

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
December 19, 2012**

Members and Alternates Present

Monica Backmon, Prince William County  
Melissa Barlow, FTA  
Muriel Bowser, DC Council  
Reuben Collins, Charles County  
Kerry Donley, City of Alexandria  
Gary Erenrich, Montgomery County  
Lyn Erickson, MDOT  
Seth Grimes, City of Takoma Park  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Cathy Hudgins, Fairfax County Board of Supervisors  
John Jenkins, Prince William County  
Emmett Jordan, City of Greenbelt  
Carol Krimm, City of Frederick  
Bill Lebegern, MWAA  
Michael C. May, Prince William County  
Phil Mendelson, DC Council  
Mark Rawlings, DC-DOT  
Paul Smith, Frederick County  
David Snyder, City of Falls Church  
Harriet Tregoning, DC Office of Planning  
Jonathan Way, Manassas City  
Victor Weissberg, Prince George's County DPW&T  
Patrick Wojahn, City of College Park  
Scott York, Loudoun County  
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Ron Kirby  
Gerald Miller  
Robert Griffiths

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Nicholas Ramfos	
Andrew Meese	
Wendy Klancher	
Eric Randall	
Jane Posey	
Rich Roisman	
Andrew Austin	
Michael Farrell	
Deborah Kerson Bilek	
Sarah Crawford	
Charlene Howard	
Ben Hampton	
Jonathan Rogers	
Dan Sonenklar	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Nicole Hange	COG/EO
Lewis Miller	COG/OPA
Paul DesJardin	COG/DCPS
Bill Orleans	HACK
Randy Carroll	MDE
Judi Gold	Councilmember Bowser's Office
Tina Slater	CAC Chair
Allen Muchnick	Virginia Bicycling Federation
Christine Green	Greater Washington Region Safe Routes to School Network
Mike Lake	Fairfax County DOT
Anthony Foster	DDOT
Nick Alexandrow	PRTC
Jack Van Dop	FHWA
Stewart Schwartz	CSG
Daniel Lem	CSG
Jonathan Kass	DC Council
Will Handsfield	DC Council
Peter Hadley	University of Maryland
Margaret Boles	Prince George's Co, Justice & Advocacy
Danielle Wesolek	WMATA
Brian Lee	Prince William County
Patrick Durany	Prince William County
Katrina Tucker	Tri-County Council for Southern MD

## 1. Public Comment on TPB Procedures and Activities

Vice Chair York announced that he would be chairing the meeting because Chair Turner was

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recovering from minor surgery.

Allen Muchnick of the Virginia Bicycling Federation spoke in opposition to the proposal under Item 15 by the Federal Highway Administration to amend the TIP to include funding for widening U.S. Route One near Fort Belvoir. He said this proposed highway widening project illustrates a serious shortcoming of the TPB's Complete Streets policy and a failure of both the FHWA and VDOT to adhere to their own long-established bicycle accommodation policies. He asked the TPB to require FHWA to provide at least a 15-foot-wide curb lane for bicycling as a condition for approving this project in the TIP.

Stewart Schwartz, Executive Director of the Coalition for Smarter Growth, provided wide-ranging comments, noting that despite the work of the TPB and COG promoting smart growth policies, many of the projects pursued by the state DOTs reflected a “business as usual” approach. In particular, he criticized what he called VDOT’s efforts to build a new outer beltway in Northern Virginia.

## **2. Approval of the Minutes of the November 28 TPB Meeting**

Mr. Mendelson made a motion to approve the minutes of the November 28 TPB meeting. Mr. Donley seconded the motion, which was approved unanimously.

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

Referring to the handout item, Mr. Rawlings said the Technical Committee met on December 7 and reviewed the following items for inclusion on the TPB agenda:

- An update on the draft analysis for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013 to 2018 TIP.
- The performance analysis and challenges of the 2012 CLRP.
- An initial draft letter to the legislatures of the District of Columbia, Maryland, and Virginia, which expresses the TPB's support for increases in transportation funding.
- A briefing on the results of a survey on the status of Complete Streets policies in the region.
- An update on TPB staff discussions with the DOTs about the implementation of the Transportation Alternatives Program in the Washington region.

The following items were presented for information and discussion:

- A briefing on needs and policies as identified in the Maryland Statewide Interim Rail plan, which is currently being developed by MDOT.
- A briefing on steps to update information on Transportation Emissions Reduction Measures (TERMs) to ensure that TERMS are available for use in air quality conformity determinations.
- A briefing on a web-based clearinghouse that is currently under development on the

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- region's transportation planning activities.
  - A briefing on an initial version of a more user-friendly guide and summary of the FY2013-2018 TIP.

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

Referring to the handout report, Ms. Slater said the CAC met on December 13. She said the committee participated in a focus group on the Street Smart campaign for spring 2013. In addition, the committee discussed implementation of the Regional Complete Streets policy, previewed the web-based clearinghouse called the Transportation Planning Information Hub, and learned the names of six individuals who had been elected to the 2013 CAC.

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

Mr. Kirby announced that the meeting schedule for 2013 had just been distributed. He noted that the next meeting would be held on January 23, a week later than previously scheduled.

Referring to the mailout packet, Mr. Kirby said the Steering Committee met on December 7 and approved three resolutions:

- An amendment to the FY2013-2018 Transportation Improvement Program to update project information from WMATA to reflect the fiscal 2013 capital budget.
- Approval of 25 projects throughout the District of Columbia, Maryland, and Virginia, being advanced by the Eastern Federal Lands Highway Division of the Federal Highway Administration. These were all repair, replacement, and rehabilitation projects of various facilities throughout the region.
- Addition of funding to a project that is already in the CLRP and TIP to build an auxiliary lane on I-395 from Duke Street to the Sanger Avenue Bridge as requested by the Virginia Department of Transportation.

Mr. Kirby introduced Chuck Bean, the new COG executive director.

Mr. Bean said that as an introduction to the work of COG, he looked forward to acquainting himself with a variety of activities performed at the regional and local levels.

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

Vice Chair York recognized recent participants in the TPB's Community Leadership Institute, which was held on November 29 and December 1. He recognized Wendy Duran to speak on behalf of the participants.

Ms. Duran said she found the CLI to be a great opportunity. She said the session speaks to the

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regional importance of the work of the TPB and COG. She said she looked forward to participating in the alumni network that will be established for past CLI participants.

Vice Chair York called forward seven participants in the recent CLI session and presented them with certificates.

## **ACTION ITEMS**

### **7. Report of the Nominating Committee for the Year 2013 TPB Officers**

Ms. Bowser reported the results of the Nominating Committee, which recommended Mr. York of Loudoun County to serve as Chair, Councilmember Wells of the District of Columbia to serve as First Vice Chair, and Councilmember Patrick Wojahn of the City of College Park to serve as Second Vice Chair. She moved to approve this slate of TPB officers for the 2013 year.

Mr. Mendelson seconded the motion, which was approved unanimously.

Vice Chair York thanked the members of the Nominating Committee and the TPB, and said he looks forward to continuing to do good work as the incoming TPB Chair. He welcomed Mr. Wells and Mr. Wojahn as well.

### **8. Approval of an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)**

Ms. Posey, referring to the mailout which included a summary report of the analysis conducted to meet requirements associated with the 2008 Ozone national Ambient Air Quality Standards, mentioned that a public comment period was held on this analysis. She said the only comment received was a letter from the Metropolitan Washington Air Quality Committee. She summarized the letter, which commended the TPB for contributions to air quality improvements.

Mr. Donley moved to approve Resolution R5-2013 to approve the air quality conformity assessment.

Mr. Erenrich seconded the motion, which passed unanimously.

## **INFORMATION ITEM**

### **9. Briefing on WMATA Strategic Plan Update: Momentum**

Mr. Sarles, General Manager of the Washington Metropolitan Area Transit Authority (WMATA), briefed the TPB on the strategic planning effort currently being led by the WMATA

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Board of Directors. According to Mr. Sarles, the effort, known as “Momentum,” aims to clarify the future direction of WMATA’s Metrorail and Metrobus systems.

Mr. Sarles provided a recap of WMATA’s ongoing efforts to rebuild the existing Metrorail and Metrobus systems. He said that several years of underfunding and underinvestment have led to a severe decline in the condition of the system and that the agency is currently spending \$5 billion over six years to replace buses, MetroAccess vehicles, and railcars, to rehabilitate and replace escalators and station platforms, and to implement recommendations made by the National Transportation Safety Board (NTSB) following the June 2009 crash on the Red Line.

Mr. Sarles also said that, in addition to current efforts, WMATA has to think about what’s coming after the rebuilding effort is complete, mainly how the system will handle anticipated population growth of 30 percent and employment growth of 40 percent over the next three decades. He said the system is already crowded: on Metrorail during rush hours, passengers have a hard time fitting on cars or easily making transfers between lines; on the most popular bus lines, bus drivers sometimes have to skip stops because their vehicles are at capacity. He said the major challenge is finding ways to increase core capacity without adding more trains, since several chokepoints – the tunnel under the Potomac River near Rosslyn, the Yellow Line bridge over the Potomac near the Pentagon, and L’Enfant Plaza Station, in particular – are already at capacity.

Mr. Sarles explained that WMATA is undertaking certain efforts to improve Metrorail and Metrobus operations already, among them: fully implementing the NTSB recommendations; improving bicycle, pedestrian, transit, and auto access to existing stations; continuing escalator and elevator improvements; creating a seamless fare collection system; and opening the Silver Line. But he said that additional steps are necessary: increasing the number of eight-car trains in operation during rush hours; building a priority corridor bus network to improve bus reliability; making new connections between rail lines as a way to improve access and make room for new Silver Line trains; and enabling easier and safer transferring within crowded stations. In the long run, he said, the agency will probably have to consider building new tunnels in the core of the District, figure out how to take advantage of underutilized capacity (especially in reverse commute directions) through better land-use, and how to more fully integrate with other public transit systems and modes, like streetcars, bus rapid transit lanes, and light rail transit.

Mr. Sarles said that WMATA is looking for input regarding what actions should be taken to improve service for more customers, to increase capacity through the regional core, to improve connectivity between different areas of the region, and how to pay for the necessary improvements.

Mr. Sarles invited questions from the Board, and reminded Board members that they and the public can provide additional input through the WMATA website at [wmata.com](http://wmata.com).

Vice Chair York opened the floor to questions.

Mr. Mendelson asked whether the \$5 billion currently budgeted for the six-year rebuilding and

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rehabilitation program Mr. Sarles described in his presentation was enough to fund all improvements needed to bring the system into a state of good repair.

Mr. Sarles said that the \$5 billion addresses most, but not all, of the capital needs for returning the system to a state of good repair. He said it does cover all of the critical safety improvements – track and escalator repairs – but that there are other state of good repair and safety improvements – about \$1 billion worth per year – that it does not cover. He also said that the \$5 billion does not fund eight-car trains or the traction power improvements that are needed to run them. He said that roughly \$2 billion will be needed to buy the additional railcars and to pay for the power improvements, transfer station improvements, and yard capacity improvements that will be needed in order to run all eight-car trains during rush-hours.

Mr. Snyder emphasized the need to garner the public's support for the improvements that Mr. Sarles described. He said WMATA needs to take short-term actions, like improving communication with customers and improving the cleanliness of vehicles, before expecting the public to support additional investment in and expansion of the Metrorail and Metrobus systems. He also said that a barrage of negative press about WMATA's management puts the agency at a great disadvantage in making its case to the public. And he said that WMATA and others need to do more to explain to the public the economic and personal benefits of having a regional transit system.

Mr. Sarles thanked Mr. Snyder for his comments.

Mr. Jordan asked Mr. Sarles to consider other lines and stations in the region – not just those along the Silver Line or in the regional core – when thinking about what improvements need to be made. He said that stations on the Green Line have significant challenges with crowding on platforms and longer wait times – especially on weekends and in the evenings – that should be addressed through the strategic planning process.

Mr. Zimbabwe asked about the timeline for the portion of the strategic plan having to do with funding. He said that the TPB is planning to send a letter to the state elected officials in the region regarding the broad funding challenges the region faces and that the discussion of the region's funding challenges and those of WMATA should take place together.

Mr. Sarles explained that the next step in the strategic planning process will be for the Board to consider all the comments that it has received so far and to work hard to produce and approve the strategic plan, which will show where WMATA should be going and should generate a discussion of how to get there – that is, how to pay for it.

Ms. Tregoning pointed out that much of the discussion regarding WMATA's needs so far has focused on addressing challenges that occur during peak hours. She suggested also looking at non-peak trips, which account for 80 percent of all trips made in a day in the region, and trying to increase the number of trips made by transit during non-peak hours.

Vice Chair York suggested that WMATA consider a short-term surcharge on Metrorail fares on

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the new Silver Line to help pay some of the capital costs of the extension. He said he was concerned that people who aren't using the line are paying a majority of its construction costs through local taxes and tolls on the Dulles Toll Road. He said he thought those who use the line should also pay for some of the current costs or future replacement costs, not just operations.

Mr. Sarles thanked all of the Board members for their comments.

## **ACTION ITEM**

### **10. Approval of a TPB Letter to the Legislatures of the District of Columbia, Maryland and Virginia Expressing Support for Action on Transportation Funding**

Mr. Kirby provided the Board with some background on the draft letter to the state legislatures regarding transportation funding before Vice Chair York moved its approval.

Mr. Kirby revisited a couple of points from a presentation he made at the Board's last meeting on November 28. He provided Board members with an updated version of the presentation, which included several new slides that addressed questions that were raised during the November 28 meeting.

The first few slides provided a retrospective look at population and employment forecasts that the Council of Governments made in 1991 (Round 4.1 of the Cooperative Forecasts) for the year 2010. Mr. Kirby explained that the first table showed the actual growth that occurred in the region between 1990 and 2010, according to the Census. He pointed out that the highest rates of growth have occurred in the region's outer jurisdictions. The second table, Mr. Kirby said, compared the Round 4.1 forecasts for 2010 to the actual population and employment numbers for 2010. He said that the actual number of households was four percent lower than forecast, that population was eight percent higher than forecast, and that the number of jobs was 11 percent lower than forecast. He said the degree of accuracy varied by jurisdiction, with the greatest discrepancy coming in Loudoun County, where forecasts for households, population, and employment were all significantly lower than actual observed growth.

The next slide showed some of the major transportation improvements that were in the 1991 long-range plan that were completed by 2010, and some projects that were not in the 1991 plan but were built by 2010. He said this list is a reminder that new projects do come along and that the long-range plan is not inevitable with regard to growth forecasts or projects that will or will not be built.

Mr. Kirby also showed several slides that addressed forecasts of changes in travel mode shares for "all daily travel" and for "commute travel" through 2040. The charts showed the forecast mode shares, the absolute numbers of trips that are forecast, and how those forecasts compare to today. These figures, he said, provide more perspective on the changes that are anticipated. As an example, he pointed out that, while mode share for transit is forecast to remain steady through 2040, ridership will still increase 28 percent in order to maintain the share. He also showed how



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the changes are expected to vary among the regional core, the inner suburbs, and the outer suburbs, and he cited data collected as part of the focused household travel surveys in early 2012 to illustrate differences in mode share in different parts of the region.

The last slide Mr. Kirby presented showed the sources of funding for the \$222.9 billion that is forecast to be spent on transportation in the region through 2040, as well as how much of that money will be spent on highways versus transit, and on capital versus operations and maintenance.

Finally, Mr. Kirby provided an overview of the draft letter to the legislatures. He specifically pointed out that the letter addresses the need to support population and employment growth in a manner that strengthens coordination between transportation and land use, that it explains the sources of transportation funding in the region (especially that the single biggest source is state funding, at around 40 percent), that it identifies the range of funding options that are available, and that it makes clear that, because needs are different in different jurisdictions, the states may want to consider local option techniques that would allow for some variation in revenue-raising. He also said that the letter includes an addendum detailing current sources of funding in Maryland, Virginia, and the District of Columbia and new sources that have been implemented successfully elsewhere in the country.

Vice Chair York noted that the mayors and chairs in Virginia recently came together to write a similar letter to the state legislature there and that he understands the difficulty in pulling many different regions and entities together to author one letter that everyone agrees with completely.

Vice Chair York moved for the approval of the draft letter and Mr. Donley seconded the motion.

Mr. Donley congratulated staff and Chair Turner on the specificity of the letter with regard to possible sources of new revenue, including new taxes. He said he thought doing so was a wiser strategy than using more generic language. He also complimented staff on the addendum, which shows that gas taxes in Virginia have not been raised since 1986. The gas tax, he said, is a perfect candidate for an increase provided the funds are dedicated to transportation.

Mr. Snyder expressed his support for the letter and encouraged staff to send it as soon as possible. He suggested adding the slides that Mr. Kirby has presented at recent meetings since they make a good case for additional investment. He also suggested adding to the addendum some information on the additional economic activity and tax revenue that is generated from transportation systems in the region to serve as a business case for raising new revenue. Finally, he requested that the letter, in addressing local option taxes, include language that recommends local option taxes only after the states have adequately provided direct funding. He explained that he thinks states have a primary obligation to support transportation and that the letter should be careful not to give the states an opportunity to back away from their existing obligations.

Mr. Donley, as the person who seconded the motion, said he would not have any objection to adding such language, citing the fact that several local governments in northern Virginia have done their share in terms of raising additional revenue from local sources for transportation.

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Mr. Smith expressed support for the letter, but also said that there needs to be an increase in taxes for transportation at the federal or regional level. He said this is necessary so that some jurisdictions are not put at an economic disadvantage compared to others because they have higher local taxes to pay for transportation. He said he supported the letter because the language in it was general enough, but that there will surely be challenges when it comes to the details of the new revenue sources.

The motion was approved unanimously by the Board, with two abstentions: one from Ms. Erickson of the Maryland Department of Transportation (MDOT) and the other from Ms. Hamilton of the Virginia Department of Transportation (VDOT).

## **INFORMATION ITEMS**

### **11. Update on the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region**

Ms. Klancher, referring to a PowerPoint presentation, summarized the new Section 5310 Enhanced Mobility program under MAP-21, and provided a historical context for the TPB's coordinated human service transportation plan and the TPB's role in administering this program under SAFETEA-LU, which included acting as the federally designated recipient for the JARC and New Freedom programs. She added that TPB would continue to administer existing JARC and New Freedom grants by holding a solicitation between January and April 2013 to use the remaining funds. She explained that MAP-21 retained the requirement for a coordinated human service transportation plan, but eliminated the JARC program and combined the New Freedom program and the former Section 5310 Program for Elderly Individuals with Disabilities into the new Section 5310 Enhanced Mobility program. She said that the new Section 5310 program funds both capital and operating expenses for older adults and persons with disabilities. She mentioned that FTA issued interim guidance on this program in October. She said that large urban areas are required to designate a recipient, and that MPOs are asked to initiate the conversation about selecting the recipient.

Ms. Klancher said that \$2.6 million per year is expected in FY 2013 for the Washington DC-VA-MD urbanized area and summarized the flow of this funding. She provided an overview of the TPB staff proposal for a joint designated recipient arrangement between TPB, DDOT, MTA, and DRPT, which includes TPB holding responsibility for the coordinated plan, the coordinated task force, the project solicitation, and the project selection. She said that DDOT, MTA, and DRPT would receive funds directly from FTA and administer projects in their jurisdictions. She added that implementation would require a Memorandum of Understanding (MOU) to clarify roles and responsibilities, and that FTA would have to approve the MOU and possibly be a signatory as well. She emphasized that this arrangement would allow for regional projects to be funded. She mentioned that there is a precedent for a joint designated recipient arrangement, and highlighted examples in Atlanta and in Seattle. She said next steps in the process are: ongoing discussions with DDOT, MTA, DRPT, WMATA, and the Task Force Chair; and outlining the MOU. She

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concluded by explaining that the Mayor of the District of Columbia, and the Governors of Maryland and Virginia would have to designate the recipient before any MAP-21 Section 5310 Enhanced Mobility funds can be obligated or spent.

Mr. Wojahn thanked Ms. Klancher for her presentation and the representatives from DRPT, MTA, and DDOT for participating in this conversation. He acknowledged some concerns have been raised about a joint designated recipient arrangement, and emphasized the importance for the TPB to play a role in this program because of the opportunity to fund regionally significant projects. He added that individual jurisdictions could provide input throughout the solicitation and project approval process, and mentioned that the process of developing an MOU has been collaborative and productive so far.

Vice Chair York thanked Mr. Wojahn for his leadership on this effort.

Ms. Bowser asked if the legislative changes mandate TPB's involvement in the new Section 5310 program.

Ms. Klancher responded that the only requirement for TPB involvement is with the coordinated plan and with the process for designating a recipient.

Ms. Bowser asked if the jurisdictions could consider designating a recipient without the participation of the TPB.

Ms. Klancher replied that the funding has been provided in one pot for the urbanized area that includes Northern Virginia, the District of Columbia, and suburban Maryland, and underscored the importance of collaboration. She commented that Virginia could not move forward on this program in this urbanized area without the Governor of Maryland agreeing.

Ms. Bowser asked if there was funding remaining from the JARC program under SAFETEA-LU.

Ms. Klancher replied that there is \$1.3 million left in federal JARC funds, and that a solicitation for applications would be held from January through April. She said that she expected all JARC funds to be expended under this next solicitation.

## **12. Briefing on a Report on the Implementation of Complete Streets Policies in the Washington Region**

Mr. Farrell provided the context and overview of the Complete Streets Policy for the National Capital Region. He said that the TPB adopted R15-2012, to establish a regional Complete Streets Policy on May 16, 2012. He said this policy defined what a Complete Street is, specified that the TPB endorsed the concept of Complete Streets, provided a policy model, and encouraged member jurisdictions and agencies to adopt the Complete Streets policy. He added that the policy called for the TPB to conduct a survey of policy adoption and implementation, which he said is

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to be repeated every two years.

Mr. Farrell provided an overview of the initial survey results. He reported that all three states and most major jurisdictions in the region have Complete Streets policies in place. He identified jurisdictions where there are new or revised policies, as well as jurisdictions where policies are under development, and jurisdictions that do not have a policy. He also reviewed common exemptions allowed in the policies and common implementation measures that many TPB jurisdictions use, citing examples such as allocating funding for retrofits, developing a formal implementation plan, a needs inventory, and forming an implementation committee. He concluded by providing an overview of the implementation results.

Vice Chair York thanked Mr. Farrell. He said copies have been distributed of a letter received by the TPB from the Anacostia Watershed Restoration Partnership, which congratulates and supports the TPB on establishing a Complete Streets Policy, and encourages the TPB to consider a local Green Streets policy. He invited TPB staff to consider this proposal.

Ms. Minerva introduced herself as the Executive Director of the Anacostia Watershed Restoration Partnership, which she said is a partnership based at the Metropolitan Washington Council of Governments that is composed of environmental departments of counties and cities. She provided an overview of the letter, and said that the Anacostia is one of the most polluted watersheds in the nation due to storm water runoff. She added that 60 percent of the region's paved areas have no storm water controls, and that many jurisdictions are required to retrofit their infrastructure because of storm water pollution. She advocated that Green Streets are a great way to retrofit streets and highways that discharge storm water pollution, and provided several examples of the ancillary benefits of Green Streets. She asked the TPB to consider adopting a Green Streets policy similar to the Complete Streets Policy.

Vice Chair York thanked Ms. Minerva, and said that the TPB would revisit this matter at the January 23 TPB meeting.

### **13. Briefing on Results from the 2011 Washington-Baltimore Regional Air Passenger Survey**

Mr. Roisman, referring to a PowerPoint Presentation, provided an overview of the Regional Air Passenger Survey, which he said is conducted every two years at the region's three commercial airports: Washington-Dulles International Airport, Ronald Reagan Washington National Airport, and Baltimore-Washington Thurgood Marshall International Airport. He said the survey comprises a random sample of domestic and international flights during a two-week period. He summarized some of the survey results, including trends in regional air passenger enplanement, which he noted had rebounded from a dip after the terrorist activities of September 11, 2001, but have essentially flattened out since 2005. He added that over 32 million air passengers boarded flights at the region's commercial airports in 2011. He discussed the data collected about locally and connecting passengers as well as the trip origins of locally originating air passengers, citing that 60 percent are beginning their trip at a private residence. He summarized air passenger mode

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of travel to the region's airports and air passenger trip purposes, and said that just over 50 percent are accessing an airport by using a private car. He emphasized that a slightly smaller percentage of people are using private or rental cars at Washington National Airport. He said that this may be because 15 percent of travelers are accessing this airport by Metrorail, which he said is the among the highest using rail transit in the nation. He summarized air passenger trip purposes, citing that business travel had increased since 2009, and provided an explanation of the factors influencing airport choice by trip purpose for both business and non-business travelers. He concluded by summarizing issues for the future, including forecast travel and cargo growth, increased domestic and international air travel, and improving ground access connections to Baltimore-Washington International Airport and Washington-Dulles International Airport.

#### **14. Update on the Implementation of the New Transportation Alternatives program under MAP-21 in the Washington Region**

Mr. Kirby provided an update on TPB staff discussion with the three DOTs about the implementation of the new Transportation Alternatives Program under MAP-21. Referring to a memo that was included in the mailout, he provided programmatic background and emphasized the heightened role for metropolitan areas and the funding sub-allocations that the region is expecting to implement the program. He explained the proposed process for project selection under the region's Transportation Alternatives Program, including project solicitation, proposal screening, the selection process, and implementation. He concluded by briefing the TPB on the status of staff-level discussions with each of the three states. He said the process is moving forward in a constructive manner.

#### **NOTICE ITEM**

#### **15. Notice of Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for Improvements to US Route 1 near Fort Belvoir in Fairfax County**

Mr. Van Dop of the Eastern Federal Lands Highway Division of the Federal Highway Administration summarized the project, which he said was funded 100 percent by the Defense Department's Office of Economic Adjustment to widen Route 1 to provide access to the military hospital at Fort Belvoir. He said that VDOT and Fairfax County have asked the Federal Highway Administration to implement the project with design and construction.

Mr. Donley asked if bike lanes were planned as part of this project.

Mr. Van Dop replied that the project consists of approximately 3.4 miles of road widening. He said that there is currently a ten-foot multi-use trail on the west side of the road, but that the corridor itself does not have a pedestrian or bicycle accommodation. He added that the project will provide a five-foot sidewalk on one side, and that the project has been advertised for design/build, but has not yet been awarded.

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Mr. Mendelson reiterated Mr. Donley's concern about accommodating cyclists, and requested a fuller explanation addressing this concern at the next TPB meeting.

Ms. Hudgins encouraged providing a multi-modal travel option as part of this project.

Mr. Van Dop mentioned that county staff previously worked with the US Army and with VDOT to address this challenge, and that a compromise had resulted to provide a widened lane. He acknowledged that FHWA had discussed this matter with many different parties, and discussions have taken place to address many competing interests.

## **16. Other Business**

There was no other business brought before the TPB.

## **17. Adjourn**

The meeting was adjourned at 2:00 pm.