

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
March 16, 2011**

Members and Alternates Present

Monica Backmon, Prince William County
Andrew Beacher, Loudoun County
Nat Bottigheimer, WMATA
Muriel Bowser, DC Council
Colleen Clay, City of Takoma Park
Reuben B. Collins, Charles County
Barbara Comstock, Virginia House of Delegates
Kerry Donley, City of Alexandria
Daniel Drummond, City of Fairfax
Marc Elrich, Montgomery County
Lyn Erickson, MDOT
Edgar Gonzalez, Montgomery County Exec.
Rene'e Hamilton, VDOT
Tom Harrington, WMATA
Cathy Hudgins, Fairfax Board of Supervisors
Sandra Jackson, FHWA
John Jenkins, Prince William County
Maurice Keys, DC DOT
Michael C. May, Prince William County
Phil Mendelson, DC Council
Garrett Moore, VDOT
Mark Rawlings, DC-DOT
Karina Ricks, DC-DOT
Rodney Roberts, City of Greenbelt
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

Lori Waters, Loudoun County Board of Supervisors
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Christopher Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Robert Griffiths
Nicholas Ramfos
Andrew Meese
Andrew Austin
John Swanson
Michael Farrell
Wendy Klancher
Sarah Crawford
Jane Posey
Debbie Leigh
Deborah Etheridge
Rex Hodgson
Karin Foster
Huijing Quiang
Dave Robertson COG/EO
Alexis Verzosa City of Fairfax
Tina Slater CAC + Action Committee for Transit
Bill Orleans Citizen
Judi Gold CM Bowser's Office
John B. Townsend AAA Mid-Atlantic
Eric Sutton Citizen
Art Smith Arlington
Matthew Moskitis Northern Virginia Transportation Alliance
Jim Maslanka Alexandria
Tom Biesiadny Fairfax County DOT
Mark Miller RESF-1/WMATA
Robert Fulk City of Alexandria
Bob Owolabi Fairfax County DOT
Erin Cummings DHS
Anthony Foster PRTC
Jennifer Fioretti Arlington County DOT
Dan Malouff Arlington County DOT
Tim Rutten Fluor
Kelsey Duke Citizen

1. Public Comment on TPB Procedures and Activities

Ms. Slater, of the Action Committee for Transit, offered comments about projects submitted for the 2011 CLRP. She said that spending over \$3 billion on widening I-270 is a poor use of money because (1) it will not result in reducing congestion, (2) it erroneously assumes that transportation cannot be improved without highway widening, (3) the funding would be better used for transit, and (4) the construction would preclude extension of the Metro Red Line to Germantown by removing the existing right-of-way along I-270. She said that WMATA is the backbone of transit in the region, and the TPB must not close off future funding options for transit. She added that increasing gas prices will decrease future reliance on the automobile, and that citizens will expect their governments to have forecast these trends and to have made plans for transportation alternatives to the personal automobile. Copies of her remarks were submitted for the record.

Mr. Moskitis, from the Northern Virginia Transportation Alliance, read from a prepared statement titled, "Smart, Smarter, Smartest." He advocated that the TPB approve the I-95 HOT lanes project for air quality conformity testing and ultimate inclusion in an amended 2010 CLRP. He said that HOT lanes will afford single occupant vehicles the opportunity to save significant time travel by paying a toll, and allow drivers the choice of driving alone, carpooling, or using public transit. He said that the Alliance suggests such facilities be called "SMART" lanes for Smart Mobility Anytime Rapid Transportation. Copies of his remarks were submitted for the record.

Chair Bowser moved to amend the agenda so that Item number 12 would immediately follow Item number 7. The motion was approved without objection.

2. Approval of the Minutes of the February 16 Meeting

Mr. Turner moved to approve the minutes from the February 16 TPB meeting. Ms. Tregoning seconded the motion, which passed unanimously.

3. Report of the Technical Committee

Mr. Kirby, speaking on behalf of Mr. Kellogg who was unable to attend due to a medical issue, said that the Technical Committee met on March 4. He said the Committee received a briefing on major projects submitted for the conformity assessment for the 2011 CLRP, and on the scope of work for the air quality analysis. He added that the Committee received a briefing on the amendments to the 2011 UPWP, as well as the final 2012 UPWP, and that the Committee recommends that the TPB approve these actions. He said the Committee reviewed the proposed air quality analysis for the I-95/I-395 HOV lanes and the I-66 extension, was briefed on the draft regional highlighted freight projects, and on the Street Smart pedestrian and bicycle safety campaign. He mentioned that three additional items were presented to the Committee for information and discussion: the draft work scope and schedule on the regional priorities plan that

was reviewed by the TPB Priorities Planning Scoping Task Force on February 16, the application process for the Transportation/Land-Use Connections (TLC) Program, and an update on the TIGER project.

4. Report of the Citizen Advisory Committee

Mr. Dobelbower said that the 2011 CAC held its first official meeting on March 10. He said that the CAC was pleased to welcome Chair Bowser as a guest to the meeting, and said that she spoke about the priorities plan, and about the importance of being “TIGER-ready,” which he said is a sentiment that the CAC supports. He added that the CAC welcomes all members of the TPB to join CAC meetings to discuss topics of importance, and mentioned that the CAC is a readily accessible and representative of a cross-section of citizens who would be happy to serve as a focus group for the TPB should such a need arise.

Mr. Dobelbower said that the CAC spent the majority of the meeting discussing the year ahead, and highlighted the CAC’s top priorities and interests. One priority is to finalize the priority scoping process so that the TPB Priorities Plan can move forward. He mentioned that the CAC wants to help the TPB Priority Scoping Task Force to identify ways to promote greater public awareness and involvement in the process, and identify feedback loops for decision-makers and system users in order to consider the regional perspective. He said that another priority is to rearticulate regional goals and define expected deliverables and outcomes of the plan. He added that increasing public involvement and awareness is also a goal that the CAC would like to improve upon by developing a baseline of current effectiveness, and by developing indicators that will help improve communication and feedback loops. He said that a third priority of the CAC relates to the issues surrounding WMATA governance. He asked the TPB to consider the CAC’s role, particularly as it relates to public outreach and communication, in undertaking the requested support for WMATA governance review.

Chair Bowser thanked Mr. Dobelbower for this report. She added that she enjoyed the opportunity to visit with the CAC, and was impressed with the energy and the substantive feedback that members of the committee had provided. She said that the CAC is comprised of volunteers who are knowledgeable about transportation issues, and are looking for meaningful ways to advance discussions about these issues to make the region better.

Ms. Ticer expressed support for the CAC serving as an assistant think tank on the governance issues involved in WMATA as a way to assist in the public oversight process. She expressed pride in the CAC, and the good things that the CAC has previously provided in its assistance to the TPB.

Ms. Tregoning thanked Mr. Dobelbower for his report, and expressed interest in having assistance from the CAC in creating and improving the TPB’s outreach to citizens around the region, particularly in finding ways to engage people and in measuring how effective this engagement is. She said she would be happy to attend a future meeting to have some more in-depth discussion about this matter.

Ms. Hudgins offered to attend a CAC meeting, and stated that the CAC's interest in transportation is critical, as is expanding the opportunity for citizen involvement.

Chair Bowser mentioned that the CAC is interested in hearing from the Secretaries and Directors of Transportation, and mentioned that such briefings to either the TPB or to the CAC could be worth considering in the coming year.

5. Report of the Steering Committee

Mr. Kirby said that the Steering Committee met on March 4 and took three actions to amend the FY2011-2016 TIP. Referring to the mailout, he summarized the actions, which include a \$4 million commitment to enhance the Freedman Cemetery in Alexandria; engineering studies on the extension of the HOV and general purpose lanes on I-66 from Route 29 to Route 15; and committing \$72 million to the Purple Line in Maryland, which he said will demonstrate to the Federal Transit Administration that this project is moving along, as well as committing money for bus circulators and interchange improvements in Maryland.

Mr. Kirby then summarized the information in the letters packet, which included a copy of the NVTa's draft transmittal for the CMAQ program for 2012 to 2017. He mentioned that this transmittal included an item on MATOC, and provided \$100,000 a year, which he said is a quarter of the funding that MATOC will require on a continuing basis. He commented that the MATOC program is still looking for funding from Virginia to match the Maryland and District commitments to MATOC. He said the letters packet also included: written testimony from the February 16 meeting from Coalition for Smarter Growth before the TPB, which Chair Bowser had requested; a letter to Virginia Secretary of Transportation Connaughton regarding the I-95 HOV HOT lanes project; a letter from FHWA concerning the use of sub-allocated STP funds in Fredericksburg; a detailed work scope on the study of I-66 inside the Beltway from VDOT; and a letter from the U.S. Department of Transportation approving the air quality conformity for the 2010 CLRP that the TPB approved on November 17th.

Mr. Snyder asked when the TPB can expect Virginia to commit to the same level of contribution as Maryland and the District for the MATOC program.

Chair Bowser asked for a TPB member from the Commonwealth of Virginia to address the question.

Mr. Moore said he would take this question back to VDOT and return with answers.

Chair Bowser requested that TPB staff follow up on this issue and report back on the status of MATOC funding.

6. Chair's Remarks

Chair Bowser mentioned her attendance at the CAC meeting, and said that the CAC raised good questions that the TPB should consider regarding Metro Governance, which she said would be addressed in a later agenda item. She acknowledged and commended the CAC's attention to increasing public outreach.

Chair Bowser commented that that national Rail~Volution conference is scheduled to be held in the District in the fall, and acknowledged Mr. Zimmerman and Ms. Tregoning to provide additional information.

Mr. Zimmerman said that Rail~Volution is a premier national conference for transportation and livable communities, and will be held October 16-19, 2011 in the District. He said that the conference will be a region-wide event because it will include presentations and mobile tours, which showcase different regional transportation and land-use projects. He mentioned that the planning committee is looking for volunteers to participate in developing the agenda. He said that he is co-chairing the local program committee, that the national steering committee has a call out for proposals and presentation topics, and that the deadline to submit these nominations is March 31.

Ms. Tregoning invited TPB members to attend Rail~Volution. She said that this conference brings together citizens groups and activists, developers, transportation officials, and local government representatives. She mentioned that she expected a lot of people to attend from around the country because the National Capital Region is considered a best practice for transit-oriented development, for both suburban and urban development. She added that the planning committee wants to raise an unprecedented amount of money to provide scholarships to nonprofit members and local government officials. She concluded by encouraging involvement from all TPB members.

ACTION ITEMS

7. Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2011 Financially Constrained Long-Range Transportation Plan (CLRP)

Mr. Kirby said the public comment period on the inputs to the Air Quality Conformity Assessment for the 2011 CLRP closed on March 12, 2011. He briefly reviewed the projects, as well as comments and responses, which were distributed during the meeting. He said the TPB received a large number of comments in support of the I-95/395 HOV/HOT Lanes and Seminary Ramp projects in Virginia. He said the comments all cited four benefits to the project: congestion reduction, more choices for drivers, linking the lanes to the Beltway HOT lanes to make a connected system, and the benefits to transit and carpoolers who will enjoy free access to these HOV facilities. He said the TPB received two comments opposed to the project which provided the suggestion to conduct a full environmental impact statement to review a full range of

alternatives. He said the TPB received a comment on the I-66 HOV extension project suggesting that more focus should be put on improvements to the interchanges at Route 243, Route 28, and Route 29 before adding more lanes to I-66. He said the TPB received a comment with regard to the US 1 widening in support of the widening, and asking for special accommodations for bicyclists, transit, and pedestrians.

Mr. Kirby said the Action Committee for Transit submitted a comment on the I-270 corridor highway expansion project suggesting that the focus for the corridor should be on transit improvements. He said the Maryland Department of Transportation (MDOT) provided a response describing that the corridor is a multimodal corridor, that MDOT is focusing on some of the transit improvements as a first priority, and that the highway portion is on hold for the moment. He said the Montgomery County Sierra Club also submitted a comment in objection to the widening of I-270.

Chair Bowser asked for board member comments by project. There were no comments from TPB members on the H Street, NW, Peak Period Bus-Only Lane project or the Crystal City/Potomac Yard Streetcar project. She proceeded to take comments on the I-95/395 HOV/HOT Lanes project.

Ms. Smyth thanked the Virginia Department of Transportation (VDOT) for including language in the I-95/395 HOV/HOT Lanes project limit changes that VDOT will work with localities on the improvements to the park and ride and transit components within the corridor.

Mr. Snyder raised two concerns about the I-95/395 HOV/HOT Lanes project: the financing arrangement and a thin commitment to transit. He said the financial arrangement is not the most responsible way to fund infrastructure, noting that Virginia has not raised the gas tax since 1988. He said the project appears to be a gift to the public, yet the public will have to pay more in user fees over time than if the public had been taxed up front for the project. He referred to the straightforward approach President Eisenhower used to fund the interstate highway system: create funding mechanisms to pay for the system because the government is responsible enough to face the public directly with what things cost. He said the project retains a too-thin commitment for transit and park and ride lots. He said he wondered what the commitment from VDOT means, if those improvements will be funded, and when the public can expect to see the improvements. He said that for both of those reasons, he will not support the project. He added that he believes improvements are urgently needed, but does not believe the proposal is fiscally responsible or transparent.

Mr. Donley thanked Mr. Snyder for his comments and said he shares a lot of the same sentiments. He spoke in strong support of the reversible HOV ramp at Seminary Road, which is designed to serve the BRAC project in the west end of Alexandria. He said 6,500 new Department of Defense jobs will be located near the interchange and the HOV ramp will provide infrastructure that will allow for bus and carpool access to the facility, having a tremendous benefit on congestion.

Mr. Zimmerman joined Mr. Donley in his support of the reversible HOV ramp on I-395 at

Seminary Road. He said he also appreciates Mr. Snyder's comments, and said he agrees with the discrepancy between what we really need to be doing on transportation as opposed to what we are doing. He said he will support the I-95/395 HOV/HOT Lanes project because, unlike the originally proposed project, the new project proposal permits the opportunity to correct the problems that are inherent in the overall concept. He said that because the new proposal will go through the federally required review process, all stakeholders will have the opportunity to ask questions, see the results of modeling, and call for mitigation to problems that may be created. He said everyone should be concerned about how the project will be implemented, noting that it is not going to be a VDOT project or highway, that it will be turned over to the private sector for a very long time. He said we had better get it right, because we will live with the consequences. He said that the facility is not a new highway; rather it is a highway built with tax dollars for the purpose of running buses and later allowing carpools and van pools. He spoke about the efficiency of the facility to move large amounts of people which, if jeopardized, could result in a major transportation problem for all of Northern Virginia.

Chair Bowser asked for comments on the remaining projects. There were none.

Mr. Donley made a motion to adopt Resolution R10-2011. Ms. Ticer seconded the motion.

Mr. Turner asked if MDOT or Montgomery County had any additional comments regarding the public comments received on the I-270 Corridor project.

Ms. Erickson said she did not, but added that there have been no changes to the project since it was approved last year, and that the MDOT response to the public comments remains the same.

Mr. Zimmerman asked about an earlier reference to the MARC Growth and Investment Plan.

Ms. Erickson said the improvements in the MARC Growth and Investment Plan do not show up as line item projects in the CLRP because they do not trigger conformity. She said MDOT has set aside the appropriate money to ensure it can fully build the MARC Growth and Investment Plan in the long term. She said \$679 million is set aside as part of the Governor's plan for transportation.

Mr. Smith said the MARC Growth and Investment Plan is important and that the highway and transit improvements go hand in hand.

Chair Bowser called for a vote on the motion. The motion was approved; Mr. Snyder abstained and Mr. Roberts voted no.

12. Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for an Amendment to the 2010 CLRP to Modify the I-95/395 HOV/HOT Lanes Project, Add a Ramp from the HOV Lanes of I-395 to Seminary Road, and Add the Extension of I-66 HOV and General Purpose Lanes from Route 29 to Route 15 in Prince William County, as Requested by the Virginia Department of Transportation (VDOT)

Mr. Kirby said VDOT has asked the TPB to conduct an amendment to the 2010 CLRP to include these projects so that VDOT may be in a position to have contracts awarded in March of 2012. He said these projects are a subset of those the TPB just approved for the 2011 CLRP and that the comments and responses are identical.

Chair Bowser called for the motion.

Mr. Zimmerman made a motion to adopt Resolution R15-2011. Mr. Donley seconded the motion.

Mr. Zimmerman said that the plan for the HOT lanes does not have a transit service plan, which he believes is a significant omission. He said VDOT is asserting that it remains committed to park and ride lots and transit improvements in the corridor, and that it will work with local jurisdictions to address specific needs. He said everyone is counting on that commitment because the facility will not be successful in moving people unless transit is involved.

Mr. Donley said he agrees with Mr. Zimmerman's remarks regarding the provision of transit in the I-95/395 HOV/HOT Lanes project. He also reiterated his support for the reversible HOV Ramp at Seminary Road. He said any effort to reduce the amount of time until the ramp is open will benefit congestion, noting that the Department of Defense facility will open in September 2011 and that the project would optimistically be complete in 2015.

Mr. Snyder asked that his comments on the I-95/395 HOV/HOT Lanes project financing and thin commitments on funding for park and ride and transit from the discussion under Item 7 be reflected in the discussion for this item.

Ms. Ticer said she supports the I-95/395 HOV/HOT Lanes project. She expressed her perspective on Mr. Snyder's comments by saying that she has learned that politics is the art of the possible, and that we let an awful lot of possibilities go by in looking for the perfect. She said there has been no movement in the Virginia General Assembly toward solving our transportation problems, which she said is not likely to change. She said it is necessary to look for pragmatic possibilities for transportation funding, which is a step away from the perfection everyone desires.

Chair Bowser called a vote on the motion. The motion was approved; Mr. Snyder abstained and Mr. Roberts voted no.

8. Approval of the Scope of Work for the Air Quality Conformity Assessment for the 2011 CLRP

Mr. Posey said the scope of work was out for public comment last month and one comment was received. She said the TPB received a letter of support from the Metropolitan Washington Air Quality Committee (MWAQC). She said MWAQC commended the TPB for continued demonstration of compliance with the proposed motor vehicles emissions budgets, but cautioned that the EPA is planning to tighten standards and that MWAQC strongly urges state and local governments to maintain their commitments to transportation emission reduction measures. She said the schedule for the assessment calls for the TPB to receive a draft report on air quality conformity on October; the TPB will be asked to approve the final conformity analysis and the 2011 CLRP in November.

Mr. Donley made a motion to approve the scope of work for the air quality conformity assessment for the 2011 CLRP. Mr. Turner seconded the motion.

Mr. Gonzalez said the scope of work includes a change in the definition of a regionally significant project. He said there have been times in the past when the issue arose of changing the use of an existing vehicular lane. He suggested adding a sentence that would make it clear in the future that changing the use of a lane is regionally significant and could impact air quality. He suggested adding to Attachment B, the bottom of page nine, at the end of item number one: "Or changes the use of an existing vehicular lane."

Chair Bowser asked staff to comment on the requested change.

Ms. Posey said it would be no problem and would make the document clearer.

Mr. Gonzalez made a motion to include the language above. Ms. Erickson seconded the motion.

Ms. Erickson said this clarification is an important addition.

Chair Bowser called a vote on Mr. Gonzalez's amendment. The motion passed unanimously.

Mr. Turner said he is Chair of the Task Force on the Regional Priorities Plan and that the task force has had some discussion on how to define "regionally significant." He said he wasn't aware of how this definition applies to the conformity analysis. He said that task force will take this additional information into account.

Mr. Kirby said that "regionally significant" in this instance is a technical requirement that is in the EPA conformity rule. He said the task force will likely develop a slightly different and higher level definition for "regional significance."

Chair Bowser called a vote on the motion for approval of the scope of work as amended for the air quality conformity assessment. The motion passed unanimously.

9. Approval of Amendments to the FY 2011 Unified Planning Work Program (UPWP), and Approval of FY 2011 UPWP Carryover Funding to FY 2012

Mr. Kirby explained that the TPB had received three identical letters from the Departments of Transportation for Maryland, Virginia, and the District of Columbia, requesting research support as part of this year's work program with regard to WMATA governance issues. He said that the primary purpose of this item, though, was to identify portions of the work program that were not going to be done by June 30, in order to formally carry them over to the next fiscal year's work program beginning July 1. He described three such portions of work in the memorandum for Item 9: \$20,000 of an \$80,000 consultant contract on human services coordination, \$250,000 for research on activity-based models, and \$430,000 for travel surveys in six specific geographic areas.

Mr. Kirby returned to the subject of the letters, explaining that a governance work group established by Governor McDonnell, Governor O'Malley and Mayor Gray had developed a two-year work program to follow up on recommendations made in a Board of Trade / COG study, as well as one by the WMATA Riders Advisory Council. He said the work group had asked for assistance in reviewing the relevant literature and the practices of peer transit agencies with respect to four topics: how the roles and responsibilities of the board and chair are defined; how public input processes are handled in board decision-making; how the board conducts regional policy-making; and the process by which board members are appointed. Mr. Kirby said there had been a lot of research done in this area, and it would be useful information for the work group, so he recommended supporting it using \$20,000 from each of the state technical assistance accounts. He said that the work would be done by June 30, and that all the information would be made public to the TPB, the CAC, and other interested parties.

Chair Bowser entertained a motion to adopt Resolution R11-2011 and Resolution R12-2011, to approve the amendments to the FY 2011 UPWP and FY 2011 carryover funding to FY 2012. Mr. Turner recommended handling one at a time, and Chair Bowser requested that the board began with the carryover funding. This first motion was passed unanimously, and without discussion. Chair Bowser then entertained a motion to approve the amendments to the FY2011 UPWP, which included the WMATA research support.

Mr. Turner asked why only four topics were included for the research, given all of the recommendations that had been made by COG, the RAC and others.

Mr. Kirby invited Mr. Scott, the Maryland representative on the governance work group, to respond to the question. Mr. Scott explained that the focus of their work plan in the first part of the year was on activities that were not related to the WMATA compact, and that these were the activities it made sense to engage the TPB on. Mr. Scott stated a desire to make it clear that the work group was only asking the TPB for technical assistance, and was not seeking any recommendations regarding policy changes.

Mr. Turner asked whether these non-compact activities were those that would not have to be changed through amendments to the compact.

Mr. Scott replied that this was correct, and stated that changes that would require an amendment to the compact would not be considered until after the GAO report on WMATA governance had been completed.

Mr. Snyder asked if it would be possible to include funding needs in the work scope, as the TPB could provide useful information about how other transit systems are funded. Chair Bowser said this was a good idea that could be dealt with as an amendment following other comments.

Mr. Drummond asked how much Virginia would be contributing to the funding for this work. Mr. Kirby replied that there is a structure in the UPWP with technical assistance accounts that are set aside for Maryland, Virginia, the District, and WMATA. He said this work would take \$20,000 from each of the Maryland, Virginia, and District accounts.

Mr. Drummond asked whether these funds came from state or local revenues. Mr. Kirby replied that, as with the entire work program, funding would be 80 percent federal, 10 percent state match, and 10 percent local government dues that come to COG. Mr. Drummond explained that the reason he was asking was that he and some of his Northern Virginia colleagues have concerns about the state's involvement with WMATA. He said he was concerned that they might be helping to enable a conclusion that they did not want to reach, noting that Governor McDonnell wanted to have a seat on the board.

Mr. Donley proposed an amendment to engage the CAC in soliciting public input and comments on WMATA governance matters relating to the UPWP. The motion passed unopposed.

Chair Bowser said that she was personally a little uncomfortable with the request to assist the work group, as she was concerned that it suggested an endorsement of their plans, such as procedures for appointing WMATA Board members. She asked Mr. Kirby how staff would avoid a product that looked like an endorsement of one particular plan.

Mr. Kirby stated that the task ahead of staff was to comprehensively portray what the literature has documented in terms of practices around the country, as well as the practices of other transit agencies that may have faced similar challenges. He said this would not involve recommending certain practices; it would simply be a matter of documenting the experiences of other transit agencies. He added that he would welcome the involvement of the CAC, as it could offer suggestions on agencies or literature of which staff might be unaware.

Chair Bowser thanked Mr. Kirby and invited Mr. Snyder to offer his amendment.

Mr. Snyder offered an amendment that funding needs for Metro should be added to the work scope in addition to the four topics mentioned in the materials. The motion was seconded and Chair Bowser asked if there were any comments.

Ms. Erickson asked if Mr. Scott could comment on how the information would be used and how it would fit in with the bigger picture of what the work group had been tasked with.

Mr. Scott replied that everyone knows there are unfunded needs of WMATA, but this was not in the scope of their governance activities, and he was not sure what additional work could be provided given the time and money available.

Chair Bowser commented that a review of the existing literature and research should be fairly straightforward. Mr. Kirby agreed that such a review could be completed in the timeframe. He said that he did not expect it would break any new ground.

Chair Bowser asked Mr. Snyder to repeat his amendment, and to propose specific language. Mr. Snyder proposed an additional bullet point that would read “Funding needs of WMATA.”

Mr. Drummond said that he kept hearing the term ‘literature review’ and noted that the work was budgeted for \$60,000.

Mr. Kirby said this was the budgeted amount, and that it might not all be required, but that it was necessary to have enough to cover every question that may come up.

Mr. Drummond asked why a literature review would cost \$60,000.

Mr. Kirby stated that it was not just a literature review, but also a review of the practices of peer agencies, and he said this involves quite a bit of digging from local web-sites and other local sources.

Mr. Drummond suggested clarifying the matter so that people know it is a more intensive project than a literature review, as \$60,000 is a lot of money to spend on a project of this kind.

Ms. Hudgins said that as one who sits on the WMATA board, she would support the motion. She said that when she first looked at the item, she had not been entirely sure the work was needed in light of the progress being made by the WMATA board. She said she now thought that such a deliberative process could also inform the WMATA board’s own work on these issues. Ms. Hudgins added that, with regard to Mr. Snyder’s amendment, the WMATA board intended to do a good job with or without all of the needed money.

Mr. Zimmerman expressed his support for Mr. Snyder’s amendment, Chair Bowser’s comments regarding her misgivings, and the points made by Mr. Drummond. He said he believed this to be an exercise in misdirection, as it involved talking about everything except the real problem, which he said was long-standing and chronic underfunding. He added that the situation might become even worse, as there was a possibility that the federal government would pull back from its funding commitment. He said that there was no reason why the TPB should not be involved in the exercise, but that literature reviews and surveys were not required, as they had been done. He said that if you like another governance model, you can pick it, as some agency will use it and you can make an argument for it. However, he said this was all about avoiding a discussion of the hundreds of millions of dollars needed to fix the system, and that the governance structure worked just fine when there was sufficient funding to run the system.

Mr. Weissberg said he wanted to verify that the work scope would be limited to non-compact issues.

Mr. Scott confirmed that TPB staff was not being asked to recommend compact amendments and was only being asked to investigate the non-compact issues spelled out in the letter. He said they were not being asked for research on whether board members should be elected, or whether there should be alternates. He said it was the recommendation of the Board of Trade / COG report to better coordinate the appointment of members, and the state work group wanted to see if there was a model as to how the region could do that and come up with a balanced representation.

Chair Bowser referred Mr. Weissberg to the part of the memorandum that said the work group was “tasked with recommending a coordinated process for appointing board members with an appropriate mix of attributes and qualifications, including staggered terms and a uniform compensation policy.”

Mr. Scott said the scope would be limited to that laid out in the document.

Mr. Snyder’s amendment was voted upon and passed unanimously.

Chair Bowser asked if there was any other discussion regarding Item 9.

Chair Bowser said that before moving for the vote on Item 9, she wanted to ask staff to prepare a letter to the Governors and the Mayor, reflecting the meeting’s conversation on the WMATA governance work and what she anticipated to be an approval of the resolution. She said this letter should focus on the fact that the items are non-compact items and that the TPB is taking no position on them. She also asked that staff come back to the Board with a briefing on the final product, and asked for the timeline.

Mr. Kirby said the work would be completed by the end of June.

Chair Bowser referred to Mr. Scott’s presentation at the previous meeting, when questions were asked about the interaction of the work group with the local jurisdictions. She asked if he could provide any update on this matter.

Mr. Scott replied that a draft report would be presented to stakeholders, including local and municipal governments, to get feedback before releasing the report for public comment.

Chair Bowser said she was ready to take a vote on the measure. It passed unanimously.

10. Approval of FY 2012 Unified Planning Work Program (UPWP)

Mr. Kirby explained that this item included the new UPWP funding for fiscal year 2012, which was based on a flat-line projection on the assumption that the FY2011 federal budget does not

reduce the allocations for metropolitan planning. He said this was the third time the FY2012 work program had been brought to the TPB, and that it followed the same structure as in previous years. He said there had been a lot of interest in the regional studies item, which was on page 55 of the draft. He said that resources for this item were devoted to three separate activities: following up on the recommendations of the Priorities Plan Scoping Task Force, supporting COG's Region Forward transportation planning efforts, and preparing for any competitive grant opportunities that might arise during the year.

Mr. Zimmerman said he understood the part on regional bus planning to be a continuation of the work that led to the successful TIGER grant application the previous year. Noting the item's objective to "Continue development of a priority list of regional projects to improve bus transit use," he asked when they could expect to see a draft of such a list.

Mr. Kirby said that that a target date had not been specified, but that it would be within the year.

Mr. Zimmerman said he preferred actual dates, and informed Chair Bowser that he would like to hear soon what the schedule would be for this item.

Mr. Kirby stated that a briefing on a list of regional priority bus projects would be given to the Technical Committee in April. He said this list was prepared by the Regional Bus Subcommittee, and that it could be presented to the Board in May.

Chair Bowser entertained a motion to approve Resolution R13-2011, and invited discussion. There was none, and the motion passed unopposed.

11. Approval of the FY2012 Commuter Connections Work Program (CCWP)

Mr. Ramfos, referring to the mailout, summarized the final draft of the FY2012 Commuter Connections Work Program. He said that the document was released for public comment at the February 10 CAC meeting, and that the TPB received a briefing on the document at its February meeting. He said no comments were received on the document.

Referring to a PowerPoint presentation, Mr. Ramfos discussed the effect of rising gasoline prices on the Commuter Connections program during the last several months. He said that as gasoline prices increased from January to February, visits to the Commuter Connections website increased by 106%, or from 9,800 visits to over 20,000 visits. He added that the number of ride-matching applications received and processed in January of 2011 increased by 70% over January of 2010, and that the number of ride-matching applications received and processed in February of 2011 increased by 95% over February of 2010. He said that the Commuter Connections program is addressing high gasoline prices through marketing campaigns, and additional public service announcements.

Mr. Snyder made a motion to approve the Commuter Connections Work Program for FY 2012. Ms. Ticer seconded the motion.

Mr. Gonzales, referring to challenges associated with BRAC implementation at Fort Belvoir and at the Navy Medical Center, suggested that improvements be made to the Commuter Connections website to make it easier for users to submit applications for carpooling and vanpooling.

Mr. Ramfos acknowledged Mr. Gonzalez's suggestions.

Mr. Weissberg seconded Mr. Gonzalez's suggestion, citing difficulties with BRAC implementation at Andrews Air Force Base.

Mr. Ramfos noted that some improvements are scheduled for the website, and that development is in the works of a mobile application for individuals to use on their Smart phones.

The motion passed unanimously.

INFORMATION ITEMS

13. Briefing on Draft Regional Highlighted Freight Projects

Mr. Weissberg said that the first Regional Freight Forum will be hosted on April 27, and invited TPB members to attend and spread the word within the member jurisdictions.

Mr. Weissberg said that the Freight Subcommittee has assembled a list of freight transportation highlighted projects as a way to create greater understanding and support for freight movement in the region. He introduced Ms. Foster of TPB staff, and commended her work and contributions towards assembling this list.

Ms. Foster summarized the objectives of developing a list of prioritized freight projects: to raise awareness of freight; to provide a short list of freight projects that may be considered as part of the regional priorities scoping process; and to prioritize a list of freight projects in the event that funding opportunities arise. Referring to a PowerPoint, she provided an overview of the freight context for the region, stating that by 2040 freight tonnage is expected to increase by 46 percent, and value is expected to increase by 126 percent. She mentioned that the Panama Canal expansion which will open in 2014 will more than double the number of ships and containers that come to ports on the east coast.

Chair Bowser asked Ms. Foster to summarize the project, and asked the TPB members to refer to the print-out for further review.

Referring to slide 5 of the PowerPoint presentation, Ms. Foster said the short- and long-term projects include: the CSX National Gateway Corridor; the CSX Virginia Avenue Tunnel; the Norfolk Southern Crescent Corridor; the Norfolk Southern 5.8 Mile B-line Expansion to alleviate congestion along a bottleneck that affects the Crescent Corridor; the Uniform

Commercial Curbside Loading Zone Program in the District; the I-95 corridor from the Woodrow Wilson Bridge to the Howard County line; the I-95 corridor from the Prince William County southern boundary to the Maryland boundary; and the I-66 and I-495 access improvements.

Chair Bowser thanked Ms. Foster and Mr. Weissberg for their efforts in preparing for the Regional Freight Forum, and encouraged TPB members to attend the forum on April 27.

14. Briefing on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

Mr. Branyan introduced himself as the pedestrian coordinator at the District Department of Transportation. Referring to a PowerPoint presentation, he summarized crash data from the region, citing a decline in total traffic fatalities, and, to a lesser extent, a decline in pedestrian fatalities. He said that pedestrian/bicyclist fatalities comprise a quarter of the total regional traffic fatalities.

Mr. Branyan provided an overview of the Street Smart Pedestrian Safety campaign, which he said has been conducted twice annually since 2002, so the campaign is in its tenth year. He said the budget for this year’s campaign is \$600,000, and that its objectives are to increase awareness, educate our target audience – including drivers, pedestrians, and cyclists – on safer behavior, and inform the audience about increased law enforcement. He discussed the campaign development process, including the role of an advisory group, and showed images of past and present campaigns. He said that the 2011 campaign was influenced by a campaign in Toronto, Canada. He said the theme for the campaign uses the term “Giant Pedestrian Safety Problem” and “Giant safety problem.” He mentioned that some wording was changed in response to comments and concerns raised from various TPB committees regarding clarifying the campaign’s message. He pointed out some additional educational resource materials that have been developed for area law enforcement and jurisdictions, and discussed a pre- and post-evaluation that evaluates the campaign’s effectiveness at raising awareness. He added that some locations in the District have been selected for a special behavioral study of pedestrians. He discussed success in public relations as measured by earned media, and provided an overview of funding for the program over the past ten years. He said that TPB member jurisdictions can help by supplying financial support, and by advocating for concurrent law enforcement in jurisdictions.

15. Update on the FY 2011 US Department of Transportation (DOT) Budget and the Reauthorization of the Surface Transportation Program

Chair Bowser said that Item 15 would be delayed until the next TPB meeting because the current meeting was running over time.

16. Other Business

There was no other business.

17. Adjourn

Chair Bowser adjourned the meeting at 2:10 p.m.