

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
April 17, 2013**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Robert Brown, Loudoun County
Marc Elrich, Montgomery County
Eulois Cleckley, DDOT
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Tawanna Gaines, Maryland House of Delegates
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County
John D. Jenkins, Prince William County
Emmett Jordan, City of Greenbelt
Shyam Kannan, WMATA
Carol Krimm, City of Frederick
Tim Lovain, City of Alexandria
Michael C. May, Prince William County
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
Kanathur Srikanth, VDOT
Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby	
Gerald Miller	
Robert Griffiths	
Nicholas Ramfos	
Andrew Meese	
Rich Roisman	
Eric Randall	
Jane Posey	
Andrew Austin	
Wendy Klancher	
John Swanson	
Deborah Kerson Bilek	
Sarah Crawford	
Karin Foster	
Ben Hampton	
Bryan Hayes	
Debbie Leigh	
Deborah Etheridge	
Erin Morrow	
William Bacon	
Michael Farrell	
Paul DesJardin	COG/DCPS
Bill Orleans	Citizen
Judi Gold	Councilmember Bowser's Office
Patrick Durany	Prince William County
Christine Green	Safe Routes to School Nat'l Partnership
Katrina Tucker	Tri-County Council for Southern Maryland
Nick Alexandrow	PRTC
Bob Chase	Northern Virginia Transportation Alliance
Sean Egan	MDOT
Tim Davis	City of Frederick
Rahul Trivedi	VDOT
Pierre Holloman	City of Alexandria
Mike Lake	Fairfax County DOT
Cindy Petkac	USRC
John B. Townsend	AAA Mid-Atlantic
Jeanette Tejede de Gomez	AAA Mid-Atlantic
Greg Billing	Washington Area Bicyclist Association
Tina Slater	Action Committee for Transit
Dan Malouff	Arlington County
Katrina Tucker	Tri-County Council for Southern MD

1. Public Comment on TPB Procedures and Activities

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

Bob Chase from the Northern Virginia Transportation Alliance spoke about performance measures. He said that he is encouraged that MAP-21 promotes the use of specific performance measures like: congestion reduction, reliability of freight movement, and project delivery. He believes that these measures make sense to taxpayers and travelers. He stated that the Virginia General Assembly took a similar step by requiring that in Northern Virginia priority be given to projects that do the most to reduce congestion and to improve homeland security evacuation. He also observed that the TPB's Aspirations Scenario found that adding new highway capacity for autos and buses makes a dramatic difference in reducing delay. He said it is not old performance measures, like VMT or VMT per capita, which will make the greatest difference. Instead he said that reducing the amount of time people and goods spend sitting in traffic will have a bigger impact on the economy and people's lives. He said that the public is more interested in faster and more reliable trips for all modes, than they are in adding more mode choices. He declared that new funding on the state, regional, and federal level will only make a difference if it is spent wisely, and that performance measures that focus on reducing congestion delays will improve regional mobility and prosperity. Copies of his remarks were submitted for the record.

2. Approval of Minutes of March 20 Meeting

Mr. Kirby said that Mr. May from Prince William County requested the March 20 meeting minutes be amended to show that he attended.

Mr. Turner moved that the board accept the minutes of the March 20 meeting with the change. So moved and seconded, the minutes of the March 20 TPB meeting were approved.

3. Report of Technical Committee

Ms. Erickson said that the Technical Committee met on April 5 and reviewed five items for inclusion on the agenda for the TPB's April meeting: Bike to Work Day events and proclamation; MAP-21 requirements, including MPO reporting requirements for CMAQ and performance measure recommendations; an update on the CLRP Aspirations Scenario work; and an update on the Bus on Shoulders work to date. She said that the committee also reviewed four items that are not on the TPB agenda, including: a briefing on the scope of work for the new Transportation Community and Systems Preservation project to identify strategic recommendations for bicycle and pedestrian access improvements to support housing and employment development close to rail stations; a briefing on the development of the Transportation Emission Reductions Measures, which will be used in the conformity analysis; a user-friendly presentation and summary for the TIP; and the Green Streets Workshop that was held on April 8th.

4. Report of the Citizen Advisory Committee

Mr. Still said that the Citizens Advisory Committee met on April 11. At the meeting, the CAC heard presentations from Mr. Kannan and Chair York, and the committee discussed CAC priorities for the remainder of the year. The CAC also elected co-chairs.

Mr. Still stated that Mr. Kannan from WMATA presented on the transit agency's ten-year strategic plan, called Momentum, which focuses on safety, customer service, regional mobility, and financial stability. Mr. Still said that members of the committee encouraged WMATA to: aggressively consider joint development to generate revenue; focus on creating connectivity between modes; and adopt advanced technology to make fare collection easier.

Mr. Still said that he and the committee were grateful that Chair York presented at the meeting. He said that the Chair York described transportation challenges that face the region and the priorities he has identified as Chair. Mr. Still also said that the Chair described several overseas travel experiences that demonstrate a good model for multi-modal connectivity. Members of the CAC committee thanked the Chair for his service, and encouraged members of the TPB to remain forward thinking.

Mr. Still said that the CAC then discussed its plans for 2013, and explained that the committee would like to be more involved in the regional transportation priorities plan, the Green Streets policy, the Bus on Shoulders task force recommendations, and other items.

Mr. Still said that the CAC also elected vice chairs for the CAC. Veronica Davis from the District and John Epps from Maryland were nominated by email, and the committee voted unanimously to make them vice-chairs.

Vice Chair Wojahn thanked Mr. Still for his presentation and asked the board for questions.

Mr. Turner asked Mr. Kannan if it would be useful for the board to hear the WMATA Momentum presentation.

Mr. Kannan stated that the material was presented to the board in December.

Mr. Turner acknowledged missing that meeting.

5. Report of the Steering Committee

Mr. Kirby said that the Steering Committee met on April 5 and approved three resolutions to amend the FY2013-2018 Transportation Improvement Program (TIP). He said that the first resolution was a request from Maryland DOT to add funding for right-of-way acquisition for the Maryland 4 Suitland Parkway Interchange. The second, from VDOT, was for funding for preliminary engineering for the widening of southbound I-395 between Duke Street and Edsall Road, and for right-of-way acquisition and construction of an interchange at Virginia 7 and

Belmont Ridge Road. The final resolution from DDOT was a request to add funding for repairs to the East Capitol Street Bridge over the Anacostia River and update funding for bridge design consultant services. He added that these three projects are in the CLRP and the TIP, and the resolutions add funding to move them forward.

Mr. Kirby pointed out that there were several items in the letters packet. He said that the first item corrects the cooperative forecast data presented on March 20, 2013. This item also updates three tables (population, households, and employment) from the March 20 presentation. The new tables use the Round 5.1 Cooperative Forecasts that were adopted in 1994 in place of the Round 4.1 forecasts that were originally presented. The updated tables provide a better benchmark to gauge actual versus projected growth.

Mr. Kirby said that the next items were copies of letters sent to the Virginia governor, lieutenant governor, and leaders of the General Assembly, thanking them for their effort to secure substantial new revenues for transportation. He said that the packet includes a letter to the mayor of the District, Governor McDonnell, and Governor O'Malley, requesting that COG and TPB be designated as the recipient for the new Federal Transit Administration 5310 Program that enhances mobility of seniors and individuals. He said that the packet also includes a letter that the TPB sent to Tom Downs, the Chairman of the WMATA Board, inquiring about the additional funding that now comes through the formula program in lieu of the JARC program, how WMATA was proposing to allocate those funds, and whether JARC projects would be given priority.

Mr. Kirby described another letter which the Metropolitan Washington Air Quality Committee sent to Mr. Perciasepe, the acting administrator of the U.S. EPA. He said that the letter endorsed the EPA initiative to move to Tier 3 vehicle emissions and gasoline standards for the entire nation. He said that the Tier 3 standards would have an immediate benefit for every vehicle that is on the road right now because the low sulfur fuel component improves the performance of catalytic converters, resulting in significant air quality benefits.

Mr. Kirby said that the packet also included materials related to the Street Smart campaign that launched on April 9 to promote bicycle and pedestrian safety. The kickoff event took place on Bladensburg Road and featured District Mayor Vincent Gray.

Mr. Kirby pointed out other materials in the packet related to Green Streets workshop held on April 8, which nearly 100 people attended. He said the next step is to develop basic principles for Green Streets that the Board can approve. He said that Green Streets strategies promote ways to control runoff so not as much water makes it to storm drains.

Mr. Kirby said that the final item appeared on the MWCOG Board of Directors agenda of April 10. At that meeting, he and Phil Andrews from Montgomery County presented a report on the Incident Management Oversight Committee that had just finished its work. He said that Mr. Andrews presented an overview of the response to Hurricane Sandy, and that he talked about Metropolitan Area Transportation Operations Coordination (MATOC) Program as one major component of the IMR response.

6. Chair's Remarks

Vice Chair Wojahn said that Mr. Turner worked with Mr. Kirby to draft a letter to state leaders in Maryland, including Governor Martin O'Malley, Lieutenant Governor Anthony Brown, and the heads of the House of Delegates and State Senate to support Maryland's new comprehensive transportation funding bill. The draft letter was distributed.

Mr. Turner said that he appreciated that members of the of Board would consider at this letter. He thanked Delegate Gaines specifically for her leadership on transportation issues in the state of Maryland. He moved that the letter be sent.

Mr. Jordan seconded the motion, which passed unanimously.

Vice Chair Wojahn added that the City of College Park passed a resolution in support of Maryland's transportation funding bill, and he thanked Mr. Turner for taking the lead on the TPB letter.

ACTION ITEMS

7. Approval of Bike to Work Day Proclamation

Referring to the mailout material, Mr. Ramfos gave a briefing on Bike to Work Day, which will be held May 17. He said the event had more than 13,000 participants last year, and that the goal this year is to increase participation by 10 percent so that the total number of participants exceeds 14,000. He said a dozen new pit stop locations have been added this year, for a total of 72 pit stops throughout the region. He said that every three years, staff conducts an event survey to measure the event's impacts. He described the close collaboration between the TPB's Commuter Connections staff and the Washington Area Bicyclist Association (WABA) in organizing the event, and he introduced Greg Billing from WABA.

Mr. Billing thanked the TPB for sponsoring this event.

Mr. Jordan thanked Mr. Ramfos and staff for their hard work. He noted that in the survey that Mr. Ramfos referenced 20 percent of respondents said they bike to work more often. He asked how "more often" would be defined.

Mr. Ramfos said that each respondent answered the questions differently. He said there was an overall increase in bicycling after the event, especially for existing cyclists and, in some cases, first-time cyclists.

Mr. Jordan suggested that in the future the event might include some of the cycling classes that WABA offers.

Mr. Billing said that WABA has timed some of its classes for first-time cyclists to precede Bike

to Work Day.

Mr. Kannan said that at the West Hyattsville and Cheverly Metrorail stations, WMATA staff would be teaching cyclists how to load and unload bikes from the front of buses.

Mr. Ramfos mentioned that VRE and MARC are also sponsoring Bike to Work Day pit stops.

Vice Chair Wojahn said this would be his 11th year participating in Bike to Work Day. He read the TPB proclamation.

A motion was made to approve the proclamation. The motion was seconded by Mr. Zimmerman, and was approved unanimously.

8. Briefing on TPB Congestion Mitigation and Air Quality Responsibilities under MAP-21 and Approval of a TPB Letter to the US Department of Transportation (USDOT) Regarding Performance Measures and Targets for Congestion in the Washington Region

Mr. Kirby, referring to a PowerPoint presentation, reviewed the performance-based requirements included in MAP-21 as they pertain to national goals and to metropolitan transportation planning. He emphasized the importance of safety, infrastructure condition, congestion reduction, system reliability, freight movement, and environmental sustainability. He said that MAP-21 includes some penalties for those states and MPOs that do not achieve progress targets. He summarized a MAP-21 implementation timeline for performance-based planning requirements that spans a five-year time period. He also summarized the coordination efforts that have been underway between FHWA and states, MPOs, and transit agencies.

He provided an overview of the TPB's focus on performance-based planning to date, and said that the FY2014 UPWP addresses these new responsibilities. He mentioned that some of these new responsibilities, such as state of good repair and safety, will be coordinated with states and transit agencies, and that there are explicit TPB responsibilities for congestion mitigation and air quality, which include developing a performance plan for the region. He reviewed the MAP-21 legislated performance-based planning responsibilities as they relate to Congestion Mitigation and Air Quality, including evaluation and assessment of projects and priority for use of funds in PM 2.5 areas, which he said needs to be addressed right away. He noted some of the TPB programs that currently focus on congestion reduction and air quality, such as Commuter Connections and MATOC. He mentioned that the USDOT Secretary is tasked with developing performance measures that reflect these goals, and added that once the USDOT establishes performance measures by the spring of 2014, the TPB will have about 18 months to establish performance targets for these measures.

He then reviewed the draft letter, which addresses mobile source emissions and congestion, and suggests that the USDOT Secretary develop performance measures based on readily available data and technical methods. He added that the USDOT is interested in receiving comments from stakeholders on developing performance measures. He mentioned the recent Texas

Transportation Institute (TTI) 2012 Urban Mobility Report on congestion, which ranks the National Capital Region as #1 in congestion with regard to average congestion delay per commuter, and said that the report uses an aggregate regional measure to reach its conclusion. He said that although the USDOT might consider this report as it develops its measures, the TPB should urge the USDOT Secretary to considering measuring congestion in a more disaggregated manner.

Mr. Zimmerman commented that MAP-21 is the first law in six decades of transportation legislation that provides new regulations without providing new funding. He said that while the TTI is a popular index for measuring congestion, it fails to take into account the overall time for all people commuting. He said that the TTI essentially measures the time for people who happen to be commuting in the most congested mode, and advocated that measuring overall congestion is important, particularly given that the region is rich in public transportation options. He asked if the drafted letter accurately expressed the notion of measuring overall congestion.

Mr. Kirby responded that the draft letter focuses on the goal of reducing traffic congestion as specified in the MAP-21 legislation.

Mr. Zimmerman asked how traffic congestion is to be measured.

Mr. Kirby said the hope is that performance measures would be defined by the USDOT in a way meets the law, but not in a manner that is overly prescriptive.

Mr. Zimmerman, acknowledging the need for discretion in the letter, said that the TPB should advocate for measuring the movement of people – not just vehicles – over a given time period.

Mr. Erenrich supported the point raised by Mr. Zimmerman. He said that the letter should reflect the nature of the region, and that the TTI measures are general measures. He added that it is important to consider the multimodal nature of travel and the time differences. He said that the letter should include language explaining that the region has extremely high levels of ride-sharing and transit ridership.

Mr. Kirby said that the last paragraph in the letter could be expanded to cover the points suggested by Mr. Zimmerman and Mr. Erenrich.

Vice Chair Wojahn called for a motion to amend the draft letter.

Mr. Mendelson moved to approve the letter to the Secretary of the USDOT regarding the establishment of performance measures and targets for congestion in the Washington region.

Mr. Turner seconded the motion.

Vice Chair Wojahn summarized the motion on the table, stating that it was to approve the draft letter on page 67 of the mailout packet. He called for discussion.

Mr. Erenrich moved to amend the letter by adding a reference to the region's multi-modal performance, and by adding language that "a single measure like a TTI index may be useful and helpful in understanding congestion, but is not in itself sufficient to understand our region" in the fourth paragraph of the draft letter.

Mr. Zimmerman seconded the motion.

Mr. Weissberg suggested a friendly amendment to add "in pursuit of a more balanced region" to Mr. Erenrich's amendment.

Vice Chair Wojahn asked Mr. Erenrich if he would accept the friendly amendment.

Mr. Erenrich replied that he accepted the friendly amendment.

Mr. Zimmerman said that the letter should include a reference about the need to base the measure of congestion on the movement of people, rather than vehicles.

Vice Chair Wojahn asked if Mr. Erenrich would be amenable to the change proposed by Mr. Zimmerman.

Mr. Erenrich replied in affirmation.

Vice Chair Wojahn asked Mr. Erenrich to read the amendment as he understood it.

Mr. Erenrich said that he did not write it down.

Mr. Kirby said that TPB staff would include the language as requested.

Mr. Erenrich summarized that the main issue at hand is that there is more than one measure than the TTI index, and that it is important to consider person throughput as well as multimodal measures.

Mr. Weissberg added that these measures should to create a more balanced region.

Vice Chair Wojahn called for a vote. The amendment passed unanimously.

Mr. Kannan said it would be worthwhile to discuss that there are currently very few transit assignment models that can effectively measure congestion on transit, which he said could affect measuring person throughput per hour as well as overall congestion.

Mr. Kirby said that this could be included but that he would be hesitant to address concepts in the letter than are not pertinent to the requirement at hand.

Vice Chair Wojahn called for a vote to approve the letter to the Secretary of the USDOT, as amended, which passed unanimously.

INFORMATION ITEMS

9. Briefing on Activities to Increase Ridership on the Metrobus System

Mr. Requa provided a presentation in response to a request from the TPB for a report on NextBus and other technologies and efforts Metro is undertaking to increase bus ridership. He provided a summary of Metrobus ridership and the composition of the Metrobus fleet. He said WMATA has implemented a transit database that contains all of the operational data, routes, and schedules, and provides automatic vehicle location (AVL) data to Next Bus, Inc. He said 85 percent of Metrobus routes are capable of providing AVL data with a two-minute polling interval. He said a number of third party providers use the data supplied by Next Bus, Inc. to provide customers with bus location information. He said the Next Bus DC app was not officially supported by WMATA, and that WMATA was not a party to the private arrangements between the app and Next Bus, Inc. He said WMATA encourages customers to use other sources for Next Bus data, either provided by third parties or through the WMATA website. He said WMATA intends to provide more customer information on AVL data through the installation of more information signs through the TIGER I grant. He said WMATA is also in a three-year process of implementing a consolidated system for tracking the bus fleet under one program. He anticipates this system to be implemented on the entire fleet by the fall of 2013.

Mr. Requa spoke about several other technologies to increase bus efficiency. He said WMATA is in the process of developing a signal priority system that will work with all of the signal systems used by all jurisdictions. He said that WMATA will install the equipment on its fleet by the end of the fall of 2013. He said that under the TIGER I grant, WMATA will provide new signal equipment at 25 signals along Route 7 in Virginia, and that the TIGER grant has funding to configure about 80 intersections in the region. He said Metrobus storage and maintenance facilities are crucial to the safe and efficient operation of the fleet and he summarized the current renovation activities and needs for Metrobus facilities.

Mr. Requa described other WMATA efforts to encourage bus ridership. He said WMATA is training bus operators on communication techniques and how to handle difficult situations. He said there is interest in the training program from other regional transit operators and WMATA intends to share its training regimen. He said WMATA has installed cameras on the fleet which help for training purposes and other incidents. He told the TPB about recent efforts to improve running time and bus operations, since fleet expansion is often cost prohibitive. He summarized strategic planning efforts and other studies that help WMATA determine where improvements to operations and routes would have the biggest positive impact on service.

Mr. Requa provided information on some larger-scale capital projects underway and under study. He described the transitway under construction in Arlington and Alexandria, which is the first dedicated right-of-way for buses in the Metro system and will open in spring of 2014. He said WMATA is studying other corridors for implementing bus lanes. He closed by outlining some challenges WMATA faces in attracting ridership, particularly the impact of congestion on service quality.

Mr. Zimmerman asked about the traffic signal priority system implemented on two bus lines in the region.

Mr. Requa said the systems on Georgia Avenue and Columbia Pike simply allow the buses to alert the signal that the bus is approaching. The new system will contain more information about the on-time status of the bus and other information, allowing the system to make a technical decision about altering the signal timing.

Mr. Zimmerman said he hopes traffic signal priority can be implemented in more locations, but that WMATA should also have a plan for evaluating how effective it is in terms of increasing efficiency. He said it would be helpful to develop a basis for the determination of success or failure of traffic signal priority for a specific route before it is implemented so that the performance of the system may be measured relative to appropriate measures for that route.

Mr. Requa said the new system is designed to provide detailed information and that WMATA will work with the jurisdictions to ensure that the equipment is working properly.

Mr. Zimmerman clarified that he is interested not in whether the system itself is functioning properly, but that the functionality of the system is appropriate and effective for the particular bus route.

Mr. Requa said WMATA would be able to determine that information.

Mr. Zimmerman noted that many of the strategies Mr. Requa presented are not new ideas, but that WMATA has not gotten very far in terms of implementation over the past decade. He said progress has been made in the last couple of years, but that WMATA and the region should be beyond talking about potential studies for dedicated bus lanes. He estimated that there are bus lanes on one percent of Metrobus routes.

Mr. Requa said that the bus lanes that exist are also used by other systems, so they benefit all of the transit systems in the region. He said WMATA is working with the state and local jurisdictions, who own the streets, and conducting studies to demonstrate the advantages to implementing bus lanes. He said there is more traction for this concept lately and that he hopes it will result in actual improvements on the street.

Vice Chair Wojahn asked if there is a WMATA-sanctioned Next Bus app that it recommends customers use. He said it is confusing to users who want to be able to use a Next Bus app because there are different vendors, which raises questions about the reliability of vendors.

Mr. Requa said that customers can get Next Bus information through WMATA's mobile website or visit the Next Bus, Inc. website and get information directly from the company. He added that the information is available for anyone who wants to develop an app.

Mr. Erenrich said a customer could use a smartphone to go to the WMATA mobile website and get Next Bus, Next Train, and Trip Planner information.

Mr. Requa added that it could provide a customer with next bus arrivals based on a customer's location.

Mr. Weissberg agreed that it is important to measure the performance of the traffic signal priority, particularly based on baseline information.

Mr. Requa said WMATA has on-time performance for every route, so there is a good baseline on which to judge improvements going forward.

Mr. Elrich said Montgomery County is looking at implementing a BRT network and he described the difficulties in identifying cost-effective alignments. He said people are convinced that if they lose a travel lane, they are going to suffer increased delays. He said that in order to implement a BRT network or add bus only lanes to roadways, there needs to be a complementary public education campaign that describes with graphics how such a system works. He said if the region wants to build a first-class transit system, it could take away curb lanes on the major arterials and have the most inexpensive expansion of mass transit one could imagine. He added that it is unfortunate that discussion has turned to rail and bridges and tunnels because there is a stigma to "taking away" a travel lane.

Mr. Requa said there is an interim step to creating a bus only lane, which is implementing diamond lanes – dedicating the curb lane to buses during peak rush hour.

Mr. Mendelson thanked Mr. Requa for his thorough explanation on the Next Bus data. He said he still would like to discuss how the region and WMATA could meaningfully expand bus service. He said one obvious answer is to increase the frequency of buses, noting that people do not want to wait for long headways.

Mr. Requa said that headways are greatly reduced during peak hour service and that certain routes are prone to overcrowding. He said part of the answer is to add more buses, which is not financially feasible at the moment. He said another option is to add more service during off-peak and weekend hours, which WMATA can do and is planning to implement in FY 2014. He said that starting in July, WMATA would increase frequency of midday service on certain routes. He said there is \$5 million available to invest in this effort.

Mr. Mendelson noted that \$5 million is not a lot of money when spread across the region.

Mr. Requa said that it is more money that Metrobus has had in recent years to attempt this kind of improvement. He said the money would be used on the routes with highest demand, specifically those that carry 15 to 20 thousand people a day.

Mr. Mendelson asked if Metrobus has experienced growth in ridership on existing bus lines.

Mr. Requa said that from 2011 to 2012, WMATA saw a six percent increase in ridership throughout the system. He said that on routes where WMATA made service improvements, such

as the 90 routes in the District, WMATA saw about a 7.5 percent increase in ridership.

Vice Chair Wojahn asked how many buses WMATA has added to the fleet over the past 15 years. He also noted that route adjustments, those that improve both on-time performance or provide more frequent headways, are subject to local approval.

Mr. Requa said Metrobus has added 40 buses to the fleet. He said buying buses is one step, but that there are significant operating costs for the service. He said he believes there is more interest in providing more service and funding to operate that service. He said, for example, that the Alexandria is paying for the buses for the transitway constructed there.

Mr. Mendelson said that he thinks more strategic expansion would have more of an effect, noting that if WMATA marginally increased service on all routes, the benefit to passengers would be minimal and not attract very many new riders.

Mr. Requa said the majority of dollars are spent on the 24 priority corridor routes that carry over 50 percent of Metrobus ridership.

Mr. Emerine said that one of the ways to speed up buses along a route is to take away a bus stop every so often. He understands there are legitimate concerns to spacing the bus stops too far apart, but noted that there are routes in the District that stop every block. He said there must be a balance between the ability to serve the greatest number of people without making it overly difficult for certain populations.

Mr. Emerine thanked WMATA for developing new bus maps, as he thinks the maps provide a better level of legibility. He said there is a flaw in the organization of the maps by major routes and local routes, which may not be immediately apparent from the rider's perspective. He encouraged WMATA to move towards a mapping approach that takes into account bus route frequency.

Mr. Requa responded that WMATA has four maps for the region that outline 315 bus routes. He said the routes, bus stops, and frequency are included for most of the major stops. He said that WMATA would encourage riders to turn to Next Bus to find out information about frequency, and that WMATA will move away from providing a schedule at the bus stops. He said that Metrobus serves 11,500 bus stops, which he agrees is too many. He said WMATA took out 50 stops several years ago, which was a challenge. He added that Title VI is going to make it more difficult to remove additional bus stops even though the benefit to most riders would be significant.

Mr. Zimmerman said Arlington managed to remove some bus stops when it restructured the Columbia Pike service about ten years ago. He said the approach Arlington took was not to eliminate bus stops, but to propose route improvements. He said it is important to convey to the riders the benefit they will receive by walking 20 to 30 seconds longer, namely a reduction in the length of the bus ride. He said he understands that selecting the priority corridor network for improvements represents the greatest opportunity. He said Los Angeles has implemented a

successful model of providing limited stop service on major routes, but overlaying a local system that strategically interacts with the limited stop service. He said Los Angeles layered additional time-saving measures, including signal prioritization, headway management, and other options, resulting in an increase in ridership on those routes. He referenced the Bus on Shoulders concept as another example and stated that the goal is to make the same investment in equipment, but look to other strategies to increase capacity.

Mr. Jordan asked for clarification that WMATA has currently installed 50 customer information signs and asked how many more it intends to install in the coming year.

Mr. Requa confirmed that WMATA has installed about 50 signs throughout the system. He said that within six months of the contract award, which should occur within the next month, WMATA should be ready to install additional signs. He said WMATA has money to install 80 signs over the next year, which he said would likely be installed at rail stations. He added that the signs would be available for jurisdictions to purchase and install, and that he hopes to see at least 800 signs installed throughout the system.

10. Briefing on the Update of the CLRP Aspirations Scenario

Referring to the handout and mailout material, Mr. Kirby noted that the last formal presentation given to the TPB on the Aspirations Scenario was in October of 2011. He said that staff has recently completed a major update of that work. He described how the new analysis was different, including the use of the most recent 2012 CLRP and cooperative forecasts as a baseline, the use of a new travel demand forecasting model and emissions model, and the use of new household travel survey data.

He said that another big change in this analysis is that it only includes toll lanes that are additive or HOV conversions; it does not include the conversion of existing general-purpose lanes to toll lanes.

He described the scenario's impact on travel demand and system performance. He also described a sketch-level analysis of cost recovery, which estimated that approximately 40 percent of the cost of the system would be recovered through tolls.

Mr. Lovain said he understood that the Technical Committee had discussed the absence in the scenario of specific local projects like the Route 1 Transitway or the Purple Line.

Mr. Kirby said the scenario includes the entire 2012 CLRP baseline, including the Purple Line and the Route 1 project. He said the scenario does not have every proposed BRT project in the region, such as the Montgomery County BRT proposed system, but it does have some BRT on arterial roads.

11. Update on TPB Bus on Shoulder Task Force Meeting

Ms. Krimm, co-chair of the Bus on Shoulder Task Force, briefed the TPB on the task force meeting earlier that day. She thanked Eric Randall and TPB staffers for their work. She said the task force received an update on VDOT's I-66 Inside-the-Beltway pilot project and steps to implement the Bus on Shoulders project on I-66 inside the Beltway. The task force also received additional information from staff of the Maryland State Highway Administration on the feasibility of Bus on Shoulders on the I-270, MD 5 and U.S. 301 corridors. She said the task force's final report would be presented to the TPB in the coming months.

12. Notice of Proposed Amendment to Update Projects and Funding in the District of Columbia Section of the FY 2013-2018 Transportation Improvement Program (TIP)

Mr. Kirby explained that information for this item was posted on the website and the item is open for public comment. He said the item would be brought back as an action item next month.

13. Other Business

There was no other business.

14. Adjournment

The meeting was adjourned at 2:02.