but that no action needs to be taken.

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Mr. Kirby said that TPB staff was not sure if formal action on this item would be necessary at the time the agenda was drafted, and so it remained on the agenda as a placeholder. Because administrative modifications were able to cover these minor changes, no action is necessary.

### **8. Approval of the Establishment of a Task Force to Determine a Scope and Process for Developing a Regional Transportation Priorities Plan**

Mr. Kirby referred to a brochure that was distributed on the Community Leadership Institute (CLI). He said that the next Community Leadership Institute is scheduled for November 4 and 6, and that it will be an opportunity to engage new community members who could become future members of the CAC. He noted that the CLI is an effective way of recruiting and involving citizens who take an interest in the TPB, and mentioned that TPB staff may be looking to members of the TPB to suggest names of people who would be interested in participating in the program.

Referring to the memorandum from the mailout, he said that the establishment of the Task Force to determine a scope and process for developing a regional transportation priorities plan follows the July 21 action of the TPB and the identified 'Next Steps' from the Conversation on Setting Regional Transportation Priorities, which was held on May 26. He referred to the TPB decision that the purpose of the Task Force would be to "determine the scope and process for developing a regional transportation priorities plan." He said the memo provides recommendations for setting up this Task Force, which will hold four meetings on October 20, December 15, February 16, and April 20. The meetings will start at 10am, and end just before the start of the TPB meeting. He recommended that membership include regional representation of TPB members who participated in the May 26 Conversation. He said that at the Technical Committee meeting, it was noted that neither Frederick County nor Loudoun County had representation at this May 26th forum, and were not initially proposed as Task Force members. He said representation from these jurisdictions has since been included on the Task Force. He said that the first meeting would occur in October, and would include a briefing on a draft inventory of unfunded priority projects, an overview of what other Metropolitan Planning Organizations have done in this area, and a discussion about proposed ways to improve public information on the current process. He mentioned that the Task Force also would be reminded about the application to HUD to develop a regional plan for sustainable development, which, if awarded, could overlap with the efforts of the Task Force. He concluded by acknowledging that Mr. Beacher and Ms. Krimm may wish to speak about their representation to the Task Force.

A motion was made and seconded by Ms. Smyth to approve the establishment of the Task Force.

Ms. Krimm said that she would be the designated representative from Frederick County on this Task Force.

Mr. Wojahn asked about how information from the Task Force would be reported back to the TPB.

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Mr. Kirby said that the Task Force meetings would occur immediately prior to TPB meetings, and would be open to anyone who would like to observe. He said that information would be reported back to the TPB.

Mr. Beacher asked for an amendment to include Loudoun County on the Task Force.

Chairman Snyder asked the maker of the original motion and the seconder if they would view this as a friendly amendment.

The maker and the seconder of the motion consented.

Chairman Snyder affirmed that the amendment would be included in the vote.

Mr. Keys expressed support from DDOT for the Task Force.

Chairman Snyder stated that TPB members understand that this task force will be looking at substantive issues, and would not be discussing scope and process interminably.

Mr. Kirby mentioned that Vice Chair Turner will be providing leadership for the Task Force.

The motion passed unanimously.

## **9. Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program**

Mr. Zezeski, Chairman of the MATOC Steering Committee, provided a brief overview of current and proposed future activities of the MATOC Program. He said MATOC monitors and communicates reliable information during major incidents, enabling operating agencies and the traveling public to make effective, coordinated, and timely decisions. He said the MATOC Program maintains a web-based transportation information system called RITIS, which all the agencies utilize during major events. He said MATOC has hired a facilitator and two operations staff who will be based out of permanent offices at the University of Maryland. He said the program has secured \$1.19 million in funding for fiscal year 2011, the first year that the program has not been funded through a federal earmark. He reported that MATOC participated in managing a number of recent incidents, including the hostage situation at Discovery Communications.

Mr. Mendelson asked for details as to how the MATOC Program added value and aided in agency decision making during the incidents in which MATOC staff participated.

Mr. Zezeski said MATOC staff looks at an incident and how each of the different agencies are responding to the incident. He said staff adds information they receive from the agencies into



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RITIS so that all agencies have access to all information and can make better decisions for how to react.

Mr. Mendelson asked specifically what MATOC contributed to the Discovery Communications event.

Mr. Zezeski said he did not know what specific recommendations MATOC staff suggested to the District. He said MATOC looks at individual incidents from the bigger picture of the transportation network and may make suggestions to one operator that may complement the efforts of a neighboring operator, such as activating dynamic message signs.

Mr. Mendelson stated that this is a value added of MATOC and it would be worth being more aggressive with this type of activity.

Mr. Zezeski said MATOC staff have direct contact with the emergency center operators and make suggestions during regional incidents.

Mr. Mendelson asked if the departments of transportation are responsive to these suggestions.

Mr. Zezeski said that they are.

Mr. Mendelson said he thinks more detail on the value added would be helpful.

Mr. Snipper asked if the MATOC website was active and if it is available to the public.

Mr. Zezeski said the website is not yet operational, but that it will probably be active sometime in the middle of 2011. He noted that it takes time to develop a good, reliable website.

Mr. Snipper asked if MATOC staff receive notifications from the various agencies that may be involved in an incident and subsequently, if MATOC staff passes those notifications on to other agencies.

Mr. Zezeski said that a lot of the information is passed through the RITIS system, to which all the agencies are connected. He also noted that many agencies receive information directly from their partners.

Ms. Krimm said that Maryland and the District have each contributed \$400,000 to the sustainment of MATOC, while Virginia has only budgeted \$100,000.

Mr. Zezeski said the Virginia Department of Transportation (VDOT) is looking at its budget and will soon provide MATOC with information on the funding commitment. He noted that VDOT has a very tight budget and is trying to find some operating funds to support MATOC.

Ms. Tregoning stated that the funding is disparate among the jurisdictions and that everyone has

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a tight budget. She said that it is increasingly important to highlight the benefits of the program so that the contributing jurisdictions can easily see the value of the program, particularly as the benefits are realized in individual jurisdictions though details from specific incidents.

Chair Snyder said that a benefit/cost analysis was completed for the MATOC program and that it could be circulated to the board again.

Mr. Kirby said that the benefit/cost analysis includes very specific information on several incidents and an overall benefit/cost ratio of 10:1.

Mr. Erenrich noted that emergency responders talk about how important training exercises are to use the RITIS system and asked if part of the role of MATOC is providing this training.

Mr. Zezeski said RITIS training would be provided, and added that agencies will soon begin to use RITIS to display bus arrival information. He said that all of the Metrorail system information has recently been added to RITIS, as well as the majority of bus information.

Mr. Bottigheimer noted that the benefit/cost analysis was based primarily on roadway incidents and requested that the TPB conduct a supplemental assessment of the Discovery Communications incident because of the impact on the transit system. He said that any metric that can assign a dollar value to the bus service that was provided would be useful.

Mr. Keys said it would be helpful to know generally where the incidents in the region occurred, what the action was, and what follow-up was taken. He noted that recently the District has had some very significant events that an assessment could address, including the rally on the National Mall, and well-attended games at the Nationals Ballpark.

Mr. Snyder said that the efforts that the region is putting in place through the MATOC program are to prevent the recurrence of the transportation chaos that occurred on September 11, 2001, as well as the difficulties experienced in less significant events throughout the year. He said the board looks forward to future status updates and responses to the questions raised. He thanked Mr. Zezeski for his work.

## **10. Report on an Overview of Local and Regional Transit Systems Serving the Washington Metropolitan Area**

Mr. Overman, Chairman of the Regional Bus Subcommittee, provided the TPB an overview of regional and local bus transit in the region. He provided information on ridership levels and operating costs of the regional transit systems, including the role local bus transit operators play in the Washington region. He noted this information was requested by the TPB at the March 17, 2010 meeting. He said that buses comprise over 40 percent of all the transit trips in the region, and about 47 percent of all the operating costs in the region. He said that local and commuter bus systems together provide about one-third of all the bus service in the region, based on ridership,

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or about half the Metrobus ridership. He said commuter bus ridership has more than tripled in ten years, from about 8,000 riders to about 24,000 in 2009, and local bus ridership has grown by 72 percent over ten years.

Mr. Overman reviewed the accomplishments and needs of local and regional bus service. He said providers have made large investments in alternative fuels, including natural gas, clean diesel and hybrids. He said the providers have also integrated SmarTrip fare card across almost all the bus services. He highlighted several challenges facing bus providers: increasing demand along with capacity constraints; capacity issues at transit centers and operations centers; increasing traffic congestion; and tightening budgets.

Mr. Zimmerman thanked staff for putting together this information, but noted that weekday ridership numbers of Fairfax Connector and ART were transposed. He also questioned daily Metrorail ridership numbers. He requested that the table be re-issued. He went on to state that the challenges of bus transit systems are common to all operators, especially greater customer demand versus limited capacity, and the negative impacts of traffic congestion. He noted that what is not stated in the overview is what the region and jurisdictions should be doing to lower transit operating costs and reduce congestion, by making buses faster and helping riders. He cited the example of Minnesota, which has over 100 miles of highway shoulders used for rapid bus. He said that in this region, only one highway has such a feature. He also mentioned that there is unmet demand in inner jurisdictions as well for bus service. He reviewed the history of commuter bus service from Arlington to the District; introduction of the service was very popular and citizens demand more and more buses on the service.

Mr. Way asked if fare revenue data is available, and if so, could it be added as an amendment, to indicate the financial efficiency of each bus transit system.

Mr. Overman responded that this data is collected as part of the Federal National Transit Database, and can be provided.

Mr. Bottigheimer said that the ridership information can be calculated in different ways, and that the National Transit Database data does not necessarily match up with that provided by WMATA to its board. He said that farebox efficiency alone is a poor indicator, as other efficiency indicators are needed to provide context. In advance of the next item on the agenda, the Aspirations scenario, he noted that part of bus planning for the region should include better bus access from freeways into activity centers. He also would like more information on what DOTs are doing for bus priority, noting that MTA is working on improvements at some intersections, while Virginia is introducing Transit Signal Priority; it would be good if there were a database or “running tab” collection point for information of this type.

Ms. Hudgins remarked that additional performance data, such as accessibility to Metro and the presence of sidewalks at bus stops would be useful information.

Mr. Erenrich stated that one aspect not briefed was the funding for transit systems in the region.

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He said that, specifically, local bus systems do not receive any Federal money. Instead, by longstanding agreement WMATA receives all the Federal funds allocated to the region based on formula. He added that with new transit funding programs being introduced, Montgomery County would like to consider how these funds could be distributed to and used by each jurisdiction. He emphasized that this will be an important issue for all local bus systems.

### **11. Briefing on the "CLRP Aspirations" Scenario, Major Corridor Studies Considering Managed/Priced Lanes in the Washington Region, and a new Federal Highway Administration (FHWA) Grant to Study Public Acceptability of Pricing Major Roadways**

Mr. Kirby noted that Item 11 encompassed three separate components on which the Board would be briefed: the CLRP Aspirations Scenario work, a memorandum describing recent or underway major corridor studies in the region and their consideration of managed lanes or toll lanes, and a grant application just approved by FHWA to look at the public acceptability of pricing major roadways. He noted that the key difference in the report on the CLRP Aspirations Scenario in relation to the report to the TPB in January 2010 was that since then TPB staff had conducted a sensitivity test to see what the scenario results would be if only the land-use changes were applied. He asked Monica Bansal to present the results of the CLRP Aspirations Scenario, noting that Darren Smith and Michael Eichler of TPB staff also contributed to the effort.

Ms. Bansal, speaking from a PowerPoint presentation, summarized the CLRP Aspirations Scenario as an integrated transportation and land-use scenario that combines previous strategies evaluated in other TPB studies. She described the origin of the scenario, particularly its reliance on the concept of Regional Activity Centers as focal points of growth and indicators of progress in meeting regional transportation and land-use goals. She said that current Activity Center trends point to the need for an aspirational plan for the region, noting that many activity centers are not currently served by high-quality transit and many transit station areas are not activity centers, and that a majority of future growth is expected to occur outside Activity Center areas. She said that the other motivating trend for the scenario was the dearth of funding for transportation and the need to look at other ways of funding transportation investments.

Ms. Bansal said that the CLRP Aspirations Scenario combined elements from previous TPB efforts including the Regional Mobility and Accessibility Study and the Value Pricing Study. She said the scenario included three layers: a 1,650 lane-mile value-priced road network, a 500-mile network of bus rapid transit utilizing the priced lanes and connecting to rail transit stations, and land-use shifts that facilitate dense, mixed-use, and transit-oriented Activity Centers. She said the scenario increased the share of 2030 jobs and households in Activity Centers by 11 percent and 42 percent, respectively. She noted that of the lane-miles included in the priced-lane network, 24 percent were converted from HOV, 46 percent were newly constructed lanes, and 30 percent were converted from existing general purpose lanes.

Ms. Bansal presented the results from both the full scenario and an analysis of the land-use shifts alone. She pointed out that the results compare the two scenarios against the 2030 CLRP

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baseline, not against the conditions of today. She said that congestion levels and delay decrease under the full scenario and remain largely unchanged with the land-use shifts alone. She said that bike and walk trips, as well as transit trips increase dramatically in both scenarios, indicating that this shift is likely due to the land-use changes. She noted that overall VMT (and consequent emissions levels) rises under the full scenario and falls slightly with just the land-use changes, and that VMT per capita falls under both but much more dramatically with just the land-use changes.

Ms. Bansal said that the key conclusions to be drawn from the CLRP Aspirations Scenario results are that higher density, mixed-use, and transit accessible Activity Centers led to shorter trips and an increased transit and bicycle/pedestrian share of trips. She said this is largely resulting from the land-use shifts and not the road pricing and BRT network, which allow for longer driving distances by reducing road congestion. She noted that the land-use sensitivity analysis shows that it is possible to increase the number of jobs and households in the region without increasing overall VMT and emissions.

Ms. Bansal said that next steps for the scenario work would be to run the scenarios using the new version of the Travel Demand Model due in January, which will reflect the findings of the recently completed Household Travel Survey. She said that benefit-cost analysis would also be done on the scenario to look at the mixture and balance of benefits and burdens imposed on the region's residents, particularly due to the priced-lane network. She also mentioned that feedback to the scenario results from the TPB CAC and other committees is that different combinations of pricing new versus existing lanes should be considered.

Mr. Kirby summarized the inventory of major corridor studies, showing a map with various studies looking at priced-lane or tolled alternatives. He also described the FHWA grant that will fund study of public acceptability of road pricing options, and said that an initial step will be to put together a panel of experts to frame a set of options or scenarios for comprehensive regional road pricing. He said the study would make use of surveys and focus groups to analyze the potential public response to various pricing scenarios, with the results to be presented to the TPB at the study's conclusion. He thanked VDOT for submitting the grant application on behalf of the TPB, and noted that the TPB would be the lead agency with the Brookings Institution serving as a subcontractor. He said the budget for the study is \$400,000, including a 20-percent match provided from the COG budget. He said the project should take one year and be underway beginning in October.

Ms. Tregoning asked for clarification on the cost of the priced-lane network included in the scenario.

Mr. Kirby said that the estimated cost was \$52 billion, because of the amount of new capacity and the number of new interchanges required. Mr. Kirby said that one possibility for future analysis would be to reduce the number of access points to the priced-lane network and concentrate them at Activity Centers, which would reduce the cost.

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Ms. Tregoning said that the big news from the study is that the land-use shifts alone have an enormous impact toward reaching the region's goals in making trips shorter, making transit more efficient, and decreasing VMT and emissions without spending a lot of money on new transportation infrastructure. She said that this should be presented up front as the lead finding of the study. She said that just because there may be a different way to fund new capacity does not mean it is preferable for the region since it is still coming out of the wealth of the region's households. She said that pricing could be a good strategy, particularly if it can work for existing facilities, but that there may be better and less costly ways to increase access to transportation.

Mr. Weissberg said that he agreed with Ms. Tregoning that the report should be emphasizing the impact of land-use shifts. He praised the work that went in to the CLRP Aspirations Scenario but said that the region cannot afford a substantial network of new capacity even if it is priced. He said that value pricing is regarded as a double-edged sword in Prince George's County, as it either taxes those who can least afford it, by utilizing existing capacity, or by adding capacity increases VMT and trip length. He said either outcome is problematic.

Ms. Smyth said that her district in Fairfax County offers cautionary lessons about HOT lane projects and their impacts on the environment and on parallel roads, and the risks of public-private partnerships.

Mr. Way commented on the possibility that the FHWA-funded study would look at a GPS-based VMT tax, saying he agreed with Mr. Anderson of AAA in his critique of that system. He said that it would be complex, expensive, and intrusive. He said that the study should not only look at the public acceptability of such strategies, but also if they are even worth doing.

Ms. Sorenson said that consideration of alternative land-use and transportation scenarios needs to include consideration of housing affordability, particularly the cost to live within Activity Centers. She said that the scenarios considered could make it more costly for individuals to live in the region, not only by increasing transportation costs but also by increasing the cost of housing.

Ms. Hudgins agreed that aspects of the report should be rearranged to change the focus. She said that any strategy to implement a network of priced lanes needs to include parallel infrastructure to provide choices for people who cannot or choose not to pay for the priced lanes. She said that such options are not currently sufficient, particularly in Activity Centers in the region's western suburbs.

Mr. Zimmerman said he agreed with Ms. Hudgins on the need for provision of affordable transportation options, and with the comments about the real significance of the report being the impact of land-use shifts. He said he agreed with Ms. Sorenson that housing affordability is an important issue to consider in scenario analysis and that it often does not receive sufficient analysis. He said, though, that many studies have found that when people choose not to live in Activity Center-type locations, they are making a bad trade-off in that they wind up paying more

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in additional transportation costs than they may have saved in housing costs. He mentioned that banks often do not take into account additional transportation costs in approving mortgages and that as a result many homeowners in suburban areas end up being financially strapped.

Mr. Zimmerman said that it is important to recognize that the cost of housing in transit-accessible, mixed-use activity centers is driven by the available supply, and that the fact that it is so expensive to live in such places is an indication that there are not enough of them to meet market demand. He said that this region, and the country as a whole, is facing and will continue to face the problem of an oversupply of suburban single-family homes. He said that while a segment of the market will always want that type of home, there is currently an oversupply and demographic trends suggest that the oversupply will continue for many years. He said that on the other hand, estimates indicate that it will take 25 to 30 years for the market to catch up with the demand for more urban home types, particularly because zoning and regulatory incentives in many locations have driven and continue to drive housing production in the wrong direction. He said that it is not inherently expensive to live in walkable, transit-accessible locations.

Mr. Bottigheimer said he agreed strongly with Ms. Hudgins, Ms. Tregoning, Mr. Zimmerman, and Mr. Weissberg. He noted that WMATA is working with representatives of most TPB jurisdictions and with TPB staff on a 2040 regional transit plan. He said the WMATA Board would be briefed on the plan in October, and that the TPB could subsequently receive a briefing. He said that it should be a useful companion piece to the TPB scenario work, in that it will look at all types of transit and at access to the region's Activity Centers.

Mr. Keys said that in reading the report he did not understand how the priced-lane network actually serves the region's major Activity Centers effectively, as the lanes will lead to more congestion unless good access between highways and Activity Centers is provided. He said that other forms of transportation are needed, though he recognizes the potential of congestion pricing to relieve congestion.

Chairman Snyder said that he sees the TPB as having three principal functions: to work to better manage the existing transportation system; to plan for and implement improvements in transportation infrastructure; and to ask the "what if" and "why not" questions. He said this particular agenda item speaks to the third of those functions, and while it does not provide all the answers, it spurs a useful discussion and provides direction for further analysis and dialogue. He said that the FHWA-funded study gives the Board an opportunity to, in a sense, test drive a car before buying it, by proposing specific ideas and gauging public reaction. He said that this type of research could help make sure investments are worthwhile before proceeding. He noted that when the Northern Virginia Transportation Authority sought feedback on its long-range plan, the response was surprising and was not entirely consistent with what advocates were saying about their constituents' opinions. He said that while he has skepticism about each part of the study, it is important to pursue it to ask the questions that need to be asked about the future direction of transportation investment and funding.

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## **12. Briefing on the COG Grant Application to the Department of Housing and Urban Development (HUD) Sustainable Communities Planning Grant Program**

[Item 12 was considered out of sequence, as Items 13-15 were summarized briefly by Mr. Kirby before Mr. Robertson's presentation.]

Mr. Robertson said that the COG grant application for the HUD Sustainability Grant Program was submitted on August 23, and that the complete application was included in the TPB mailout packet. He said COG was able to exceed the requirement of a minimum of 20 percent leveraged match resources, and to include many community and academic partners in the effort. He described the TPB's role in the process as a required partner and noted that the TPB had contributed a portion of its Work Program budget toward the required match.

Mr. Robertson said that the application calls for creating a regional plan for sustainable development that tracks closely with the goals and strategies outlined in the COG Region Forward report. He said that the plan would be accompanied by a robust public engagement process that would include innovative visualization technologies. He said that COG may hear about the grant around the end of the calendar year, but that related work had already commenced with the beginning of a process to refine the Regional Activity Centers map.

## **13. Briefing on the Application for a Regional Bike Sharing Project Grant Under the "TIGER II" Program**

Mr. Kirby noted that the TIGER II Program application submitted by the TPB to expand regional bike-sharing was included in the mailout packet.

## **14. Status Report on the Draft 2010 CLRP, FY 2011-2016 TIP and Air Quality Conformity Assessment**

Mr. Kirby said that staff would be bringing the results of the Air Quality Conformity Assessment to the TPB at its October 20 meeting for review, and that the analysis, the CLRP, and the TIP would be before the TPB for action at the November 17 meeting.

## **15. Notice Item For an Amendment to the 2009 CLRP and FY 2010-2015 TIP that is not Exempt From Conformity for HOV Ramp Operational Changes on I-66 as Requested by the Virginia Department of Transportation (VDOT)DOT HOV ramps**

Mr. Kirby said that this item gave notice to the Board that VDOT is proposing to open some HOV ramps for all-day traffic. He said that the item required Board action because it affects air quality conformity, and that staff analysis shows a slight improvement in air quality because the proposal shortens some trips. He said the item would be brought to the Board for action at its



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October 20 meeting.

**16. Other Business**

There was no other business.

**17. Adjournment**

Chairman Snyder adjourned the meeting at 2:12 pm.