

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
February 20, 2008**

Members and Alternates Present

Nat Bottigheimer, WMATA  
Deborah R. Burns, FTA  
Robert Catlin, City of College Park  
Emad Elshafei, City of Rockville  
Lyn Erickson, MDOT  
Tom Harrington, WMATA  
Catherine Hudgins, Fairfax County Board of Supervisors  
Charles Jenkins, Frederick County  
Timothy Lovain, Alexandria City Council  
Henry Marraffa, City of Gaithersburg  
Phil Mendelson, DC Council  
David Moss, Montgomery County  
Eric Olson, Prince George's County  
Edith Patterson, Charles County  
Mark Rawlings, DDOT  
Rick Rybeck, DDOT  
C. Paul Smith, City of Frederick  
Linda Smyth, Fairfax County  
Reuben Snipper, Takoma Park  
David Snyder, City of Falls Church  
JoAnne Sorenson, VDOT-NOVA  
Kanti Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Lori Waters, Loudoun County  
Robert Werth, Private Providers Task Force  
Victor Weissberg, Prince George's County  
Patrice Winter, City of Fairfax  
Patrick Wojahn, City of College Park  
Bill Wren, Manassas Park  
Chris Zimmerman, Arlington County Board

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MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Jerry Miller	
Jim Hogan	
Bob Griffiths	
Nick Ramfos	
Wendy Klancher	
Debbie Leigh	
Deborah Etheridge	
Andrew Meese	
Andrew Austin	
Beth Newman	
Darren Smith	
Sarah Crawford	
Karin Foster	
Melanie Wellman	
Michael Eichler	
Dusan Vuksan	
Dave Robertson	COG/EO
Lauren Udvari	COG/OPA
Allen Muchnick	Arlington Coalition for Sensible Transportation
Bill Orleans	PG ACT
Alex Verzosa	City of Fairfax
Bob Owolabi	Fairfax County DOT
Harry Sanders	Purple Line Now
Monica Backmon	Prince William County
Angelica Betts	Prince William County
John B. Townsend	AAA Mid-Atlantic
Matt Moskitis	NOVA Transportation Alliance
Greg McFarland	NVTC
Charles Baummer	MWAA
Keith Bounds	MDOT
Ritch Viola	Arlington County DOT
Robin Marlin	CAC
James Larsen	Dulles Area Trans/CAC
Carroll H. George	Arlington/Private Citizen
Gary Euler	Telvent
Eric Weiss	Washington Post
Maria M. White	City of Alexandria
Kristie Helmick	Transurban
Kristin Haldeman	WMATA

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James Hamre  
Betsy Massie

WMATA  
PRTC

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

Mr. Grow of the Greater Washington Board of Trade expressed support for the Metropolitan Area Transportation Operations Coordination Program (MATOC) and thanked several board members for their leadership of the effort. He said the Board of Trade sees MATOC as playing an important role in relieving traffic congestion, strengthening the region's emergency preparedness, and providing an opportunity for better regional coordination. Copies of his remarks were submitted for the record.

Mr. George, a retired mechanical design engineer, encouraged the TPB to explore opportunities to implement alternating merges on the region's highway system, and said that this merge design will improve safety. He said that there is an opportunity for a demonstration project on the Woodrow Wilson Bridge, which could show the benefits of this alternative design, and encouraged the Board to act to include such a demonstration in the bridge project. Copies of his remarks were submitted for the record.

Mr. Schwartz of the Coalition for Smarter Growth praised TPB staff for recent work on various initiatives. He said that the Coalition had stopped providing reminders to the public about TPB meetings and decision points because the public has come to feel that the Board either lacks or chooses not to use its authority to influence important transportation decisions. He said he hoped the TPB would work to improve the transparency of the transportation decision-making process in the region. He said that the decisions about high-occupancy/toll (HOT) lane proposals in the region have been made without adequate consideration of alternatives and without public transparency, particularly regarding contracts with private sector entities. He called for the Board to provide oversight of HOT lane proposals, and not advance them until full costs and alternatives are considered that would be fair for all income levels, would better address air pollution, and better address climate change and energy use.

Chairman Mendelson thanked the individuals for their comments.

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

Ms. Hudgins moved to approve the minutes of the January 16 meeting of the TPB, and Ms. Smyth seconded the motion.

Mr. Lovain asked that the minutes be corrected to more accurately characterize a comment he made about transit improvements included in the I-95/395 HOT lanes project during discussion of Item 11. He said that the minutes should indicate that he noted that the City of Alexandria is

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concerned about proposed transit improvements at the Seminary Road interchange, and would like to continue to work with VDOT on this issue.

There were no objections to Mr. Lovain's correction, and the minutes were approved unanimously with the correction.

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

Mr. Rawlings said that the Technical Committee had met on February 1 and reviewed six items on the TPB agenda, including two related to the 2008 Constrained Long-Range Transportation Plan (CLRP) and FY2009-2014 Transportation Improvements Program (TIP).

- Item 7: The Committee was briefed on the CLRP and TIP project submissions, and comments received regarding those projects.
- Item 8: The Committee was briefed on the draft scope of work for the air quality conformity assessment.
- Item 9: The Committee was updated on applications received for technical assistance under the Transportation/Land-Use Connections (TLC) Program.
- Items 11 and 12: The Committee was updated on the draft FY2009 Unified Planning and Commuter Connections Work Programs.
- Item 13: The Committee was briefed on the draft report of the Regional Bus Subcommittee.

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

Mr. Martin, the 2008 Chairman of the TPB Citizens Advisory Committee (CAC), referring to a handout, said that the first meeting of the 2008 CAC took place on February 14. He noted that attendance was strong despite the meeting falling on Valentine's Day, and that the 2008 membership represents a wide cross section of viewpoints on transportation and land-use issues. He said that staff briefed the CAC on the activities of the TPB Scenario Study Task Force, and that the CAC is pleased that the task force is moving forward with development of two new scenarios as well as addressing climate change as a regional goal. He said that the CAC formed a subcommittee on the Scenario Study that will focus on key issues related to the study and develop specific recommendations for the TPB. He said that the committee had also appointed himself and Emmet Tydings to serve as CAC representatives to the Task Force, as requested by Task Force Chairman Michael Knapp.

Mr. Martin summarized the committee's discussion of priorities for the coming year, and highlighted the following themes:

- Finding ways to increase the transparency of the TPB planning process, including making information more accessible and public-friendly;

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- Drawing attention to transportation issues resulting from Base Realignment and Closure (BRAC) actions that would relocate thousands of defense-related jobs within the region;
  - Drawing attention to the importance of regional bus service;
  - Stimulating greater public participation in the selection by implementing agencies of projects for submittal to the TPB for the Constrained Long-Range Transportation Plan (CLRP) and Transportation Improvements Program (TIP); and
  - Discussing regional prioritization within the CLRP and TIP, including use of the Scenario Study as a way to develop a regional priorities plan.

Mr. Martin referred to Goal Six from the 1998 TPB Vision, which calls for achieving better intra-jurisdictional coordination of transportation and land-use planning. He said that he may refer to this goal periodically throughout the year and that the CAC is dedicated to exploring ways to achieve that goal.

Chairman Mendelson asked if the CAC had recommended in its 2007 End-of-the-Year Report that the TPB incorporate public input earlier in the development of the CLRP.

Mr. Martin said that the CAC proposed that there be a September public meeting in conjunction with the CAC meeting, where the public could get an early indication from the implementing agencies of what projects are being considered for inclusion in the CLRP and TIP.

Chairman Mendelson asked Mr. Martin or Mr. Kirby to let him know what the TPB needs to do to implement that recommendation.

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

Mr. Kirby said that the Steering Committee met on February 1 and took no action other than reviewing the agenda for the February 20 TPB meeting.

Mr. Kirby drew attention to several items in the letters packet, including a letter sent to the chairmen of the TPB and the COG Board by Arlington County Board members Jay Fisette and Chris Zimmerman encouraging coordination of bicycle rental programs within the region. He said that this concern had been referred to the TPB Bicycle and Pedestrian Subcommittee and would be brought up for discussion at the COG Chief Administrative Officers meeting in March. He also noted that the packet included an article from the Washington Business Journal describing the bicycle rental program under development in the District of Columbia.

Mr. Kirby referred to a memo from him to the TPB on legislative developments regarding reauthorization of the federal transportation program and regarding efforts to address climate change. He drew attention to an excerpt from the interim report of the National Surface Transportation Financing Commission, as well as text within the memo summarizing transportation-related provisions of the Lieberman-Warner Climate Security Act. He said that

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this legislation has been reported out of committee, and staff will keep the TPB updated on its progress and how it may affect the transportation planning process.

Mr. Kirby said that the packet also included a letter transmitting the TPB request for continued funding for the Transportation/Land-Use Connections (TLC) Program under the VDOT Multimodal Planning Grants Program.

Mr. Kirby also referred to letters in the packet concerning a proposed clearinghouse for information about transportation options for persons with disabilities. He said that staff plans to undertake this with funding from FTA, but that the grant requires matching funds. He said that as indicated in the letters, MDOT has committed \$11,000 toward the match, Virginia DPRT did not commit money because they are developing a similar statewide program, and no response has been received as yet from DDOT.

Mr. Kirby also noted that the letters packet included a memo to the TPB concerning the comments of the Access for All (AFA) Advisory Committee on the inputs for the 2008 Constrained Long-Range Transportation Plan (CLRP), and asked Ms. Hudgins, Chair of the AFA Committee, to comment on the memo.

Ms. Hudgins summarized the comments provided by the AFA Committee. She said that the Committee had raised concerns about the proposed additions of general-purpose lanes for the I-495 Capital Beltway HOT lane Project, and about adequate provision of transit service, particularly bus service, in conjunction with that project. She said that Committee members expressed disappointment that the revised plan for the I95/395 HOT lane project moves some transit investment from bus service to Virginia Railway Express service, and were concerned about the balance of emphasis between bus service and single-occupancy vehicles in the HOT lanes. She asked Ms. Sorenson of VDOT to comment on the concerns raised in the memo.

Ms. Sorenson said that she recognized the concerns about transit service, but that the changes made were the result of consideration by the transit advisory committee for the project, which sought to balance transit needs given expected demand and input from all the transit providers. She said that VDOT is comfortable that the project will provide very good service for all users, including the transportation-disadvantaged community.

Ms. Hudgins said that another issue raised by the AFA Committee was the involvement of persons with disabilities in the planning, design, and implementation of the proposed Columbia Pike Streetcar project. She said that Committee members were concerned about the accessibility of streetcars, and ensuring that the involved agencies go beyond the level of basic compliance with the Americans with Disabilities Act. She said that she knew that Fairfax County had involved persons with disabilities in its portion of the planning process for the project, but understood the concern about continued and comprehensive involvement as the project moves forward. She asked Mr. Zimmerman to comment from the Arlington County perspective.

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Mr. Zimmerman said that he agreed with the sentiments expressed in the AFA memo, and said that it is standard practice in Arlington County to formally include representatives of the disability community and incorporate those concerns into the design of any project. Mr. Zimmerman said that it was important to point out that providing accessible transit was one part of the reason for prioritization of this project in the first place, and factored into the selection of the vehicle. He said that the streetcar vehicles would be similar to those found in Portland, Oregon, which feature low floors that are flush with the curbside at stops. He said that the mode represents a big step forward from other transit systems that require users to climb steps and rely on lifts for wheelchairs. He said that the streetcars would be comparable to Metrorail cars in terms of the speed with which wheelchair users could board and disembark.

Ms. Hudgins noted that the AFA had also raised the issue of adequate involvement of persons with disabilities in oversight of Arlington County's paratransit system, known as STAR, following a restructuring of the involvement process.

Mr. Zimmerman said that he would look into the issue, but that he understood the new process would involve a range of services of interest to persons with disabilities. He said that incorporating persons with disabilities on the overall transit advisory committee would allow for involvement in discussions about all aspects of the county's transit program, not just STAR.

Ms. Hudgins said that at its last meeting the AFA had also received two presentations from WMATA on how it responds to emergencies on its rail and bus systems, including how customers with disabilities are assisted during emergencies. She said that the presentation provided a great deal of information on WMATA's emergency response system and how it accommodates persons with disabilities and those with limited English proficiency. She said that the presentation gave the Committee a sense that WMATA is engaged and working on improving its emergency response systems, and including persons with disabilities. She noted that while there is good information on emergency procedures, WMATA should work to distribute this information more widely. She said that the Committee had also made some recommendations to WMATA regarding wheelchair accessibility and communication with Metro operators during emergencies, and that the forum was a good opportunity for the Committee members to provide input.

Mr. Kirby also drew attention to a handout with a memorandum with attached charts on the TIP project development process and the breakdown by mode of capital project funding in FY 2003 and FY 2007. He noted that the charts were prepared in response to requests made by TPB members at the January 16 meeting. He described the flowchart of the project development process and pointed out that it calls for a public forum on the TIP in September, as requested by the CAC. He said this would place the public forum near the beginning of the project development cycle, when the implementing agencies are just beginning to put together their lists of projects. He explained that the other two charts represent snapshots of the TIP, and that the allocation of capital funding can shift substantially from one year to the next as large projects come and go. He said that while there was a shift between FY 2003 and FY 2007 from highways

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to transit, there will likely be some major highway funding in the next few years for various projects such as the Intercounty Connector and Beltway HOT lanes.

Mr. Zimmerman, referring to the letter to the TPB from Mr. Fissette and himself regarding bike sharing programs, said that the reason for the letter was a concern about several factors that may dictate the success or failure of the effort and can be addressed from the regional level. He said that programs in other cities, particularly in Europe, have been successful partly because they have covered entire metropolitan areas rather than being implemented piecemeal by individual jurisdictions. He said that now would be a good time for the region to be talking about how a program could be implemented region-wide, before individual programs get going and present institutional obstacles to a unified regional system.

Mr. Kirby said that the next COG Chief Administrative Officers (CAO) meeting would be a good opportunity to have a conversation about this issue. He said that the CAOs were copied on the letter, and will bring the Arlington County and District of Columbia bicycle planners with them to the meeting for the discussion. He said that preliminary discussions of the issue with the bicycle planners indicated that, for several reasons, the proposed bike sharing systems are significantly different. He said that the CAO meeting would be held on March 5<sup>th</sup>, and that he would report back to the TPB on the issue at the March 19 TPB meeting.

Mr. Lovain said that as chairman of the TPB Human Services Transportation Coordination Task Force, he wanted to express the gratitude of the Task Force for the willingness of the State of Maryland to contribute matching funds toward the regional clearinghouse for information on transportation options for persons with disabilities. He noted that WMATA has already put forward \$75,000 toward the project, and the Task Force was disappointed that Virginia DRPT had turned down the request. He said that a statewide clearinghouse would not be as useful to Northern Virginia residents as a regional clearinghouse would be. He said that the Task Force still hopes to obtain the matching funds from some other source for this project.

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

Chairman Mendelson recognized Jim Larsen, who served as chair of the Citizens Advisory Committee in 2007, for his service. Mr. Larsen was presented with a plaque.

## **7. Review of Comments Received, and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2008 Constrained Long-Range Plan (CLRP) and FY 2009-2014 Transportation Improvement Program (TIP)**

Referring to the mailout material, Mr. Kirby said that the Board has been provided with summaries of the proposed significant changes to the CLRP and TIP, which the Board was being



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asked to approve so that staff can proceed with the air quality analysis. He briefly spoke about the projects, which were extensively described in the mailout materials.

Mr. Kirby noted that the comments and responses had been described on a blue-covered handout. He said the most significant comment was that the proposed auxiliary lanes on the Capital Beltway, connecting entry and exit ramps, would in effect create an additional general purpose lane. This comment contended that this project was not part of an Environmental Impact Statement (EIS) or other information that had previously been presented to the public. Mr. Kirby said that VDOT had informed TPB staff that these lanes are in the EIS that has been approved with a Record of Decision. The EIS was part of the public process for this project.

Mr. Kirby said the remaining comments concerned studies in District of Columbia locations, which had been referred to DDOT. He also said that there had been comments regarding the Purple Line study in Montgomery County. Those comments had been referred to the Maryland Transit Administration, which had provided a response.

Ms. Sorenson moved approval of TPB Resolution R15-2008. The motion was seconded by Mr. Rybeck.

Ms. Smyth said she was troubled that she had only learned about the auxiliary lanes on I-495 at the last TPB meeting. She noted that the lanes are in her district. She said that while the project was included in the EIS, elected officials and the public had been led to believe that the lanes would not be so extensive. She noted that a handout from Fluor Transurban, the private consortium overseeing the HOT lanes project, showed that the auxiliary lanes would stop short of Gallows Road and not extend to Cedar Lane. She said that in recent weeks she had conducted some research and held some meetings on this project. She noted that Ms. Sorenson had told her that VDOT is concerned about the functionality of the interchanges between I-66 and I-495. She asked Ms. Sorenson why the auxiliary lanes were added. She said that there was no explanation in the documentation that was provided.

Ms. Sorenson said the lanes were included in the final EIS and also in the reevaluation by FHWA to make sure that the HOT lanes and the general purpose lanes all functioned well together. She said this is particularly a concern at I-66 and I-495. She said this project was an effort to try to make sure that all traffic flow, including merging and weaving, will work. She emphasized that this project would not require any additional right of way that the public has not already heard about.

Ms. Smyth said she understood that VDOT maintained that these auxiliary lanes were necessary to address safety concerns related to weaving and merging, which could get worse with the addition of HOT lanes. But she said that her main concern was that this project, which VDOT considers particularly important, was only presented one month ago. She said that Fairfax County has been on record at least as early as 2003 in expressing its concern about the functionality of combining HOT lanes with the I-66 interchange, and, she noted, this project is

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now emerging five years later. But she said it is still not part of the scope of the project and the source of funding is not clear, which is partly because it is not clear who is responsible for this project. She noted that one of the problems of extending these lanes is that it will require moving a power substation for the Dunn Loring Metro Station, which will cost \$10 to \$15 million. She also noted the need to add new sound walls. Speaking about transparency, she said that this is not just a question of when the public knows about projects like this, but when elected officials know also.

Ms. Sorenson said that sound walls have been addressed in the EIS. In terms of no one claiming responsibility, she said that this is a VDOT facility and VDOT is responsible for making sure it all works.

Ms. Smyth asked to amend the motion to ask that VDOT provide identification of how this element is going to fit into the HOT lanes project and who would be paying for it.

Mr. Kirby asked when VDOT would be expected to provide that information.

Ms. Smyth said she would agree that the Board could move forward today, but she would like the information as soon as possible.

Ms. Sorenson said VDOT would provide that information.

A question was asked if the information would be expected by the next meeting.

Ms. Smyth asked if it would be possible to provide this information at the next meeting.

Ms. Sorenson said she could address these issues at the next meeting, but she wouldn't have all the details.

Ms. Smyth again emphasized that this is a process issue. She said that as a board dealing with major decisions, the TPB needs information in a timely and complete fashion.

The motion was approved unanimously.

## **8. Approval of Scope of Work for the Air Quality Conformity Assessment for the 2008 CLRP and FY 2009-2014 TIP**

Mr. Clifford noted that the TPB was briefed on this Scope of Work at the January TPB meeting and that he would highlight two elements. He reviewed Table 1, which outlines the inputs, the evaluation, and the criteria for each of the three air quality study topics: ozone, winter-time carbon monoxide, and fine particles pollution PM<sub>2.5</sub>. He said the second element is the listing of the work tasks, which is largely a technical effort to develop travel demand forecasts and

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emissions forecasts for specific milestone analysis years, and to compare these results with the evaluation criteria.

Mr. Clifford said the TPB did not receive any comments on the draft scope, and that there have been a few minor changes to the draft presented last month. He said that contrary to the information presented last month, there will not be any revisions to the round 7.1 cooperative forecasts. He said staff updated the date of the EPA's most recent air quality conformity regulations, which were published during the comment period. He added that the new regulations do not affect any of the substance contained within the work scope.

Chair Mendelson asked for a motion to approve the enclosed Scope of Work for the Air Quality Conformity Assessment for the 2008 CLRP and FY 2009-2014 TIP. Mr. Rybeck so moved and Ms. Smyth seconded the motion.

Ms. Smyth asked that the same caveats that were applied to the resolution approved under Item 7 be applied to the current motion.

The motion passed unanimously.

## **9. Approval of Technical Assistance Recipients Under the FY 2008 Transportation/Land-Use Connections (TLC) Program**

Mr. Swanson provided a summary of the TLC Program and described the projects that require TPB approval to move forward. He said the TLC Program was derived out of the TPB Scenario Study as a way to share information about regional and national projects and programs that effectively address land-use and transportation connections. He said the TLC Program does this through two components: the web-based regional clearinghouse, which profiles best practices in linking transportation and land-use issues; and the technical assistance program, which provides consultant assistance to local jurisdictions to complete small scale projects and studies that assist them to achieve the goals of the TLC Program. He described the pilot phase of the TLC Program, during which five location-specific technical assistance projects were completed. He said TPB staff is currently working with five Virginia jurisdictions to complete an additional five projects funded through the Multimodal Grant Program under the Virginia Department of Transportation (VDOT).

Mr. Swanson said that in November, the TPB issued a call for projects for the FY 2008 TLC Program and anticipated funding six projects, two each in the District of Columbia, Maryland and Virginia. He said the TPB received 21 applications: three from the District of Columbia, 14 from Maryland, and four from Virginia. With agreement from staff from the Maryland Department of Transportation (MDOT), the TPB will use \$100,000 of the MDOT technical assistance fund from the 2008 UPWP to fund five additional projects in Maryland, for a total of eleven FY 2008 technical assistance projects.

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Mr. Swanson said the projects were selected using a qualitative method looking at a number of different factors, including a project's readiness to proceed; cohesion with other local and regional efforts; the likelihood that the project could be completed for \$20,000; the impact the project could have on a locality and the region; and potential lessons that could be applied in other jurisdictions in the region. He said the TPB Technical Committee and Steering Committee endorsed the staff recommendation for funding the following 11 projects:

- District of Columbia: Develop a multimodal access scorecard for the Takoma Metro Station Area.
- District of Columbia: Performance-based parking pilot program around the new baseball stadium.
- Bowie, MD: Conduct a community Charrette on pedestrian trail feasibility.
- City of Frederick, MD: Develop pedestrian crossing options at East Street and Carroll Creek.
- City/County of Frederick, MD: Fort Detrick transit and non-motorized transportation access study.
- Greenbelt, MD: Assess transit opportunities in Greenbelt.
- Montgomery County, MD: Study current Bethesda Circulator service and provide recommendations for expansion.
- Prince George's County, MD: Develop strategies for future development around the Landover Metro Station.
- Prince George's County, MD: Identify pedestrian and bicycle needs for the Prince George's Plaza Transit District.
- Arlington County, VA: Develop process improvements for approving parking in new development.
- Prince William County, VA: Develop transportation and land-use strategies to revitalize the Yorkshire area on Route 28.

Mr. Swanson spoke briefly about the FY 2009 TLC Program, which will be expanded to optimize flexibility and offer a range of funding for technical assistance between \$10,000 and \$60,000, following a recommendation from the TPB Scenario Study Task Force. He said that implementation steps will be identified and highly encouraged following completion of TLC projects. He said the TPB will also develop several regionally significant toolkits in FY 2009. He concluded his presentation by saying the TPB is being asked to approve the eleven TLC projects for completion by June 30.

Chair Mendelson asked for a motion to approve the TLC technical assistance projects for completion by June 30, 2008, and to adopt Resolution R16-2008 to amend the Maryland Technical Assistance Work Program in the FY 2008 Unified Planning Work Program to fund five of the Maryland technical assistance projects. Mr. Zimmerman so moved and Mr. Rybeck seconded the motion.

Mr. Rybeck noted the District of Columbia submitted three applications for funding in FY 2008

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and he is pleased with the two projects selected through this resolution. He said the project that was not selected was to create a combined housing and transportation affordability index, which he understands could perhaps be part of a regional toolkit in FY 2009. He said he is pleased with this option.

Mr. Bottigheimer echoed that the regional housing affordability and transportation cost index is an important task for the TPB. He said this index would be beneficial for the provision of bus services and would be supportive of the provision of needed affordable housing in the region.

The motion passed unanimously.

## **10. Review of Priority Regional Bicycle and Pedestrian Projects**

Ms. Haldeman of WMATA's Office of Long Range Planning and 2007 Chair of the Bicycle and Pedestrian Subcommittee provided an overview of the priority regional bicycle and pedestrian projects selected by the subcommittee in 2007. She said the subcommittee develops a priority list of unfunded projects every year. She said the projects must meet certain criteria developed by the subcommittee that address regional priority in terms of transportation benefits, including bicycle network connectivity; pedestrian safety; access to transit; the ability to complete the projects in a reasonable timeframe; that the projects are still seeking funding; and that they are of a reasonable cost. She said that in the past, some projects have been funded and were included in the TPB's Transportation Improvement Program (TIP); three projects from the 2006 priority list were funded. She said projects included in the 2007 priority list are from the District of Columbia, Montgomery County, Prince George's County, Arlington County, Alexandria, Fairfax County, Loudoun County, and from WMATA.

Ms. Waters asked why the trail along the Loudoun County Parkway remained unfunded.

Ms. Haldeman said she did not know and asked Mr. Muchnick, a bicycle advocate, if he knew why this project was not funded.

Mr. Muchnick said he communicated with Loudoun County staff and learned that when the Loudoun Board of Supervisors approved the extension of the Loudoun County Parkway to Route 7 there was not enough funding, so the pedestrian and bicycle path was not included in the project. He said this proposed project would complete a missing link in the path along the Loudoun County Parkway. He added that it should have been funded, but that it preceded the VDOT policy of March 2004 that required bicycle and pedestrian accommodations to be integrated into all projects.

Ms. Waters said that a portion of it will be constructed as part of a proffered project that was approved as a mixed-use development.

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Mr. Muchnick noted that the idea behind the subcommittee's priority unfunded project list is to ask the implementing agencies and the jurisdictions to find funding for these regionally significant projects. He added that various funding programs are available at the local, regional, and statewide levels.

Chair Mendelson asked what portion of the cost for the Metropolitan Branch Trail is unfunded.

Ms. Haldeman said that the total cost of the project is \$10 million, and that the District of Columbia has provided \$2.5 million and \$2.5 million is requested through the subcommittee list leaving \$5 million of the cost for the project unfunded.

Mr. Rybeck said he would consult with DDOT's bicycle coordinator and report back to Chair Mendelson.

Mr. Kirby noted that the subcommittee's priority unfunded project list is a good example of how TPB committees can make suggestions for regionally significant projects that might ultimately appear in the TIP. He noted that now is the appropriate time to make project suggestions for the FY 2010-2015 TIP cycle.

## **11. Briefing on the Draft FY 2009 Unified Planning Work Program (UPWP)**

Mr. Kirby provided an overview of the proposed FY 2009 UPWP. He said the draft UPWP is a single document that incorporates all TPB planning activities to be undertaken from July 1, 2008, through June 30<sup>th</sup>, 2009. He said it is required by the U.S. Department of Transportation as a basis and condition for providing the funding for TPB activities and other related planning in the region. He added that it addresses the SAFETEA-LU planning regulations.

Mr. Kirby summarized the funding breakdown for TPB activities: 80 percent of the funding comes from the federal government and of those funds, 75 percent come from the Federal Highway Administration and the remaining 25 percent come from the Federal Transit Administration. He said that federal funds are allocated by formula to Metropolitan Planning Organizations (MPOs) all around the country. He said the remaining 20 percent of the TPB funds come from state and local match, with half from the District of Columbia, Maryland, and Virginia departments of transportation, and half from Metropolitan Washington Council of Government dues provided by local jurisdictions.

Mr. Kirby reviewed the six major components of the UPWP, which include Plan Support (activities that support the Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP); Coordination and Programs, a number of supporting activities that are part of the regional planning process; Forecasting Applications; Development of Networks and Models; Travel Monitoring; and Technical Assistance, which constitutes 13 percent of the budget and comes from funding set aside for the three state departments of transportation and

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WMATA to provide assistance for studies that are regional in nature, but focused on the needs of those agencies.

Mr. Kirby reviewed the changes in the FY 2009 UPWP from the FY 2008 UPWP. He said there is a projected reduction in funds of \$301,000. He said some of this can be offset by changes in expenditures needed for the Household Travel Survey, a large budget item mostly completed in FY 2008. He said the completion of this survey allows more funding to be allocated to advanced model development. He explained that \$100,000 will be reallocated from the Scenario Study activities to the Transportation/Land-Use Connections (TLC) Program as recommended by the TPB Scenario Study Task Force. He concluded his presentation by saying that a final draft will be brought forward to the TPB for approval on March 19. It will then be sent on for federal review and approval, and take effect on July 1.

Ms. Smyth asked if the TPB had come to an agreement with the Northern Virginia Transportation Authority (NVTA) on staff collaboration with NVTA.

Mr. Kirby said that he suggested to NVTA staff that the TPB could add a work item in the Virginia technical assistance account for these activities, but learned that NVTA was only seeking TPB staff attendance at meetings. He said meeting attendance can be accomplished through current budgeting under support to the CLRP and TIP. He said NVTA staff was satisfied with this commitment.

Mr. Snyder said that many of the activities under Coordination and Programs are really crucial to the work accomplished regionally by the TPB. He said he would like to understand more about how funding is allocated to congestion management systems, safety planning, and emergency preparedness and if more should be committed to these items in the future.

Ms. Tregoning asked for clarification about the types of technical assistance provided to the jurisdictions through the funding contributed by the jurisdictions listed on page 6-1 of the draft FY 2009 UPWP.

Mr. Kirby said the program is not complete yet for FY 2009, and that it will be completed before the March approval of the FY 2009 UPWP. He said that for the District, the TPB conducts traffic counting to support the District's federally required Highway Performance Monitoring System (HPMS) program. He said that in Maryland, the TPB provides staff support for travel forecasting for major corridor studies; in Virginia, most of the funding is used for additional monitoring of the use of HOV facilities; and for WMATA, TPB staff conducts ridership forecasting and other studies. He added that the projects are developed by the individual agencies and are included in the UPWP as long as they have a regional focus.

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## **12. Briefing on the Draft FY 2009 Commuter Connections Work Program (CCWP)**

Mr. Ramfos provided some background information on the Commuter Connections Program, listed its benefits to the region, and gave a brief overview on new work activities. He said Commuter Connections is a continuing commuter assistance program for the Washington region that encourages commuters to use alternatives to the private automobile, including ride sharing, transit, telecommuting, bicycling, and walking. He said Commuter Connections contributes to managing and reducing congestion, helps reduce emissions, and plays an important role in supporting local economic efforts to recruit and retain employees. He said that evaluation of the program has shown it to be a highly cost effective way to reduce vehicle trips, vehicle miles of travel, and vehicle emissions associated with commuting in the Washington metropolitan region.

Mr. Ramfos said the FY 2009 CCWP is based on state funding shares for each of the program areas is defined in terms of a Metropolitan Statistical Area (MSA) population-based formula agreed to by the three state funding agencies. He said there are slight changes for some of the program areas when comparing the proposed FY 2009 budget to the FY 2008 budget. He said that overall, there is about a four percent increase in the budget from FY 2008. He said the FY 2009 CCWP added some new ideas and programs, including the development and implementation of phase three of a web-based Transportation Demand Management (TDM) software system. He said the CCWP also includes a preliminary study for a carpool incentive demonstration project, and a regional car free day campaign for the fall of 2008 that will encourage residents to leave their cars behind and take alternative forms of transportation. He concluded by saying that Commuter Connections will be printing and distributing the 2007 State of the Commute Survey Report early in FY 2009.

Ms. Tregoning asked to what degree Commuter Connections currently targets non-work trips.\

Mr. Ramfos said the current focus is on work trips. He said that the program is looking into special event ride matching and is working with the Nationals and Redskins franchises to assist with ride matching for special events.

Ms. Tregoning noted the general population's accessibility to technology and suggested that since the Commuter Connection Program has been successful in arranging trips for work, it might be possible to easily expand the program to allow citizens to arrange for daily non-work related trips.

Chair Mendelson noted that the FY 2009 CCWP will be presented to the TPB for approval in March.



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### **13. Report of the Regional Bus Subcommittee of the TPB Technical Committee**

Mr. Hamre, 2007 chair of the Regional Bus Subcommittee made a presentation based on the “Status Report of the Bus Systems in the National Capital Region.” He said the subcommittee was created to stimulate conversation between all of the region’s public bus operators, and that they have prepared recommendations on how to incorporate bus planning into deliberations on regional transportation issues.

Mr. Hamre summarized three major points detailed in the report. He said the region’s coordinated bus service provides an important service and that it generates almost the same percent of trips as the region’s rail systems, has a larger coverage area, and complements and substitutes for rail service. He said that bus service operators face the same challenges as rail operators in terms of monetary and infrastructure needs, but that they do not often get as much attention. He said that the public bus operators in the region are at the forefront of innovative clean fuel technologies. He added that bus services can be part of the solution to the region’s growing problems of congestion and lack of funding for new roads and rail services.

Mr. Hamre said that in 2008 the subcommittee will develop an unfunded project list, create a brochure stating the points he just summarized, and partake in long-range bus planning for the region. He said that the subcommittee will continue to work with the Washington Metropolitan Area Transit Authority (WMATA) to implement a system-wide regional bus survey. He said that the provision of effective bus service is a partnership between the transit operators, the highway operators, and coordination of adjacent land uses. He added that this relationship is important to facilitate the development of ADA compliant bus stops, the provision of safe and adequate bus stops and roads, and maintenance of the bus stops and interrelated pedestrian systems. He said that lack of funding is always a concern, and that lack of funding can be addressed through a number of initiatives at the local, regional, state, and federal levels.

Mr. Hamre said the goal of the subcommittee for 2008 is to ensure that bus transit needs are met, working with our other sister committees here at the TPB. He said it is important that bus issues are incorporated in committee work plans. He asked that TPB members inquire about the role of bus services when considering transportation project submissions, and noted the I-95/I-395 HOT lanes project as a successful example. He also added that it is imperative to consider the role of buses in local transportation and land-use projects and plans.

Mr. Zimmerman asked if the subcommittee had completed the bus transit standards for planning, a goal they had listed for 2007.

Mr. Hamre said the work was not yet complete and that the subcommittee is looking at innovative techniques, which has required more detailed review.

Mr. Zimmerman suggested listing this task in the 2008 work plan. He also said the map showing the bus and rail coverage is misleading because much of the bus service is only available during

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commuting hours on weekdays. He said it would be interesting to have an indication of the coverage of the bus network available most of the time.

Mr. Hamre said the subcommittee would follow up on that idea.

Mr. Zimmerman encouraged the subcommittee to consider specific tasks that would help make the bus network in the region function better. He said it would be valuable to have the committee submit a report detailing specific work tasks for the year.

Mr. Hamre said the subcommittee would be happy to report back to the TPB.

Chair Mendelson asked that the work plan for the subcommittee be provided as soon as possible.

Ms. Patterson asked how concerns are being addressed for residents living in southern Maryland who use commuter bus services.

Mr. Hamre said the Maryland Transit Administration (MTA) is an active participant in the subcommittee.

Mr. Bottigheimer said that WMATA would be more proactive in the future in identifying location, headway, and intersections improvements that would have the maximum benefit for transit in terms of people throughput in the system. He said WMATA will work with the subcommittee in providing this information. He said WMATA will also look at what kinds of benefits are associated with transit, including energy, air quality, affordable housing, private development, highway investments needed to improve average running speed, and numbers of riders served.

Mr. Jenkins said it would be useful to have a tool that would provide route options for people from Frederick County commuting using transit.

Mr. Hamre said that the WMATA website has a ride guide. The ride guide includes all of the region's public transit operators. He said WMATA works with Commuter Connections to provide alternative commuting information.

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

Chair Mendelson requested that this item be included on the agenda for the March 19 TPB meeting, but asked staff to provide a short summary of MATOC Program activities.

Mr. Kirby said the MATOC Program grew out of concerns about having better real time coordination between the highway and transit agencies and public safety agencies in the event of

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a major incident or emergency. He said the program involves the three departments of transportation and WMATA, and the purpose is to coordinate travel monitoring and operating activities, the incident response system, and travel information provided to the public. He said the program is fully funded and all the necessary MOU's have been signed. He said a consultant has been hired and that the TPB will receive a full progress report at the March meeting.

Mr. Snyder emphasized the importance of the MATOC Program and its mission.

#### **15. Update on the TPB Scenario Study Task Force Activities**

This item was postponed to the March 19 TPB meeting.

#### **16. Other Business**

There was no other business.

#### **17. Adjourn**

Chair Mendelson adjourned the meeting at 2:08 p.m.