

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
September 21, 2011**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Andrew Beacher, Loudoun County
Muriel Bowser, DC Council
Marc Elrich, Montgomery County
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Tom Harrington, WMATA
Mike Hines, MWAA
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
Gloria J. Jeff, DDOT
Julia Koster, NCPC
Carol Krimm, City of Frederick
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
Reuben Snipper, City of Takoma Park
David Snyder, City of Falls Church
Kanti Srikanth, VDOT
Patsy Ticer, Virginia Senate
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Bob Griffiths
Nicholas Ramfos
Douglas Franklin
Daivamani Sivasailam
Andrew Austin
Jane Posey
Michael Farrell
Gareth James
Dusan Vuksan
Rich Roisman
Debbie Leigh
Deborah Etheridge
Sarah Crawford
Deb Kerson Bilek
Ben Hampton
Dan Sonenklar
Beth Newman
Clara Reschovsky
Paul DesJardin COG/DCPS
Lewis Miller COG/OPA
Steve Kania COG/OPA
Alex Verzosa City of Fairfax
Bill Orleans Citizen
Randy Carroll MDE
Jim Maslanka City of Alexandria
Bob Chase Northern Virginia Transportation Alliance
Bob Grow Greater Washington Board of Trade
Art Smith Citizen
Judi Gold Councilmember Bowser's Office
Faramarz Mokhtari Prince George's County – M-NCPPC
Patrick Durany Prince William County
Nick Alexandrow PRTC
Mike Lake Fairfax County Dept. of Transportation
Selman Altlin AECOM
Carroll George Citizen
Steve Strauss DDOT
Bruce Gartner MDOT
Joseph Swartz Virginia DRPT
Thomas Webster MDOT
Art Rodgers DCOP
Anthony Foster DRPT
Jon R. Grimm Tri County Council for Southern MD

1. Public Comment on TPB Procedures and Activities

Chair Bowser called the meeting to order and invited members of the public to provide comment on the TPB's procedures and activities.

Carroll George, retired mechanical design engineer, presented an approach to improve safety and reduce congestion on area highways by removing the stopping safety hazard from merge points. He explained that the new design feature would eliminate the opportunity and incentive for drivers to engage in risky behavior when merging onto highways. He provided handouts to the Board describing the proposed change and data and analysis to support his claims of increased safety and reduced congestion.

Stewart Schwartz, representing the Coalition for Smarter Growth, urged the Board to pay special attention to using evaluation criteria that integrate transportation, land use, and housing issues in selecting the next generation of transportation projects for the CLRP. He commended the Board on the focused travel survey it is conducting in 14 sub-areas in the region (Item 11), as well as the Board's interest and involvement in the Housing and Transportation Cost Study (Item 10). He said that the results of the two studies should be read together and should guide the next round of CLRP updates. He also voiced concern that the compilation of the WMATA Governance report (Item 9) lacked a clear or meaningful public process, and he expressed concern that the Commonwealth of Virginia is prioritizing projects like an outer beltway while providing barely any money to Dulles Rail or transportation improvements in Tysons Corner. Finally, he suggested that revenues from an increase in the Maryland state gas tax should focus on maintenance and energy-efficient transportation.

Bob Chase, representing the Northern Virginia Transportation Alliance, criticized the TPB's failure since September 11, 2011, to prioritize transportation projects like road widening on key routes and widening existing and building new Potomac River bridges as a means of providing evacuation routes out of Washington. He explained that he thinks the TPB is not an effective body for representing regional interests or acting on behalf of the region's residents. He suggested that a new entity, headed by the states, might be more able to truly focus on big-picture matters affecting the region. Mr. Chase submitted his written remarks to the Board for the record.

2. Approval of Minutes of July 20 Meeting

Chair Bowser entertained a motion to accept the minutes of the July 20 meeting as presented.

Mr. Turner moved to approve the minutes of the July TPB meeting. Ms. Smyth seconded the motion. The minutes of the July 20 TPB meeting were approved unanimously.

3. Report of Technical Committee

Mr. Kellogg reported that the Technical Committee met on September 9 and considered seven items on the TPB agenda, including: the TIGER application to implement pedestrian and bicycle access improvements in rail station areas in the region; the Rail~Volution conference to be held in the District in October; the Housing and Transportation Cost Study prepared by the District Office of Planning and the Center for Neighborhood Technology; the purpose and schedule for a new household travel survey to be conducted in the fall of 2011 and the spring of 2012 in 14 geographic sub-areas in the region; the schedule and activities to date for the study of public acceptability of road-use pricing; and, the draft call for projects for the 2012 CLRP and schedule for both the 2012 CLRP and FY 2013-2018 TIP. The Committee received informational presentations on three items, including: the regional policy on Complete Streets, as requested by the Citizens Advisory Committee (CAC) and drafted by the Bicycle and Pedestrian Subcommittee for TPB consideration in November; the CLRP Aspirations Scenario and the recent sensitivity test analyzing the impact of a lower cost variably priced lane network; and, an update on amendments to the FY 2012 UPWP, which Mr. Kellogg pointed out would be up for consideration by the TPB at its October meeting.

Chair Bowser asked whether the Technical Committee would be recommending TPB action on the Complete Streets policy in November. Mr. Kellogg confirmed that that would be the case.

Mr. Erenrich asked whether an effort had been made by the Bicycle and Pedestrian Subcommittee to perform a legal review of implementing the draft Complete Streets policy. Mr. Kellogg said that he was not aware of any such effort. Mr. Kirby explained that the draft policy is being reviewed by several committees, and that the next Technical Committee meeting would be a good opportunity to discuss legal review.

In response to an earlier comment by Mr. Schwartz during the public comment period, Chair Bowser asked Mr. Kirby to comment on the TPB's participation with the WMATA Governance report. Mr. Kirby emphasized that the report so far is in its first phase, and that another phase will follow. He explained that representatives of the Governance Work Group have come to the Technical Committee and the Citizens Advisory Committee for feedback, and that, in his view, there has been a real effort to get public comment and feedback on the draft first phase report.

4. Report of Citizens Advisory Committee

Mr. Dobelbower said that the September 15 meeting of the Citizens Advisory Committee (CAC) focused on the WMATA Governance Work Group report and Phase I recommendations, and the TPB's FY 2012 public involvement activities. With regard to the WMATA Governance report, he said that the CAC was generally supportive of the findings and recommendations. The Committee discussed the ridership requirement for WMATA Board members, the value of the current "jurisdictional veto" provision, and defining experience requirements for Board members. He also reported that the Committee will provide comments on the work group's recommendation for the Board to empower the WMATA CEO to establish appropriate public

involvement processes. The CAC also heard from David Alpert of the WMATA Riders Advisory Council, who reported on that group's reaction to the Phase I report.

Mr. Dobelbower said the CAC also received a briefing about the proposed amendments to the FY 2012 UPWP, particularly those concerning public involvement activities. CAC members were especially interested in the creation of an online clearinghouse of public involvement activities of the TPB's member jurisdictions, the need for focusing on cross-jurisdictional concerns, working to ensure input from under-served or under-represented groups, and strategically planning outreach and public involvement as part of the regional priorities plan. The CAC also expressed support for reserving a seat for a student representative on the CAC, and Mr. Dobelbower explained that the Committee was happy to learn that a regional Complete Streets policy is moving ahead.

Chair Bowser asked Mr. Dobelbower whether there was a current vacancy on the Committee that members hoped to fill with a student representative. Mr. Dobelbower responded that the suggestion was for future appointments to the CAC.

5. Report of Steering Committee

Mr. Kirby began his report of the Steering Committee's most recent meeting by welcoming Gloria Jeff of the District Department of Transportation, and by reminding Board members that TPB will be moving toward electronic distribution of its monthly meeting materials beginning in October. Any Board member wishing to continue receiving the materials via mail must specifically request to do so.

Mr. Kirby reported that the Steering Committee took two actions at its September 9 meeting: one, a TIP amendment requested by VDOT to add funding for construction of the George Mason West Campus Roadway connection project; and, two, a request by the Potomac and Rappahannock Transportation Commission to modify funding for ten PRTC, VRE, and VDOT transit projects.

Mr. Kirby also highlighted a few items in the letters packet, including: an announcement that TPB will be specifically seeking input from Hispanic residents in the upcoming focused-area household travel surveys; that the Transportation/Land-Use Connections program's regional peer exchange meeting on September 16th was, in his view, a very productive exercise; letters that were sent to TPB member agencies in August endorsing their initiatives for FTA's discretionary programs; and, a copy of the report by the 2030 Group that presents the results of a survey of area transportation professionals.

Finally, Mr. Kirby pointed out that, as of today, the Commuter Connections Program's "Car-Free Day" set for tomorrow, September 22, had over 10,500 people who had pledged to go car-free or car-light, which exceeds the target of 10,000.

Chair Bowser expressed her appreciation that staff are moving forward on the Steering

Committee's recommendation that agenda packets be distributed electronically. Mr. Kirby reminded Board members that hard copies of meeting materials will always be available at the meeting.

6. Chair's Remarks

Chair Bowser began her remarks by endorsing Car-Free Day and encouraging Board members to reach out to their constituencies to help promote it. She also expressed particular interest in the WMATA Governance report, as she now represents the District of Columbia on the WMATA Board and has seen how interested the WMATA Board is in what the TPB has to say. She observed that there is a synergy between what the two bodies are doing and she looks forward to that continuing. She also expressed how pleased she was with the most recent TIGER application—how quickly the recommendations came together and how much the application really focuses on regionalism. She also expressed interest in knowing where TPB is with implementation and use of funds from the first round of TIGER grants, and said she looks forward to future briefings on the TIGER grant.

ACTION ITEM

7. Approval of Recommended Local Projects and Pre-Application for Funding Under the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program

Mr. Kirby spoke to a PowerPoint presentation and summarized the TPB's regional application for funding under the FY 2011 TIGER Program. He said the TPB approved an application concept at its July 20 meeting. He said the concept is to focus on small-scale capital improvements that would improve multimodal access to regional rail stations, effectively using existing rail capacity and accelerating mixed-use development around the stations. He reviewed the criteria for the projects included in the application, as well as criteria defined by US DOT. He said the total project package is \$37 million. He provided a short overview of each of the projects that is anticipated to be included in the application package. He emphasized that many of the projects would not otherwise be implemented due to lack of a viable funding source.

Mr. Kirby said the TPB is asked to approve a resolution that would enable staff to submit a pre-application by October 3, 2011. He said on October 19 staff will seek TPB approval on the final application, which is due October 31.

Chair Bowser asked Mr. Kirby if he had any information about FY 2011 TIGER applications that would be submitted by other eligible recipients in the region.

Mr. Kirby said he is aware that there are some applications under development, but that he is not sure what projects will move forward. He said jurisdictions may submit an application, but that he believes that a comprehensive regional package would give the TPB an edge. He added that it

is hard to identify a regionally significant project that could be completed for around \$20 million. He said a good strategy is to identify low-cost, high-leverage projects, which is how the TPB designed its package.

Vice Chair Turner noted it is a hard task to compile a project package in such a short period of time. He asked if staff could provide a list of all the applications submitted for inclusion in the TPB's project package. He acknowledged that Bowie's project to construct a multi-use trail to improve access to the Bowie State MARC station was not ready to move forward. He asked what kind of feedback would be provided to applicants whose projects would not be included in the final application package. He said he appreciates the need for jurisdictions to be prepared for these types of funding opportunities and hopes that the TPB's priorities planning effort will provide a mechanism for this. He closed by asking if the TPB would receive comments or feedback on the pre-application prior to the October 31 application deadline.

Mr. Kirby said it is unlikely that an applicant would receive comments on the pre-applications. He said applicants would likely only hear from US DOT if an application concept was deemed inappropriate. He posited that one possible item of feedback would be on the size of an application.

Vice Chair Turner confirmed that the TPB's action would direct staff to move forward to submit the pre-application, but that the TPB would have a chance to review the application concept at its October meeting.

Mr. Kirby said that is correct.

Mr. Erenrich thanked the staff for developing the concept and compiling the application, noting that it is a monumental task. He said he appreciated that staff made the process relatively easy for the jurisdictions to make submissions. He emphasized that jurisdictions must have projects that are in the pipeline with local match funding identified. He added that it is difficult to have projects that far advanced because of the economy and the state of the local capital improvement programs. He said that larger, more complex projects are those that are difficult to get into position for funding, yet those are the types of projects more in need of funding from a program like TIGER.

Chair Bowser asked about the strategy behind the TPB's application size, noting that the TPB's project total is roughly \$37 million, but that the federal government highlighted an ideal size of around \$20 million.

Mr. Kirby said it would have been ideal to have had a \$20 million package, but that it was decided that the best thing would be to advance the whole package and let the federal reviewers trim it back if so desired. He said that proved to be a successful strategy for the TIGER I application.

Mr. Mendelson made a motion to adopt Resolution R3-2012. Ms. Ticer seconded the motion, which passed unanimously.

INFORMATION ITEMS

8. Update on the Rail~Volution Conference in Washington DC October 16-19

Ms. Tregoning said the Rail~Volution Conference, the premier conference for those interested in building livable communities, would be held in the Washington region from October 16-19 and invited TPB members to attend. She said the conference would highlight best practices in development, planning, and transit system management. She said there would be a welcome reception at the Old Ebbitt Grill on October 16. She said there would be 18 mobile workshops to tour projects around the region, as well as three charettes that will focus on Tenleytown in the District of Columbia, North Woodbridge in Virginia, and the Suitland Town Center in Maryland. She said that on October 19, there would be a local half-day program that is free and would focus on issues pertinent to the Washington region, including affordability and complete communities, the jobs/housing balance, and federal/local coordination around major federal projects.

Chair Bowser thanked Ms. Tregoning for participating in this event and acknowledged the ability of the conference to address livability in the region. She said it is a great opportunity for transportation professionals around the country to see the great planning work going on in the region. She also encouraged TPB members to attend.

9. Briefing on the Transforming Governance of the Washington Metropolitan Area Transit Authority: Phase 1 Recommendations Report by the Governance Work Group (GWG) Appointed by the Governors of Maryland and Virginia and the Mayor of the District of Columbia

Mr. Gartner, Director of Policy and Governmental Affairs for MDOT, introduced himself as the spokesperson for the group, adding that fellow representatives Steve Strauss of the District of Columbia and Joe Schwartz of the Commonwealth of Virginia were also in attendance. He began by thanking Mr. Kirby for the research assistance that had been provided by TPB staff, and he said the GWG also benefited from the work carried out by the Government Accountability Office (GAO) and the WMATA Board. He reminded members that the process of developing the report had begun in January, when the Governors and the Mayor established a work group of the transportation executives and tasked it with producing its first phase of draft recommendations to improve WMATA's governance by August. He said that the draft report had been issued in August and that while the public comment period was technically closed, nothing had been finalized. He informed TPB members that GWG representatives were continuing to meet with groups such as the CAC to gather input, and that they had received some incredibly helpful comments. He noted that the WMATA Board had made progress on issues such as the roles and responsibilities of the Board and Chair, the length of the Chair term, and the process of strategic planning, demonstrating that it had understood the need to improve governance at WMATA.

Mr. Gartner summarized the recommendations that the GWG made in its Phase 1 Recommendations Report by referring to page six of his PowerPoint presentation. He said that the introduction of term limits would be appropriate, and that the GWG was recommending that Board members serve a maximum of two four-year terms. He said that a longer term for the

Board Chair would be helpful for continuity, and that while they had recommended a two-year term, others had suggested it might be better to increase it to four years. Regarding the issue of Board member qualifications, he said that they were encouraging each jurisdiction to introduce similar legislation to that which had been proposed in Maryland. He said that there are unique circumstances in each jurisdiction, but that the key was to develop a coordinated approach that adequately represents the local and state governments and the funding partners in that process. He said that Board member compensation was also something that was unique to each jurisdiction, but that the GWG was recommending that each jurisdiction make a clear and concise statement concerning its compensation of WMATA Board members. He stated that it would be possible for the jurisdictions to implement the first phase of recommendations in different ways, ranging from memorandums of understanding to the introduction of consistent but not identical legislation in each jurisdiction.

Mr. Gartner told TPB members that three written comments had been received in the public comment period. He summarized these by referring to page eight of the PowerPoint presentation. Regarding the issue of Board member experience, he emphasized that the GWG intended for the definition of experience to be broad enough to be inclusive, while ensuring a good cross-section of expertise on the Board. He said the GWG would support an idea that WMATA's Governance Committee had discussed to achieve this, whereby it could highlight an area in which it thought it was lacking, such as, for example, financial expertise, at the outset of the appointment process.

Chair Bowser thanked Mr. Gartner and asked him to outline the next steps in the process.

Mr. Gartner said that the main intention of the GWG presenting its report to the TPB was to receive some additional feedback, especially regarding the issue of alternate members and the size of the Board, a matter on which the GWG had yet to reach any conclusions. He said that the executives still had to sign off on the recommendations that had been included in the GWG report, but that the executives' report would be released in the next month, after which any accompanying legislation would be drafted to go through another public process.

Chair Bowser asked if anyone had any questions.

Mr. Wojahn said the report contained some interesting proposals, especially a ridership requirement for Board members, which he thought would help the Board to better understand the system it is governing. He said he was concerned, however, about the lack of focus on Metro Access, and he voiced his approval of the CAC's suggestion to include a person with a disability on WMATA's Board. He asked whether this suggestion had been considered, or whether thought had been given to including the use of Metro Access in the ridership requirement.

Mr. Gartner responded that the idea of a Metro Access ridership requirement had been raised in the meeting with the CAC the previous week and that those in attendance had felt it could easily be accommodated into the ridership requirement that had been recommended in the report.

Ms. Hudgins said that as a long time member of the WMATA Board, she appreciated the discussion and was pleased that the GWG had acknowledged the progress the Board had made.

She said that it had introduced an invigorating orientation program for new members, and that a major new strategic planning effort had begun in the summer. With respect to the ridership recommendation, she said it was important that Board members understood that in their role as policy-makers, it is necessary to recognize what that policy means to the riders they serve. She also said that Metro had become much safer, having developed an important partnership with the Tri-State Oversight Committee. She thanked the GWG for its work, which she said would help the WMATA Board to deliver the quality of service the region depends upon.

Ms. Jeff asked if consideration had been given to including those concerned with the operation of the system at the nuts and bolts level in the decision-making process, and whether there was the intent to include representation of perspectives from other modes of transportation than transit.

Mr. Gartner replied to the first part of the question by saying that the Board empowers the CEO or General Manager to deal with the nuts and bolts issues, and that the GWG had not thought it would be beneficial to include somebody who works at the operational level on the Board. He said that the potential improvements to the public input process could also help bring such issues to the attention of Board members. Responding to the second part of the question, Mr. Gartner said that working with other regional stakeholders to ensure interconnectedness of the transportation system would be a key feature of the new strategic planning process the WMATA Board had recently introduced.

Ms. Jeff asked if consideration had been given to including a representative of a labor union on the Board, stating that General Motors had added a UAW representative to its governing body. She sought clarification on the issue of interconnectedness, asking whether the appointing authorities would seek to appoint transportation professionals in the broadest context.

Mr. Gartner replied that the GWG recommended that professionals in the broadest context should be considered for inclusion on the WMATA Board, noting that members might not even be transportation professionals.

Mr. Strauss of the GWG responded to the question about labor representation, stating that it had not been a focus of their work. He said that he was aware the MTA in New York had non-voting union representation on its Board, and that he would reexamine the TPB research on the subject.

Mr. Snyder thanked everyone for their work, especially Ms. Hudgins and the WMATA Board. He asked how it would be possible to know if all the suggested changes, if enacted, were really making a difference, and whether there was any kind of discussion about funding levels. He said that WMATA could have the greatest governance system in the world, but that without adequate funding, the system would not perform to acceptable standards. He said that he thought the state of Virginia in particular had underfunded WMATA, and he asked if they would commit to significantly enhancing the funding level.

Mr. Gartner replied that although they had conducted some research on funding of other transit systems, the focus of their work had been on governance. He said that to measure the impact of the suggested improvements, the Board would need to evaluate the improvement of the system

both at a high level and through its monthly key performance indicators. He said that the TPB research had shown that Board assessments are conducted in some transit agencies to assess the functioning of the Board, and that such an idea was under consideration for WMATA.

Mr. Strauss added that one of the advantages of having fixed terms for Board members is that it encourages the appointing authority to take a regular look at the performance of its representatives, to see if they have been riding the system and attending meetings and so forth. He said that such an evaluation could be used to decide whether to reappoint the person or to find a new Board member.

Chair Bowser said she thought that the appointing authorities already had that ability.

Mr. Gartner responded that the appointing authorities do have that ability, but that a fixed expiration of terms can create a stronger sense that incumbent Board members should be properly evaluated as part of the appointment process.

Chair Bowser said that she had certain feelings about each of the recommendations that the GWG had made, but that she did not want to comment on them all. She said she wanted to leave on the table the point that accountability, accountability, accountability is important to the people who pay the bill. She said the District of Columbia pays a big bill, and that with respect to Mr. Snyder's point, any changes introduced should impact the bottom line for riders and taxpayers. She encouraged all TPB members to engage the highest level of decision-makers to make sure the executives were aware of their feelings before they finalized these important decisions. She thanked the GWG for the work it had done with the shared goal of helping the system be the best it could be, both now and for many years to come.

Mr. Gartner thanked TPB members for their time, saying it was very important to their process.

10. Briefing on Housing and Transportation Cost Study for the Washington Metropolitan Area

Referring to the mailout report and the handout presentation, Mr. Rodgers, senior housing planner at the D.C. Office of Planning, briefed the Board. He said this study was prepared by the Office of Planning and the Center for Neighborhood Technology (CNT). It expands the definition of affordable housing based upon household income to include transportation costs and examines how transportation costs and housing costs vary by location within the Washington region. He briefly described the methodology for the study, its findings, and its potential applications for the Washington region.

Ms. Jeff asked how the study accounted for non-commuting travel. She also asked how the study took into account the different compositions of today's households.

Mr. Rodgers said they did want to look at the neighborhood characteristics, and so the household variables were held constant. He said that they would be working with COG to see how the study

interacts with the Household Travel Survey. Regarding Ms. Jeff's second question, he said that CNT has worked with the Urban Land Institute to develop an analysis method for incorporating the variables of households.

Ms. Hudgins said she believed it is important not just to ask what progress we are making to get the tools that people need to understand the connection between housing and transportation, but also to do something about it.

Ms. Tregoning said the Department of Housing and Urban Development is looking at potentially using a tool like this for FHA underwriting. She said it would be interesting to look at those areas of very high transportation costs and overlay that information with foreclosure data for the region. She also said that all of us in our local jurisdictions can be doing things with land use that create, either at the workplace or at the residence, more opportunities to meet daily needs in the neighborhood, which reduces auto dependence.

Ms. Hudgins noted that even in neighborhoods that offer services that do not require driving, many people still choose to drive.

Mr. Weissburg said he wanted to be sure that issues like the Region Divided were being addressed in this work. He said this might mean adding an employment layer to this analysis.

Mr. Rodgers said the District is concerned about circumstances when increasing housing costs might be linked to low transportation costs. He said that has an implication for keeping housing affordable to the people who live there currently and also maintaining a good balance of affordable housing going forward.

11. Briefing on Household Travel Survey in Fourteen Geographic Subareas of the Region

Referring to the handout and mailout material, Mr. Griffiths briefed the Board. He said that in response to the need expressed by local jurisdiction users of the 2007/2008 Regional Household Travel Survey to have additional household samples in smaller geographic subareas, new household travel survey data will be collected in FY 2012 from 4,800 households in fourteen focused geographic subareas of the region to permit more intensive analysis of specific growth and transportation issues. Mr. Griffiths reviewed the schedule and proposed subareas to be surveyed.

Mr. Snyder said he was particularly interested in whether information was available on what would be the transportation cost for the same household without access to transit and with access to transit

Mr. Griffiths said he thought that he and Mr. Rodgers would be able to provide that information as part of their ongoing work.

Ms. Jeff said that future research should also address the mismatch between housing and income.

She pointed out that a key idea is that sustainable communities are ones where you can walk to work and walk to your other activities. She said this is not necessarily a question of the presence of public transportation; it is the presence of a job that pays a person at a level that affords her the ability to live in the community in which she lives and works.

12. Status Report on Study of Public Attitudes Toward Road-Use Pricing

Chair Bowser asked Mr. Swanson to touch upon some key points in his presentation due to lack of time. She noted that the upcoming forums on public attitudes toward road-use pricing would be invitation-only events.

Mr. Swanson said that was correct, the forums were invitation-based. He also called attention to some date changes in the mailout item: the session in Rockville will be held on November 5th and Chantilly will held on November 19th. He said the TPB approved the submission for this grant project in October of 2009. The project is being conducted in conjunction with the Brookings Institution. The nonprofit organization America Speaks has been contracted to conduct five deliberative forums, which he said are essentially mega-focus groups. He said that staff would be reporting back to the Board in the spring.

Chair Bowser asked how people would be invited and what assurances were being made that a cross-section of views are represented.

Mr. Swanson said that participants were being selected through an application process based upon a questionnaire designed to ensure a representative cross section. He said that America Speaks is conducting solicitation on a variety of levels, including canvassing.

Mr. Way said that believed that most participants would not like any of the congestion pricing scenarios presented at the forums. He said he thought the gas tax ought to be considered as a scenario because, while nobody likes the gas tax, it might be more preferential to some of the more extreme, invasive, and high-cost things listed in the scenarios.

Mr. Swanson said that was a good point. He said the forums would be set up to allow participants to talk about the baseline, how the system is currently funded, the congestion situation that we are facing, and potential solutions, including seemingly obvious solutions like raising the gas tax.

13. Other Business

There was no other business.

14. Adjourn

The meeting was adjourned at 2:10pm.