

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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

Members and Alternates Present

Andrew Beacher, Loudoun County  
Nat Bottigheimer, WMATA  
Muriel Bowser, DC Council  
Barbara Comstock, Virginia House  
Kerry Donley, City of Alexandria  
Dan Drummond, City of Fairfax  
Marc Elrich, Montgomery County  
Gary Erenrich, Montgomery County, DOT  
Lyn Erickson, MDOT  
Rene'e Hamilton, VDOT  
Tom Harrington, WMATA  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Phil Mendelson, DC Council  
Mark Rawlings, DC-DOT  
Karina Ricks, DC-DOT  
Rodney Roberts, City of Greenbelt  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Kanti Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Todd M. Turner, City of Bowie  
Jonathan Way, Manassas City  
Victor Weissberg, Prince George's County  
Patrick Wojahn, City of College Park  
Christopher Zimmerman, Arlington County

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MWCOG Staff and Others Present

Ron Kirby  
Gerald Miller  
Elena Constantine  
Robert Griffiths  
Nicholas Ramfos  
Andrew Meese  
John Swanson  
Andrew Austin  
Michael Farrell  
Wendy Klancher  
Deb Kerson Bilek  
Sarah Crawford  
Monica Bansal  
Jane Posey  
Dusan Vuksan  
Debbie Leigh  
Deborah Etheridge  
Rex Hodgson  
Michael Farrell  
Jen Coady  
David Robertson COG/EO  
Lewis Miller COG/OPA  
Art Smith Arlington Citizen  
Randy Carroll MDE  
Penny Everline WMATA Riders Advisory Council  
John Pasek WMATA Riders Advisory Council (staff)  
Bill Orleans citizen  
Jennifer Green WMATA  
Catherine Baker Quantico Growth Management Committee  
Alexis Verzosa TPB Tech Committee Chair  
Tina Slater TPB CAC  
Tom Biesiadny Fairfax County DOT  
Rick Canizales Prince William County DOT  
Faramarz Mokhtari M-NCPPC/Prince George's County  
Jim Maslanka Alexandria  
Gregg Stevenson PWC DOT  
Tom Biesiadny Fairfax County DOT  
Betsy Massie PRTC  
Marc Oliphant Department of the Navy  
Brent Barnes Louis Berger Group  
Carol Truppi PBSJ  
Bob Grow Board of Trade  
Jim Dyke McGuire Woods/Board of Trade

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Greg McFarland	NVTC
Judi Gold	Councilmember Bowser's Office
Dan Malouff	Arlington County DOT

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

Ms. Parker, from Virginia, advocated for building rail immediately. She cited two new books by energy intelligence experts, who indicate that by 2008, 42 out of the 50 largest oil-producing countries had reached their peak oil production. She requested that the TPB take action to build rail by removing bottlenecks to high-speed rail, leverage the rail industry, and encourage the use of renewable energy sources. She also advocated for placing high-speed rail on express lanes, eliminating legislative and tax incentives that favor single-occupancy vehicles over rail transit, building and expanding commuter rail, rezoning to encourage mixed-use, high-density developments surrounding rail stations, and encouraging research and development of magnetic levitation, or maglev. Copies of her remarks were submitted for the record.

Mr. Campbell, State Chairman of the Independent Green Party of Virginia, referenced an open letter he wrote to Governor McDonnell about building rail. He stated that a 2,500 mile rail line would create tens of thousands of jobs and move trucks off highways. He said that building rail is an issue of national security because it expands the ability to move people, goods, and necessary equipment every day, especially in a crisis. He concluded by urging the TPB to support rail in Virginia.

Ms. Everline, of the WMATA Riders Advisory Council, commented on the report of the Joint WMATA Governance Review Task Force, and said that the WMATA Riders Advisory Council has also prepared a report on WMATA governance, which is available at the WMATA website. She mentioned that this report represents riders' interests, and that several recommendations differ from those in the Report of the Joint WMATA Governance Review Task Force. She encouraged the TPB to consider the report prepared by the WMATA Riders Advisory Council.

Mr. Schwartz, of the Coalition for Smarter Growth, apologized for an error in his comment from the previous TPB meeting regarding the CLRP Solicitation Document, which he clarified was available on the CLRP website. He expressed dissatisfaction at the recent update to the CLRP, stating that such an update required consideration of factors such as the COG Climate Report and the Region Forward report. He said that these requirements were not met, and expressed hope that the efforts of the Priorities Plan Scoping Task Force would take advantage of such analysis in order to focus on more energy-efficient, smart-growth transportation plans. He also called attention to a letter from the mailout packet from Rails to Trails that urges TPB support for continued flexibility in allocating the federal Highway Trust Fund to support things like transit, CMAQ, enhancements, and urban streets.

Mr. Schwartz endorsed the WMATA Riders Advisory Council Report on WMATA Governance. He stated support for the Report of the Joint WMATA Governance Review Task Force where it

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agrees with the Report of the WMATA Riders Advisory Council, and said that the Coalition for Smarter Growth does not support increasing the power of the states, particularly the Commonwealth of Virginia, as a way to improve governance or accountability. He commented that local elected officials and riders understand the system and transit-oriented development, and are more accountable to governance issues as they pertain to the National Capital Region than are those who reside in Richmond. He expressed hope for further discussions with the Board of Trade, and for a more transparent process.

Mr. Chase, of the Northern Virginia Transportation Alliance, stated that the Report of the Joint WMATA Governance Review Task Force was well-balanced and included a comprehensive methodology comprised of input from area stakeholders, industry professionals, as well as an extensive literature review and examination of national and global best practices. He said the recommendations in the report would successfully restore reliability in the system and public confidence. He praised the Joint Task Force as a stellar example of a public/private partnership that focused on producing the best possible recommendations with regard to the future operations of Metro, which he said was once considered a world-class system. He said that the current WMATA governance structure is not a credible way of responding to public needs, and that the recommendations in the Joint Task Force Report would respond to the public interest by creating a transit service that operates functionally on a daily basis. Copies of his remarks were submitted for the record.

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

Mr. Turner moved to approve the minutes from the November 17 meeting. Mr. Zimmerman seconded the motion.

Chairman Snyder requested an edit to page 7 to correct “TRB” to “TPB.”

The motion was approved unanimously, inclusive of the proposed edit.

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

Mr. Versoza said that the Technical Committee met on December 3 and reviewed five items. The first item was an amendment to the FY2011 Unified Planning Work Program (UPWP). He said that the Committee reviewed a draft scope of work for a comprehensive assessment of the TPB's Job Access and Reverse Commute (JARC) and New Freedom programs, and consequently recommends including the assessment as part of the UPWP amendment, rather than funding the collection of household travel survey data for a seventh focused geographic sub-area. He further stated that the Committee agreed to include the White Flint sub-area in Montgomery County as a geographic area to be surveyed in the spring of 2011. He explained that surveying White Flint would replace surveying Friendship Heights, and that the Friendship Heights sub-area would be surveyed in FY2012.

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Mr. Versoza said the Committee received a briefing on the Report of the Joint WMATA Governance Review Task Force, and on the updated list of priority regional bicycle and pedestrian projects recommended for consideration for the FY2012-2017 TIP by the Bicycle and Pedestrian Subcommittee. He said the Committee also received a briefing on the 2010 update of the ground access element of the Regional Airport System plan, which he said includes an analysis of current and forecast ground access concerns of the Ronald Reagan Washington National Airport, Washington Dulles International Airport, and the Baltimore Washington International Airport. He mentioned that, at the request of Chairman Snyder, the Committee also received a briefing on light rail and streetcar projects in the 2010 CLRP, as well as proposals for additional systems.

Mr. Versoza highlighted the information items that the Technical Committee discussed. These included: a discussion of activities to prepare marketing materials that would assist local jurisdictions in presenting bike-sharing concepts to developers and employers; the status of the TPB regional bike-sharing proposal to Kaiser Permanente; and the development of activities and a schedule for the new version of the 2.3 travel demand model, which he said substantially increases the transportation analysis zone system. He mentioned that the Committee also received an update on the progress of implementing the TPB's Regional Priority Bus Project, which was funded through the federal TIGER Program.

Chairman Snyder thanked Mr. Versoza for his report, and gave him a plaque in recognition of his service as Chairman of the Technical Committee. In presenting this plaque, he acknowledged Mr. Verzosa for his hard dedication and distinguished service to the people of the region.

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

Ms. Slater, reporting on behalf of Ms. Budetti, provided a report for the Citizens Advisory Committee. She said that at the last CAC meeting, Mr. Kirby provided a briefing on the Report of the Joint WMATA Governance Review Task Force, and noted that the CAC continues to be interested in Metro governance due to its implications for regional transportation planning. She also mentioned that the CAC has been in communication with the WMATA Riders Advisory Council (RAC) regarding the RAC's recommendations on WMATA governance, and that the CAC intends to keep in touch with the RAC in the future. She summarized the CAC's reactions to the Report of the Joint WMATA Governance Review Task Force, stating that while the CAC does not endorse specific recommendations, the CAC believes that changes are warranted. She also said that the CAC encourages decision-makers to ensure that the recommendations for change are tied to Metro's challenges. She mentioned that several CAC members did not see how the generic recommendations connect to specific challenges that Metro faces.

She said that the majority of the CAC meeting was spent discussing the work of the TPB Priorities Plan Scoping Task Force. She emphasized that the CAC has been calling for the TPB to develop a priorities plan since 2005, and expressed the CAC understanding that most large Metropolitan Planning Organizations across the nation develop long-range plans that incorporate

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unfunded priorities, and that they find this process of identifying priorities valuable. She thanked the TPB for its work on this important regional effort, and stated that the CAC would continue to support the work of the task force in developing a meaningful, new, long-range planning process for the region.

She reported that, as required by the TPB Participation Plan, the CAC elected six individuals to serve on the CAC in 2011. These CAC members are Harold Foster and Larry Martin from the District of Columbia, Tina Slater and Emmet Tydings from Maryland, and Maureen Budetti and Allen Muchnick from Virginia. She explained that the TPB officers at its January 19 meeting would nominate an additional nine individuals and appoint a chair to serve on the 2011 CAC. She said the 2010 CAC would have its final meeting on January 13, and that the TPB would hear from the current chair, Ms. Budetti, at its January meeting.

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

Mr. Kirby reported that the Steering Committee did not take any action at its meeting in the early part of December. Turning his attention to the letters packet, he summarized a memorandum from COG Executive Director Dave Robertson to the Chief Administrative Officers about the COG FY2012 work program and membership assessments. He said that the memo states that there are no increases in the assessments to local jurisdictions, and that the memo would be reviewed by the COG Board of Directors for approval in January. With regard to the TPB Street Smart Pedestrian Safety program, he explained that the COG Budget and Finance committee expressed general support for a request from the City of Alexandria to include the program in the COG work program and assessment, as opposed to assessing TPB member jurisdictions on a supplementary, voluntary basis, as is currently practiced. However, he said that the Budget and Finance Committee concluded this proposed action should be considered for FY2013, when local government budgets may be more stable.

Mr. Kirby summarized a letter from Arthur Holmes of the Montgomery County Department of Transportation, which asked that the TPB request a debriefing from the U.S. Department of Transportation regarding its application for federal funds for bike-sharing under TIGER and TIGER II. He reviewed a memorandum from Monica Bansal of TPB staff on the regional bike-sharing efforts that are currently underway. He said that Kaiser-Permanente (KP) did not fund the TPB initial request for funding for bike-sharing, but that KP staff indicated they would continue to work with the TPB staff and encouraged the TPB to submit another application at the next opportunity in February. He said the memo also speaks to local-level sponsorship opportunities.

He summarized the remaining information from the letters packet, including a memorandum from Lyn Erickson of MDOT, two letters – one from the District Department of Transportation and one from the Virginia Department of Transportation – responding to an October letter from Carroll George to the TPB, a letter from WMATA responding to a public comment made at the November TPB meeting, and a letter from Rails to Trails Conservancy that was referenced

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during the Public Comment period. He said that the Federal Highway Administration has reviewed and approved the conformity analysis on the I-66 HOV ramps, indicating that the environmental assessment of the project will be completed in the near future and the project will begin implementation. He also noted a press release on the TIGER signing ceremony, which was hosted at COG's offices on December 14 and attended by U.S. Department of Transportation Secretary Ray LaHood.

Chairman Snyder commented on the TPB's request that the COG budget include funding for the Street Smart Pedestrian Safety Program in jurisdictional assessments. He explained that the overall sentiment was to hold the COG assessment at its current level, but he said that this did not indicate a lack of interest in funding the Street Smart Pedestrian Safety Program. He explained that the primary concern was a reluctance to raise annual fees, resulting in the final decision to postpone an increase in annual assessments.

Mr. Kirby clarified that this postponement would continue until FY2013.

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

Chairman Snyder welcomed and recognized Mr. Smith from Frederick County as a returning member to the TPB. He also introduced and welcomed Ms. Hamilton from the Virginia Department of Transportation.

Chairman Snyder said that he was very pleased to represent TPB at the TIGER signing ceremony that occurred at COG on December 14, which was attended by US Department of Transportation Secretary Ray LaHood. He recognized and thanked Ms. Tregoning for her work and vision in support of the TIGER grant. He said the ceremony commenced with the COG Executive Director David Robertson and Secretary LaHood signing the overall grant agreement. Then representatives of the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Washington Metropolitan Area Transit Authority (WMATA), the City of Alexandria, and the Potomac and Rappahannock Transportation Commission (PRTC) signed subgrant agreements. He expressed appreciation to regional leaders for working together so effectively on the grant application and he said that virtually everyone in the region will be affected by the TIGER project. He commented that US DOT exhibited great leadership by laying out criteria and providing incentives for the region to work together, which he said allowed the region to break ground in creating new working relationships. He expressed hope that these relationships would carry forth into other areas.

Mr. Kirby commented that one of the reporters at the signing ceremony asked how soon shovels would be able to break ground as an indication of when projects would be implemented. He emphasized that the public will be watching, and expressed hope that the region would be able to use these funds to implement the TIGER grant quickly.

Ms. Bowser commented that she received an inquiry from her constituents about how business

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groups can take advantage of the infusions of resources. She asked if there would be a central point of contact at COG to receive these kinds of calls.

Mr. Kirby said that Eric Randall of TPB staff is the central point of contact and manager for this project. He mentioned that TPB staff will hire a consultant to help monitor progress. He emphasized that job creation is one of the requirements that must be addressed as part of the funding award, and reporting on this is a top priority for the grant.

Mr. Zimmerman thanked everyone involved in developing the grant, specifically Ms. Tregoning and Mr. Elrich. He emphasized that while the TIGER award is great for the region, this funding gives the region an opportunity to begin an effort that can have a great impact on region-wide transportation challenges. He said that the cooperation that was necessary to get to this point must continue, not only to pursue the completion of the grant, but also to fulfill a larger vision for a transportation network that spans the region.

Chairman Snyder thanked the TPB members for their service to the TPB throughout the year. He summarized some of the achievements of 2010, including reviewing the process of setting long-range plans, critically reviewing how transportation planning occurs throughout the region and how improvements can be made to enhance transparency, and moving forward on major capital projects and on major operations and management projects, such as MATOC.

## **ACTION ITEMS**

### **7. Report of the Nominating Committee for Year 2011 TPB Officers**

Mr. Mendelson provided a report of the Nominating Committee, which he said was chaired by Ms. Hudgins, and included Ms. Krimm and himself. He said the committee met and recommended that Ms. Bowser, from the District of Columbia, serve as chair of the TPB; that Mr. Turner from the City of Bowie serve as first vice chair of the TPB, and that Ms. Waters from Loudoun County serve as second vice chair of the TPB. He said that the terms will begin on January 1, and last through the calendar year. He moved to approve the slate of officers recommended by the Nominating Committee. Ms. Ricks seconded the motion.

A motion was made and seconded to close the nominations. The motion was passed unanimously.

Chairman Snyder extended congratulations to the new slate of TPB officers.

Ms. Bowser, speaking on behalf of the nominated officers, expressed her thanks in accepting the nomination. She praised Chairman Snyder for his efforts and service as the chair of the TPB in 2010, and presented him with a plaque in acknowledgement of his dedication.

Mr. Robertson then addressed the TPB and said that during the COG Annual Membership



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Awards Luncheon on December 8, the Elizabeth and David Scull Memorial Public Service Award was presented to Chairman Snyder in absentia. He said that apart from being an active member of the Falls Church City Council and the Chairman of the Transportation Planning Board, Chairman Snyder is active in COG's committee structure, was a former chair of the Metropolitan Washington Air Quality Committee, and is deeply committed to transportation issues, particularly as they relate to homeland security.

Mr. Robertson said that Chairman Snyder was in Beijing last week during the COG Annual Luncheon, and that the DC Council Chair-elect Kwame Brown provided kind acknowledgement of Chairman Snyder during the Annual Luncheon. He lauded Chairman Snyder's participation, leadership, and engagement with communities, residents, and businesses of the region. He said that Chairman Snyder clearly understands how important it is to connect the policy, programming, and funding decisions, as well as the importance of maintaining a regional vision. He thanked Chairman Snyder and presented him with a statue in recognition of the Elizabeth and David Scull Memorial Public Service Award.

Chairman Snyder thanked Mr. Robertson, and said that the Elizabeth and David Scull Memorial Public Service Award belongs to everyone on the TPB. He said that while this award may be presented to elected officials, it also belongs to the members of their staff. He recognized that COG and TPB staff serve the elected officials with grace, world-class competence, and good advice. He acknowledged staff at the jurisdictional and agency levels for their work in making change happen, and for converting ideas into reality. He expressed support for regionalism, stating that people live or die in local jurisdictions, but succeed or fail based upon how well the region does. He credited members of the TPB for understanding this, and said that while elected officials are responsible to their local jurisdictions, they also understand their responsibilities to the entire region and to all of the people in the region. He concluded by stating that this region is not just another metropolitan area, but also the capital of the United States, which means that the responsibilities of the TPB extend beyond local governments and the region, and towards the entire people of the United States, including visitors from around the world.

## **8. Approval of an Amendment to the FY2011 Unified Planning Work Program (UPWP) to Revise the Budget for Certain Work Tasks**

Mr. Kirby provided an overview of the proposed amendment, stating that a conservative estimate of available funding for the UPWP was made in March. He said that there is an additional \$722,852 available for use during FY2010, and referred to the mailout to explain how funds are proposed to be allocated. He summarized that an additional \$50,000 would be allocated to Congestion Management, an additional \$25,000 would be allocated to Transportation Safety, and an additional \$80,000 would be allocated to Human Service Transportation Coordination for an assessment of the JARC and New Freedom programs, which was a decision supported by the Technical Committee. He said that an additional \$20,000 would be allocated towards Freight Planning, that an additional \$200,350 would be allocated towards Regional Studies to support the regional priorities plan and work related to the Region Forward effort, and that \$250,000 in additional funding would be allocated to Travel Monitoring and would be applied towards

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conducting focused surveys of three geographic sub-areas under the household travel survey.

A motion was made and seconded to approve R9-2011 to amend the FY2010 UPWP.

Ms. Bowser commented that the District of Columbia would be interested in engaging in additional dialogue about the sampling of the Navy Yard. She acknowledged that this decision was endorsed by the Technical Committee, and requested some flexibility in defining the area.

Chairman Snyder responded that this request did not pose any problem.

Mr. Wojahn asked about the role of community input as it relates to the Human Service Transportation Coordination, particularly with regard to formulating recommendations for future projects.

Mr. Kirby responded that the effort would involve feedback from current users as well as potential users as to how resources could be better deployed. He emphasized the relationship with MetroAccess, and the role of the Human Service Transportation Coordination Task Force, and the Access for All Committee, as stakeholders who will be involved with this effort.

The motion was approved unanimously.

## **INFORMATION ITEMS**

### **9. Briefing on Moving Metro Forward: Report of the Joint WMATA Governance Review Task Force**

James Dyke, Chairman of the Greater Washington Board of Trade (GWBOT) and Co-Chairman of the Joint WMATA Governance Review Task Force, presented to the TPB the findings of “Moving Metro Forward,” the report of the Joint WMATA Governance Review Task Force sponsored by the GWBOT and COG. He thanked COG staff for their contributions to the work of the task force. He noted that the Board of Directors of the Greater Washington Board of Transit endorsed the report and has committed to working with all agencies and stakeholders towards implementation of the recommendations. He said the objective of the task force was to focus recommendations on what it thought was the best form of governance needed to move Metro forward and restore the same level of respect and excellence that residents and employers of the region had come to appreciate over the last 40 years. He noted that one of the questions the task force asked was whether or not the same governance structure that built the rail system is appropriate to oversee and operate a mature transit system.

Mr. Dyke said that in June 2010 the Board of Trade and COG formed an 18-member task force consisting of former and current elected officials, government managers, and business leaders. He said the task force met with current and former members of the WMATA Board, general managers, various stakeholders, and a number of members of the public. He said that the task

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force met with the WMATA Riders Advisory Council and noted that many similarities exist between the Moving Metro Forward report and the report developed by the Riders Advisory Council.

Mr. Dyke said that one goal of the task force was to look at best practices in governance. He said the task force attempted to address WMATA governance from the perspectives of all those involved, from the appointing authorities, to the WMATA Board, to the signatories of the WMATA Compact. He said the task force recommended the formation of a WMATA governance commission, which would recognize that the three chief executives of the surrounding jurisdictions, the administrator of GSA, and the appointing authorities are responsible for oversight of WMATA. He said those individuals need to meet at least semiannually to coordinate efforts and make sure there is a regional coordinated effort to oversee the performance of WMATA and that the best quality transit service is being provided. He said the governance commission should be charged with the responsibility to coordinate the appointment process for board members of WMATA, particularly focused on bringing skills to the board necessary to oversee a transit system. He said the task force believes that the role of the chair of WMATA should be strengthened, serving at least two years and perhaps four years. He said the task force recommended term limits for board members. He outlined several additional recommendations for the board structure. He said the task force recommended that the job of the general manager be converted to a CEO who would have greater responsibility for running the agency and reporting to the board.

Mr. Dyke said the task force was pleased that the governors of Maryland and Virginia and the mayor-elect of the District of Columbia issued a joint statement supporting the concepts outlined in the report and highlighted the need to make significant structural changes in governance. He said they directed their transportation chiefs to develop within the next 45 days a plan to implement the recommendations. He said that from everything he has heard, there is general agreement that there needs to be significant changes to the WMATA board governance structure in order to get the system back to the level that everyone wants. He said the Board of Trade looks forward to working with its partners to do everything it can to move forward the recommendations in the report. He said the Metro system is vital to the quality of life and economic development potential of the region.

Chair Snyder thanked Mr. Dyke for his service on behalf of the region.

Ms. Bowser noted that the report recommends strengthening the CEO or general manager's position, as well as the board chair's position. She asked how the task force envisioned the interplay of a stronger CEO and a stronger chair.

Mr. Dyke replied that the approach of nonprofit organizations and corporate entities is to have a CEO running the day-to-day operations with a board of directors setting direction. He said that a strong chair could be the spokesperson for the board and interact with the CEO. As an example, he said that customer service would benefit from the direction of a strong CEO instead of having individual board members following up on minor items. He said that in addition to having a chair

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serve more than one year, the task force recommended continuity in other areas, such as committee structures. He said the task force recommended additional committees: a governance committee, a committee on safety, and a committee on customer service. He reiterated that it would be the responsibility of the CEO to make sure that committee decisions are implemented.

Ms. Bowser asked if the task force anticipates rotation among the chairpersons or signatories given the recommendation for longer terms.

Mr. Dyke said the task force anticipated the signatories and the appointing agencies would jointly suggest or nominate a person to be chair of the board based on whom they thought was best qualified to speak for the region and help drive the process. He said the decision needs to be a joint one so that one jurisdiction would not have an advantage over another.

Mr. Zimmerman said he agreed that the role of general manager should essentially be that of a CEO, and he noted that has been the view of the WMATA board for some time and that the board has moved in that direction, including the delegation of power to the general manager so that the day-to-day responsibility is clearly that of the general manager. He said the board has also defined that role in the advertisement of the current search for a permanent general manager. He asked if the task force had reviewed the actions of the board in 2007 related to the general manager position, and if there were things not done at that time that the board should do.

Mr. Dyke said that it became clear that while the board was making the effort to move in the direction of a CEO, there was a concern about whether or not the general manager was in fact given the authority to be a CEO. He said the issue of the task force was not so much what should have been done by the board, but what actions could be taken immediately given current conditions. He said such tasks might include outlining the authority of the CEO and to whom the CEO would be accountable.

Mr. Zimmerman said he looks forward to specific recommendations that might be made so that the board might know what should be done that has not been done. He said he urges everyone to look carefully at the report and also at the report of the Riders Advisory Council. He said there are parallel perspectives, but also some striking contrasts in the reports. He said those contrasts point to some of the questions that everyone in the region will need to think about as decisions are made related to WMATA governance. He said several issues that must be addressed include what makes the agency more rather than less responsive to the region and the riders it serves, what makes the agency more rather than less likely to obtain funding. He added that the General Accountability Office also will be issuing a report on WMATA later in the year.

Mr. Dyke said the task force had a specific statement supporting dedicated funding for the system. He said the task force urged the governance commission and regional leadership to come together and fight for funding for the system. He said it is the task force's hope that the new governance apparatus will help bring together the kind of regional cooperation that would support the effort related to funding.

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Mr. Elrich asked why it seems the task force has recommended that some of the authority or input of the WMATA board should be taken away from the local jurisdictions and placed with the governors. He said he does not think there is anyone who understands what constituents experience more than the local representatives. He said it does not seem productive to rest the authority with the governors.

Mr. Dyke said no effort was made to reduce the role of the local governments. He said it was recognized that the overall structure of governance starts with the signatories, that ultimately the responsibility falls there and that the executives needs to step up and be part of the governance process. He said there needs to be an examination of everybody's role in the process and the responsibility rests with the signatories to make sure that happens.

Ms. Smyth noted that Virginia operates differently and that responsibility and authority lies with whatever entity pays the bills. She noted that the local governments in Virginia dedicate a significant portion of their budgets to Metro. She said that regardless of who owns and has authority over the system, constituents will still call their local governments and hold them responsible.

Mr. Dyke said he appreciates the uniqueness of Virginia and has experienced it for himself. He said that is why it is incumbent upon everyone to find ways make the process work better.

Mr. Roberts asked Mr. Dyke for his opinion on how much of the problems that exist within Metro are due to the management versus the state of the equipment and infrastructure of the system, including the lack of investment in the system.

Mr. Dyke said he thinks it is a combination of both. He said WMATA's decision-making process might not result in the funding being used most effectively. He noted there is clearly a need for more funding. He said that to the extent that WMATA strengthens the decision-making process and shoulders the responsibility for the system, it makes a stronger case for the region to argue for more funding for the system. He said there are clearly some operational issues that need to be addressed and that by having a clearer governance structure, people will know who is in charge and responsible, so that problems can be addressed as soon as possible.

Mr. Donley said he thinks there is a fair amount of agreement on the funding issue, noting Metro is the largest metropolitan mass transit system in the United States that does not have a dedicated funding source. He said he is interested in having more discussion about the composition of the board, the concept of moving away from the accountability of local elected officials, and the expenditure of a fair amount of tax dollars at both the local and state levels. He noted that while the signatories are the governors and mayor, those individuals would not be at the table, but rather a designee will likely be the representative. He said this issue would result in reduced accountability regarding the expenditure of public dollars and a more removed representation of the riders and general public. He said he would like more rationale related to the seven-member governance commission.

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Mr. Dyke said that the purpose of the governance commission would be to provide a forum for the signatories to convene and provide overall accountability and oversight for WMATA. He said there was no effort to decrease the role of the local elected officials. He said the task force thinks there should be a mix of people involved who are responsible for bringing funds to the table, but also recognition of the chief executive's role. He said this is an issue the governance commission would address.

Mr. Turner asked if Mr. Dyke is aware of the process the signatories plan to take to address the recommendations in the report, specifically relating to how local jurisdictions in Maryland would have an impact on the system. He also asked what role the TPB should play in addressing the recommendations and continuing the regional discussion.

Mr. Dyke said he thinks the region has been successful in starting a debate about the governance issue. He said the signatories directed the secretaries of transportation in Maryland and Virginia, and the District's director of the Department of Transportation (or the mayor-elect's designee) to come together and develop a plan of implementation. He said part of that process would include talking to stakeholders, including the TPB. He said the designees are firmly committed to making sure that the process moves along quickly.

Ms. Comstock said that she understands a former manager has said many of the problems with WMATA did not have to do with funding, but more so with management. She asked if Mr. Dyke could provide some details on some of the issues found in WMATA management.

Mr. Dyke said issues with management had more to do with how money was spent and that the former manager said that perhaps some of the money that was available should have been used differently. He said that additional specific information on this question might be available.

Ms. Erickson said she has spoken with staff at MDOT who are working on this issue. She said she is not sure how they plan to reach out to stakeholders at this point, but that she knows they intend to have an implementation plan ready in early January. She suggested that local jurisdictions write a letter to the Maryland Secretary of Transportation with their comments and suggestions.

Chair Snyder thanked Mr. Dyke for his time and all the work that he has done with the task force. He said it seems clear to him that Metro is fundamental to the safety, mobility, economic wellness, environmental quality, and global competitiveness of the region, and that reforms are necessary and are being worked on. He added his support for previous comments from Virginia members on the issue of local versus state responsibility for Metro. He said the government in Richmond has never come close to living up to its responsibilities to support transportation across the state, including Northern Virginia. He said that when there is a request to give the government in Richmond more authority than it has now over Northern Virginia and those institutions which are fundamental to our well-being, he feels the need to say, "Are you now ready, for the first time, to live up to your funding and other responsibilities which you've set forth in your own laws with regard to adequate funding for transportation?" He said he looks

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forward to periodic reports on how the reform process is moving.

Mr. Dyke thanked the TPB members for their comments and said that he agrees with Chair Snyder's last point. He said he would be happy to keep the TPB briefed on the matter. As a Metro rider himself, he noted that everyone should be vested in making the system work better.

Chair Snyder thanked Mr. Dyke and the members of the TPB for airing these important concerns.

## **10. Priority Regional Bicycle and Pedestrian Projects Recommended for the FY 2012-2017 TIP**

Mr. Farrell explained that the 2010 Bicycle and Pedestrian Plan has 336 projects, and that the Bicycle and Pedestrian Subcommittee has for several years presented to the TPB a short list of projects that can be funded realistically within the six-year TIP timeframe. He summarized a handout detailing the list of projects recommended for inclusion in the FY2012-2017 TIP. He highlighted changes made to the list since the December 2009 list of projects, including the addition of two new projects: a Route 1 sidewalks and crosswalks project in Prince William County, and an expansion of regional bike-sharing.

There were no comments or questions. Chairman Snyder thanked TPB and jurisdictional staff for their work, noting that bicycling is growing and that the region is doing a lot in this area.

## **11. 2010 Update of the Ground Access Element of the Regional Airport System Plan**

Mr. Griffiths summarized a handout regarding the 2010 ground access element of the Washington-Baltimore Regional Airport System Plan. He said the most important point was that air passenger ground access trips to the region's airports are going to increase by two-thirds over the next 20 years, based on Federal Aviation Administration (FAA) forecasts. He pointed out that most of the growth would occur at Dulles and BWI airports, as growth at National is constrained by a slot limitation. He added that highway congestion is growing faster than VMT throughout the region, and that airport trips and air cargo trips are particularly sensitive to regional congestion.

Mr. Griffiths said the top five projects that are critically important for maintaining and improving airport access are all on schedule. He listed the five projects: the Inter-County Connector, the construction of HOT lanes along I-495, the Silver Line extension of Metro to Dulles, the widening of the Dulles Access Road, and the widening of I-95 from the Prince George's County / Howard County line to the Baltimore Beltway. He noted that the news was not so good for some other projects that would serve Dulles, as many were delayed in the latest version of the TPB's long range plan. He said that the Aviation Technical Subcommittee does not believe these projects should slip any more, and that thought should be given to accelerating them should

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additional resources become available over the next several years.

Mr. Griffiths stated that achieving the TPB's Vision goal to maintain access to the airports is important because it has a direct impact on the region's economy. He explained that in 2009, the airports provided more than 400,000 jobs, generated \$2 billion in state and local tax revenues, and had a total economic impact of over \$20 billion. He added that every domestic visitor and international traveler spends an average of around \$900 in the Washington region during their stay, and that each international passenger is estimated to spend an average of approximately \$2,000. He stated that airport access is an important factor in air passengers' choice of airport and whether to fly or not.

Chairman Snyder thanked Mr. Griffiths and asked if there were any questions.

Mr. Roberts asked why there was no mention of extending Metrorail to BWI, which seemed to him to be a critically important project.

Mr. Griffiths replied that a lot of effort had been focused on the Silver Line, and that BWI is already served by commuter rail, Amtrak service that is connected to Metro, and light rail in Baltimore. He added that extending Metrorail to BWI should be looked at as a long-term goal, but that this forecast period only looks out to 2030.

Mr. Zimmerman said he often uses BWI, as it is more transit accessible than Dulles, so he is glad that work is being carried out to improve access to Dulles. He expressed a concern that there seemed to be a real emphasis on roads when the growth in demand should lead to a greater emphasis on transit. He stated that there did not seem to be a lot of focus on how to move people more efficiently.

Mr. Griffiths replied that regarding Dulles, the focus had been on highway improvements that would really serve airport accessibility by getting people to the access road from both sides of the Beltway. He noted that a lot of improvements would serve Loudoun, Fairfax, and Prince William, not just for air passengers but for air cargo, which would support economic development in these areas. He said that for international passengers coming to Northern Virginia and the District of Columbia, Metrorail was going to be the most important priority.

Chairman Snyder asked Mr. Griffiths and Mr. Kirby what would happen concerning the unmet needs in this report as well as the one from the prior agenda item.

Mr. Kirby recommended that the needs described in both reports be taken up as part of the Regional Priorities Scoping Task Force activity, as there is a natural fit with its work, and this would represent a chance to look at them from a multi-modal perspective.

Chairman Snyder asked Mr. Griffiths if anyone had done a cost benefit analysis for the proposals and priorities, stating that such an analysis might be extremely beneficial going forward.



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Mr. Griffiths replied that the focus had been on system-wide impacts, and that he did not know of any analysis that had been done on a project-by-project basis.

## **12. Light Rail and Streetcar Projects and Proposals for the Washington Region**

Mr. Randall referred to a presentation and the six-page memo in the mail out, noting that in common with the previous two agenda items, this item would highlight some unfunded projects. He said that there are currently four light rail and streetcar projects in the CLRP: the first phase of the D.C. streetcar system, the Purple Line, the Corridor Cities Transitway in northern Montgomery County, and the Columbia Pike Streetcar. He explained that light rail is normally regarded as a rail service operation on a dedicated or exclusive right-of-way, while a streetcar goes along the street. He stated that many of the projects in the region would be a combination of the two and that there is no practical distinction between them for the projects and proposals that are being considered in the Washington region.

Mr. Randall said that light rail or streetcar are often favored as a transit investment, as they will attract new transit riders, can be well integrated with land use development, and are electric-powered, quiet and comfortable. He added that they would complement and connect with some of the existing rail and other transit services, including Metrorail and commuter rail. He said he would not present details on each of the projects, noting that there are documents and websites that cover them, including the D.C. Streetcar System Plan.

Mr. Randall said that there are ongoing meetings this week about the Purple Line, and that preliminary engineering should be complete by early next year. He said the Columbia Pike Streetcar would run along Arlington Boulevard, the most heavily used bus corridor in Northern Virginia with approximately 15,000 weekday daily passengers, and that the streetcar could take over much of the transportation of these passengers. He explained that the Corridor Cities Transitway has long been considered part of the I-270 multimodal study, and has now been split from the highway element of the study to stand alone as a transit element. He noted that both light rail transit and bus rapid transit are being evaluated and that a decision has not been made between the two modes. He added that the light rail cost would be about a billion dollars, while bus rapid transit is evaluated at approximately a half billion dollars.

Mr. Randall spoke about unfunded projects, mentioning further proposals beyond the first phase for D.C. streetcars, a Purple Line extension, a Crystal City streetcar, and streetcars along Duke Street or Bailey's Crossroads to Tyson's Corner. He stated that there is a lot of work that would need to be done to plan and implement these projects, and that capital costs are a major issue. He noted that it would cost approximately \$4.2 billion to complete the D.C. streetcar system, the Purple Line, the Corridor Cities Transitway as light rail, and the Columbia Pike Streetcar. He said that region-wide, it is proposed that the funding would be approximately 60 percent local and 40 percent federal, although each specific project would have a different mix. He said that local costs would have to be met by tax increment financing, general funds, bond issues, or other sources. He noted that 40 percent federal funding would represent 12 percent of the current FTA New Starts funding level for the next decade, which might be regarded as fairly ambitious. He

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added that the region's TIGER project will fund bus rapid transit in Potomac Yard, which could then be considered as a future light rail or streetcar corridor.

Mr. Randall said that light rail and streetcar would have an impact on roads and traffic. He said that average operating speeds of streetcar and light rail are similar to bus speeds when they operate on a mixed right-of-way, which can be in the 10 to 12-mile per hour range, and that these systems must compete with other users such as automobiles and pedestrians. He stated that WMATA has begun a light rail and streetcar interoperability study to consider these and other issues including procurement, fare payment, technology, and how customer information will be provided. Mr. Randall noted that the study would also look to the longer term to consider the impacts of vehicle specifications and station platform heights on connectivity if a larger regional system were to materialize.

Chairman Snyder thanked Mr. Randall and asked if there were any questions.

Mr. Erenrich commented that the Maryland Transit Administration was having a public hearing on the Corridor Cities Transitway that evening in Gaithersburg, to consider alignment options that would better serve transit-oriented development.

Mr. Donnelly said that Alexandria is very supportive of regional connectivity and the ability to provide different transit options to accommodate different types of travel, and is now working on a funding mechanism to extend the Columbia Pike streetcar project into Alexandria. He stated a desire to put the funding plan in place in Alexandria's May budget, and he noted that he was bringing it up now because a number of planning and procurement decisions might occur in the next six to nine months. He said Alexandria would appreciate the flexibility of joining potential procurements in the region, as it is a serious player in extending the streetcar project into the city, the Mark Center area, the Landmark Shopping Center and eventually Van Dorn Metro station.

Referring to a letter from Rails to Trails that was commented upon by Mr. Schwarz at the beginning of the meeting, Mr. Kirby said that the TPB might wish to take the opportunity to reinforce the point that the federal transportation program should not shrink back to being simply a highway program. He said that there is a new chairman of the House Transportation Committee, Mr. Mica, and that there are discussions about reviving the reauthorization process. He said that if the TPB wants to express its views, it should probably do so early in the New Year.

## **12. Other Business**

There was no other business.

## **13. Adjourn**

The meeting was adjourned.