

**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 16, 2008**

Members and Alternates Present

Yvette Alexander, DC Council  
Nat Bottigheimer, WMATA  
Bill Bronrott, Maryland House of Delegates  
Robert Catlin, City of College Park  
Colleen Clay, City of Takoma Park  
Lyn Erickson, MDOT  
Robin Gardner, City of Falls Church  
Jason Groth, Charles County  
Tom Harrington, WMATA  
Susan Hinton, NPS  
Catherine Hudgins, Fairfax County Board of Supervisors  
Charles Jenkins, Frederick County  
Sakina Khan, DC Office of Planning  
Mike Knapp, Montgomery County  
Timothy Lovain, Alexandria City Council  
Michael C. May, Prince William County  
Peter May, National Park Service  
Phil Mendelson, DC Council  
David Moss, Montgomery County  
Mark Rawlings, DDOT  
Rick Rybeck, DDOT  
C. Paul Smith, City of Frederick  
Linda Smyth, Fairfax County  
Reuben Snipper, Takoma Park  
David Snyder, City of Falls Church  
Kanti Srikanth, VDOT  
Patsy Ticer, Virginia Senate  
Harriet Tregoning, DC Office of Planning  
Todd M. Turner, City of Bowie

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Margaret Vanderhye, Virginia House of Delegates  
Lori Waters, Loudoun County  
Victor Weissberg, Prince George's County  
Patrice Winter, City of Fairfax  
Patrick Wojahn, City of College Park  
Bill Wren, Manassas Park  
Chris Zimmerman, Arlington County Board

MWCOG Staff and Others Present

Ron Kirby  
Michael Clifford  
Jerry Miller  
Jim Hogan  
Bob Griffiths  
Nick Ramfos  
Wendy Klancher  
Debbie Leigh  
Deborah Etheridge  
Andrew Meese  
Andrew Austin  
Beth Newman  
Monica Bansal  
Sarah Crawford  
Darren Smith  
Karin Foster  
Melanie Wellman  
Michael Eichler  
Tim Canan  
Dusan Vuksan  
Dave Robertson           COG/EO  
Naomi Friedman           COG/EO  
Steve Kania                COG/OPA  
Lauren Udvari             COG/OPA  
Paul DesJardin            COG/HSPPS  
Bill Orleans                PG ACT  
Alex Verzosa               City of Fairfax  
Randy Carroll              MDE  
Bob Owolabi                Fairfax County DOT  
John B. Townsend         AAA Mid-Atlantic  
Betsy Massie               PRTC  
Andrew Beacher            Loudoun County Transportation  
Jim Maslanka               City of Alexandria

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Tom Biesiadny	Fairfax County/DOT
Al Francese	Centreville (VA) Citizens for Rail
Unwanna Dabney	FHWA – VA Division
Eric Gilliland	WABA
Monica Backmon	PWC DOT
Angelica Betts	PWC
Harry Sanders	Purple Line Now
Michael Hackett	MWAA
Ritch Viola	Arlington VA DOT
Matthew Moskitis	NVTA

Chairman Mendelson called the meeting to order and asked that the TPB observe a moment of silence to mark the anniversary of the 2007 shootings at Virginia Tech.

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

Mr. Chase of the Northern Virginia Transportation Alliance provided his thoughts on the unrealistic nature of the variably priced lanes scenario studied by the TPB. He encouraged the TPB to include new roadways, parkways, and bridges in future scenarios, and not to limit the scenarios to existing roadways. He said the TPB had not consulted with the transportation professionals in the region regarding recommendations for effective transportation solutions. He said political will often compromises the efficient use of resources. He said the region does not have a clearly defined list of strategic priorities because it lacks the will to create such a list.

Mr. Zimmerman responded that while he may not always agree with the focus of some of the TPB studies, he said they have always been conducted by transportation professionals. He also challenged the notion that the region has no transportation priorities, noting that the Northern Virginia Transportation Authority (NVTA) develop an elaborate set of priorities in the TransAction 2030 plan. He said NVTA established criteria before determining the projects that would be included in the plan. He said this is important, because should funding be restored, NVTA has a list that will show exactly where money will be spent. He also noted that the TPB passed a resolution on region-wide priorities for funding for WMATA capital improvements.

### **2. Approval of Minutes of March 19 Meeting**

Ms. Smyth made a motion to approve the minutes of the March 19, 2008, TPB meeting. Mr. Zimmerman seconded this motion.

Mr. Zimmerman asked for some amendments to the minutes. He asked that at the end of the last full paragraph on page 11, a sentence be added to read: “He said that in many cases pedestrians

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are not crossing in the crosswalk, which is often due to the fact that the nearest crosswalk may be over a quarter-mile away.”

Mr. Zimmerman said that on page 14, in the paragraph fourth from the end, he would like the following sentence to be changed from: “He said that pricing roadways only makes sense if all roads are priced.” to “He said pricing roadways does not necessarily make sense unless all roads are priced.”

Ms. Smyth asked that in the third paragraph on page six, the power substation in question be listed as the “Dunn Loring Metro power substation.”

The amended minutes were approved unanimously.

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

Mr. Rawlings said the TPB Technical Committee met on April 4. He said the committee reviewed four items on the TPB agenda:

- Item 7: The committee received a briefing on the proposed replacement of the Northern Virginia portion of the FY 2008-2013 Transportation Improvement Program (TIP) with an amendment to the FY 2007-2012 TIP.
- Item 8: Staff briefed the committee on an alternative set of project submissions that will be included in the air quality conformity assessment for the 2008 Constrained Long-Range Plan (CLRP) and the FY 21009-2014 TIP should the Northern Virginia Transportation Authority (NVTA) funding not be reinstated.
- Item 11: The committee was briefed on the key performance information for the 2007 CLRP.
- Item 12: The committee reviewed the outline of the proposed approach for development of the CLRP Aspirations and “What Would it Take?” scenarios.

Mr. Rawlings said the committee also received updates on the 14<sup>th</sup> Street Bridge Corridor Environmental Impact Statement (EIS), the status of the inputs for the 2008 CLRP and FY 2009-2014 TIP, the draft policy report summarizing the changes in travel transit and commuting patterns in the region, and the pretest of the questionnaire for the region-wide bus survey.

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

Mr. Martin said the TPB Citizens Advisory Committee (CAC), which met on April 10, received briefings on the May 15 TIP Public Forum and the activities of the COG Climate Change Steering Committee.

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Mr. Martin said the CAC reviewed the format for the TIP forum that will be held during the second half of the CAC meeting on May 15. He said this forum is an opportunity for the CAC and interested members of the public to gain an understanding from the state departments of transportation about the transportation project selection process and how major projects move through the regional TIP process. He said the CAC emphasized the importance of advertising the TIP forum and offered to help spread the word among their communities. He said the CAC asked that project information be posted on the CAC website in advance of the meeting so that the committee may review the information prior to the meeting. He said the CAC will evaluate this year's forum and make recommendations for improvement to the agenda in future years.

Mr. Martin said the CAC had a presentation on the activities of the COG Climate Change Steering Committee. He said that environmental concerns are often just under the surface of many items discussed by the CAC, so it was constructive to have the opportunity to learn more about these issues. He said the Climate Change Steering Committee will soon release a report on regional recommendations for climate change policy and that the CAC is looking forward to reviewing the list of recommendations for reducing greenhouse gas emissions related to transportation and land-use. He said the CAC also discussed global energy usage trends in the context of envisioning an efficient regional transportation network. He added that the CAC will develop recommendations for the TPB on how to better address energy consumption and air quality related to the transportation network.

Mr. Martin concluded his report by noting that the CAC reviewed the final report of the TPB Regional Value-Pricing Task Force. He said that CAC members strongly believe that if variable pricing is implemented, a robust transit component should be developed parallel to any highway pricing. He said the CAC will develop a resolution on the tolled highway lanes, carefully considering the concerns raised by the public.

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

Mr. Kirby said the Steering Committee met on April 4 and did not take any formal actions. He said one proposed action was reserved for the TPB and is under Item 9 on today's agenda, the I-295 re-designation.

Mr. Kirby noted a recent article in the letters packet from the *New York Times* on the eight dollar traffic congestion pricing plan for Manhattan, which was not approved by the New York state legislature. He referred to a reply from Senator Mikulski to a letter from Councilmember Knapp, Chair of the COG Board, regarding support for the rail project to Dulles Airport. Mr. Kirby also referred to a copy of testimony that he gave on April 9 before the Committee on Transportation and Infrastructure of the U.S. House of Representatives entitled: "Transportation Challenges in Metropolitan Areas."

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Mr. Lovain commented that the TPB had just received a letter from the District of Columbia Department of Transportation (DDOT) indicating its willingness to contribute \$11,000 to the proposed web-based regional clearinghouse, which will provide better transportation information to the elderly, disabled, and low-income people in the region. He said this contribution matches that from Maryland. He noted that Virginia has not contributed to date, but that Ms. Hudgins and others are working to secure that contribution.

Ms. Hudgins emphasized that this project is consistent with the desires of many Northern Virginians, and she asked the Commonwealth to acknowledge its importance through a matching contribution of \$11,000.

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

Chairman Mendelson said that on April 15 his colleague in the D.C. Council, Jim Graham, and he introduced a bill on Clean Air Compliance. He said part of the bill would include assessing a fee on employer-provided free parking spaces to employees. He said he believed this fee would raise a significant amount of money over three years.

Chairman Mendelson introduced several new members of the TPB: Margaret Vanderhye of the Virginia House of Delegates; Patrick Wojahn of the College Park City Council; and Robin Gardner, Mayor of Falls Church.

## **ACTION ITEMS**

### **7. Approval of Replacement of the Northern Virginia Portion of the FY 2008-2013 Transportation Improvement Program (TIP) with an Amended FY 2007-2012 TIP for Inclusion in the Virginia State Transportation Improvement Program (STIP)**

Mr. Kirby said that on January 16 the TPB approved the FY 2008-2013 TIP and the 2007 Constrained Long-Range Plan (CLRP). He said the Federal Highway Administration (FHWA) notified the TPB that the Virginia portion of the TIP was not financially constrained. He said that through conversations with VDOT, it was determined that it would take a considerable amount of time to correct the FY 2008-2013 TIP. He said that in order to move forward, he recommends that the TPB approve replacing the Virginia portion of the FY 2008-2013 TIP with the amended FY 2007-2012 TIP that was adopted for Virginia and previously approved by FHWA. He said nine projects were added to the amended Virginia portion of the FY 2007-2012 TIP because they were included in the air quality conformity determination made in January.

Mr. Zimmerman made a motion to adopt Resolution R21-2008 to replace the Northern Virginia portion of the FY 2008-2013 TIP approved by the TPB on January 16, 2008, with the Northern Virginia portion of the FY 2007-2012 TIP as amended to include nine projects that affect the air

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quality conformity determination approved by the TPB on January 16, 2008, as described in the meeting materials. Ms. Ticer seconded the motion.

Mr. Zimmerman noted that the majority of the changes through this action relate to the loss of funding for the Northern Virginia Transportation Authority. He also noted that the loss of funding related to this resolution is minor compared to the funding that was lost for projects that were not yet added to the TIP or CLRP. He said those projects remain in jeopardy unless the Virginia General Assembly is able to identify new transportation funding.

Ms. Waters asked if the resolution needed to reference the April 14, 2008, letter regarding the Dulles Corridor rail project.

Mr. Kirby noted that the TPB received a letter on April 14 from the Virginia Department of Rail and Public Transportation (VDRPT) asking that the TPB include in the TIP updated cost and revenue estimates for Phase I of the Dulles rail project.

Chairman Mendelson clarified that the resolution would not change, but that the information provided by VDRPT would be included in the underlying documentation.

Mr. Kirby said that the action would need to formally reflect the inclusion of this information in the form of an amendment to the resolution.

Ms. Waters asked to amend the motion to integrate the updated technical information for the TIP regarding the Dulles Corridor rail project.

Ms. Hudgins noted that the projects affected by the loss of funding are significant in terms of the impacts on transit and congestion in Northern Virginia.

The motion passed unanimously.

### **8. Approval of a Contingency Course of Action for the Air Quality Conformity Assessment for the FY 2008 CLRP and FY 2009-2014 TIP which Does Not Rely on Funding from the Northern Virginia Transportation Authority (NVTA)**

Mr. Kirby said that staff is proceeding with the air quality conformity analysis for the 2008 CLRP and FY 2009-2014 TIP that was approved by the TPB on February 20, 2008. He said results would be available in June; the public comment period will take place in June and July; and the TPB will be asked to approve the CLRP and TIP in July. He said that the rejection by the Virginia State Supreme Court of the NVTA funding mechanism may require that some of the projects previously approved by the TPB for testing be removed from the TIP due to lack of funding.

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Mr. Kirby said that staff recommends a contingency course of action for the 2008 CLRP and FY 2009-2014 TIP that involves removing from the package of projects approved by the TPB in February those projects that depend on the NVTA funding. He said staff would continue the analysis on all projects approved by the TPB in February, but that a parallel air quality analysis would be performed on the smaller group of projects that does not contain the NVTA projects. He said that if the Virginia General Assembly approved funding for the NVTA projects, the TPB would be able to move forward with the original air quality assessment and act on the complete 2008 CLRP and FY 2009-2014 TIP in July. He said that if the funding is not restored for the NVTA projects, the TPB would switch to the contingency course of action, carry out the air quality testing for the smaller subset of projects, and act on a reduced 2008 CLRP and FY 2009-2014 TIP in September or October. He said that another element of the contingency course of action is that since the TPB needs to have a TIP action in July, the TPB would adopt an amended version of the FY 2008-2013 TIP to include projects that do not affect conformity and for which funding is available.

Mr. Zimmerman made a motion to adopt Resolution R22-2008 to approve a contingency course of action which does not rely on NVTA funding for the air quality conformity assessment for the 2008 CLRP and FY 2009-2014 TIP. Ms. Hudgins seconded the motion.

Mr. Lovain asked that there be ongoing communication between TPB staff, the jurisdictions, and VDOT to ensure that the deadlines for inclusion of projects in the TIP are known to all.

Mr. Kirby said that all the Northern Virginia representatives appreciate the implications of this action and participated in assembling the contingency plan. He added that some of the projects have not been removed, but are listed as delayed and will rely on other sources of funding.

Mr. Zimmerman said he thinks it is unlikely that the TPB will know the funding intentions of the Virginia General Assembly before the June TPB meeting. He said that to the extent possible, it would be wise to hold the decision on the projects until July, when more may be known about available funding.

Mr. Kirby said the air quality conformity analysis could still be released in June regardless of the funding situation. He said that should the funding be restored before the July 16 TPB meeting, the TPB could act on the conformity analysis and the TIP in July; if the funding is not restored, the TPB would have to pursue the contingency course of action.

The motion passed unanimously.



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## **9. Approval of Re-designation of the Portion of I-295 in the District of Columbia from Barney Circle to the 11<sup>th</sup> Street Bridge to an Urban Boulevard, and of the Portion of I-295 Over the 11<sup>th</sup> Street Bridge to I-695**

Mr. Rawlings referred to a letter from the District of Columbia to the TPB to seek support for the re-designation of a portion of I-295 from Barney Circle to the 11<sup>th</sup> Street Bridge as an urban boulevard and the re-designation of the portion of I-295 over the 11<sup>th</sup> Street Bridge as I-695. He provided maps that illustrated current conditions of I-295 and the proposed changes. He said the re-designation only re-labels the existing roadways and does not have any adverse impact on the interstate system. He said the proposed actions are also consistent with current District and federal initiatives, and are a key component of the Anacostia Waterfront Initiative and the final EIS for the 11<sup>th</sup> Street Bridge replacement and reconfiguration project.

Mr. Rawlings made a motion to adopt Resolution R23-2008 to approve a re-designation of a portion of I-295 to Barney Circle to the 11th Street Bridge as an urban boulevard, and re-designation of the portion of I-295 over the 11th Street Bridge to I-695. Ms. Tregoning seconded the motion.

Mr. Jenkins asked if there is a mechanism in place to alert the companies that manufacture navigation systems of this re-designation.

Mr. Kirby said that it is his hope that those companies are keeping track of all the changes and adding them to the navigation systems.

Chairman Mendelson asked Mr. Kirby to look into this matter and return at the next TPB meeting with any information.

Mr. Bottigheimer noted that the Washington Metropolitan Area Transit Authority (WMATA) has worked closely with DDOT on the re-designation and planning for the facility. He added that it offers WMATA a number of opportunities for enhanced transit service to the communities in Southeast D.C., and storage of vehicles for supporting future light rail.

Mr. Turner asked if TPB staff provides a recommendation on items such as this.

Mr. Kirby said the cover sheet for the item provides the staff recommendation, which is in favor of adopting the resolution.

The motion passed unanimously.

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## **10. Approval of Regional Bike to Work Day 2008 Proclamation**

Mr. Ramfos said that Commuter Connections teamed with the Washington Area Bicyclists Association (WABA) to coordinate the May 16 Bike to Work Day. He said that 7,000 commuters are expected to ride to work and converge at 26 rally points around the region from Frederick County to Southern Maryland. He said the main rally point is at Freedom Plaza in the District of Columbia. He said local governments are assisting in the coordination of the rally points, with some pit stops sponsored by employers. He said that riders will have the opportunity to join commuter bicycle convoys, organized by WABA volunteers to promote comfort and safety for all riders. He said that the hope is that once the commuters experience the ride, they will opt to bike to work on a more regular basis. He added that this year's Bike to Work Day coordinates with National Bike to Work Week. He said that in an effort to increase public awareness of Bike to Work Day in the region, the TPB is asked to approve the 2008 Bike to Work Day Proclamation.

Ms. Smyth made a motion to approve the 2008 Bike to Work Day Proclamation. Ms. Tregoning seconded the motion.

Ms. Waters asked for a list of the 26 rally points around the region.

Mr. Ramfos said the flyer lists all 26 locations. He introduced Mr. Gilliland, Executive Director of WABA.

Mr. Gilliland thanked the TPB for their support of Bike to Work Day. He said the events around Washington will comprise one of the largest Bike to Work events in the country. He said that in the District of Columbia, the percentage of people biking to work has doubled between 2004 and 2006. He added that Arlington County has been designated a silver bicycle-friendly community and Fairfax County is developing a bike map and Bicycle Master Plan.

Chairman Mendelson noted that the flyer distributed only lists 26 jurisdictions for the Bike to Work Day rally events and asked if the WABA website provides more specific location directions.

Mr. Gilliland said the addresses and registration forms are available on the WABA website. He encouraged TPB members to attend their local rally event and say a few words about the benefit of bicycling to their jurisdiction.

The motion passed unanimously.

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## INFORMATION ITEMS

### 11. Review of Performance of the 2007 Constrained Long Range Transportation Plan (CLRP)

Ms. Bansal reviewed the 2007 CLRP Brochure and the performance of the 2007 CLRP. She said the brochure contains information on the federal requirements for the long range plan, the specific projects and studies in the plan, the financial plan, and a performance analysis of the plan. She described the different components of the performance analysis, pointing out that population and employment growth are projected to outpace the level of transportation investment. She said this trend results in worsening congestion for the entire region, but added that congestion is expected to improve in some areas. She noted there is projected to be a small decline in vehicle miles traveled (VMT) per capita by 2030. She commented that transit trips are focused in activity centers, but that activity centers are not growing any faster than the rest of the region.

Ms. Tregoning asked why there is such a focus on work trips and noted that work trips constitute only 20 percent of daily household trips. She said we are missing the opportunity to influence how the other 80 percent of trips are taken. She added that she would like to see walk and bike mode share reflected in the plan performance.

Mr. Zimmerman commented that the graphic on page 19 that shows metropolitan growth occurring away from the core. He asked on what basis did the TPB project that trend between 2008 and 2030.

Mr. Kirby said the trend is based on the Cooperative Forecast developed by the COG Planning Directors Technical Advisory Committee.

Mr. Zimmerman surmised that each jurisdiction is projecting its growth.

Mr. Kirby said that is correct, but added that the process is a combined consultative effort in that the planning directors begin with overall growth projections for the region as a share of the national economy and add information from their own jurisdictional projections, in terms of zoning and market factors.

Mr. Zimmerman asked if the performance analysis includes information about such trends as the regional share of employment growth.

Mr. Kirby responded that the information presented in the brochure is focused on the change over time.

Mr. Zimmerman said he is concerned that by focusing on change, the absolute data is not conveyed. He said this perspective is important because, for example, the brochure shows a

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significant growth in employment in the outer suburbs, but the brochure does not show that most of the jobs are in the core and inner suburbs. He said the District of Columbia still has a substantial amount of jobs and will always be a major job center, though its relative share may change. He said everything that we know now suggests the distinct possibility that the historic trend of the last 40 to 50 years is not necessarily going to be the experience of the next half century. He said recent trends may be about to reverse, given how the price of oil has driven the economy, and there is every indication that the future will not look like the past.

Mr. Bottigheimer said WMATA is analyzing the transit network's ability to handle growth from 2011 to 2020. He said the essential point of the 2030 graphic on page 22 does not change, however WMATA is developing a more detailed set of projections on the network's ability to handle demand.

Ms. Bansal said she is aware of these new projections and they will be put on the CLRP website when the TPB receives the data from the WMATA Board. She added that all of the information in the brochure will be available on the CLRP website, as will more detailed data on travel demand.

Ms. Hudgins referred to the summary slide of the presentation, specifically noting the information on transit trips being heavily focused in activity clusters, but that the activity clusters are not growing any faster than the rest of the region. She said that the focus on work trips shows that the region is not building communities that offer the opportunity for the enhanced quality of life that comes from access to alternate modes of transportation. She said it is important to factor in the citizens' quality of life outside of work when developing communities and providing access to transportation.

Chairman Mendelson thanked Ms. Bansal for her presentation.

## **12. Update on the Activities of the TPB Scenario Task Force**

Mr. Kirby distributed two PowerPoint handouts, from which he presented information about two new scenarios to be developed by the TPB Scenario Study Task Force. He said that these scenarios would explore how the region could look differently in 2030 than the current baseline projected by the CLRP and the Cooperative Land-Use Forecasts. He said that the Task Force Chairman, Mr. Knapp, could not be present today due to obligations in Montgomery County.

Mr. Kirby said that the new scenarios build on previous scenario work completed in the last few years, which has focused on getting housing and jobs closer together and concentrated around transit, and on looking at pricing strategies under the value pricing study. He said that while the previous scenarios each dealt with only one strategy, the new scenarios would combine those strategies studied previously, and would be analyzed against a baseline of the 2007 CLRP and the Round 7.1 Cooperative Forecast.

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Mr. Kirby summarized plans for developing the “CLRP Aspirations Scenario,” saying that it would look at land-use shifts that are “within reach” and transportation projects that are “within reach financially.” He said this would allow for the possibility of incorporating elements of the scenario into the next major update of the CLRP in 2010. He said that the 2010 CLRP update would be a good opportunity to incorporate findings from the scenario work because results from the new household travel survey will be available, new, finer-grained Transportation Analysis Zones will have been implemented, and the planning horizon will be extended to 2040.

Mr. Kirby also summarized the measures of effectiveness to be used in evaluating the CLRP Aspirations Scenario, including mode share and VMT per capita, environmental indicators, and accessibility measures. He reviewed the previously studied scenarios, including those in the value pricing study, that will be drawn upon in developing the new scenario. He said that staff would put together a “straw man” scenario for the next meeting of the Task Force in June, and ask the Planning Directors Technical Advisory Committee of COG to review the scenario as well given their past involvement with scenario development. He said that development of the scenario will be an iterative process with opportunities for revising the parameters and strategies as analysis and review takes place.

Mr. Kirby described the second new scenario to be developed, the ““What Would It Take?” Scenario,” explaining that it would involve setting a particular goal and working back from it to see how it could be achieved, regardless of how realistic the strategies might be. He said that the Task Force had decided to look at the goal of reducing CO<sub>2</sub> emissions from cars and light trucks in the Washington Region, using the benchmarks under consideration by the COG Climate Change Steering Committee, which include reducing CO<sub>2</sub> emissions to 20% under 2005 levels by 2020, and 80% under 2005 levels by 2050.

Mr. Kirby said that the “What Would It Take?” Scenario would look at strategies involving increased fuel efficiency in vehicles (beyond the standards imposed by the recent update of federal CAFE standards) and the use of alternative fuels in vehicles, as well as strategies for reducing vehicle travel such as changes in land use, travel behavior, and travel pricing.

Mr. Kirby said that analysis of CO<sub>2</sub> emissions requires looking at global research on the value and cost of emissions reduction measures, including a cost-effectiveness benchmark from a recent McKinsey Report of \$50 per ton of CO<sub>2</sub> emissions reductions. He reviewed estimates of the relative cost of various emissions reductions strategies, particularly in the transportation sector, including the estimate that the TPB’s Commuter Connections program has a cost of \$17 per ton of CO<sub>2</sub> emissions reduction. He said that as part of the scenario analysis, staff would be looking at the cost-effectiveness of various strategies and the length of time it would take for them to have an impact on CO<sub>2</sub> emissions in the region, including changes to the vehicle fleet, major transit investments, and shifts in land-use patterns.

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Mr. Kirby said that the key would be to look at combinations of strategies, as no one strategy alone would be likely to accomplish the ambitious emissions reduction goals. He said staff analysis indicated that an average light-vehicle fleet fuel efficiency of 160 miles per gallon would be necessary to reach the 2020 emissions goal.

Ms. Ticer asked Mr. Kirby to clarify the reference in his presentation to the “McKinsey Report.”

Mr. Kirby explained that McKinsey is a consulting firm that recently completed a report for The Conference Board, a business membership and research organization. He said that the business community sought more information about different strategies for reducing CO<sub>2</sub> emissions and their cost effectiveness.

Ms. Ticer asked if the McKinsey Report had looked at European practices for reducing CO<sub>2</sub> emissions.

Mr. Kirby said that the report looked at “cap and trade” programs and other strategies that have been used by European countries.

Ms. Ticer also asked about the significance of 2005 as the baseline year for setting CO<sub>2</sub> emissions reduction goals.

Mr. Kirby said that 2005 is a convenient baseline year because it is a year for which we have all of the necessary data and emissions inventories.

Ms. Ticer asked if it would be more appropriate to use 2000 because it would represent a better standard, since there was further growth in emissions between 2000 and 2005.

Mr. Kirby said that the further you go back, the harder it is to get back to that baseline level, and that in addition, the data are not as complete because there has been more of a focus on this issue and relevant data collection in recent years. He also noted that the 2005 baseline is being used commonly in legislation at state and local levels nationwide.

Ms. Waters questioned the appropriateness of relying on the Planning Directors Technical Advisory Committee for determining land use shifts to be explored in the new scenarios, since the elected officials would be the ones actually making the decisions and living with them politically. She also asked if the CLRP Aspirations Scenario would essentially be a “Build More Roads” scenario.

Mr. Kirby said that the scenario would start with the same framework as the previous ones, in looking at what could be done with more compact land use and greater transit investment.

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Ms. Waters said that given the previous scenario results, a new scenario relying on those strategies likely will not yield very beneficial results. She asked when a more realistic scenario would be developed that would look at building more roads.

Mr. Kirby said that beyond looking at land use and transit, the new scenario would be looking at selective instances of adding more road capacity and implementing road pricing strategies to address congestion, because it is apparent from the previous scenario work that land use and transit strategies alone are not likely to resolve congestion.

Ms. Waters said that especially given the constraints faced by Metro, she does not want to see a scenario that assumes people will just use more transit. She said that while the “What Would It Take?” scenario could be an interesting exercise, it is probably an unrealistic one, and that it would be more appropriate to focus effort on study of more realistic scenarios.

Mr. Kirby said that the intent of the scenarios is to develop a menu of possibilities, but then draw from them the elements that are most realistic and effective and incorporate them into the CLRP. He said that could include initiatives to address climate change that are “low-hanging fruit” and not unrealistic, such as encouraging fuel-efficient vehicles and combining trips.

Ms. Waters said that those strategies seem rather obvious and not in need of further study.

Mr. Kirby said that the strategies may be obvious but that the Washington Region could be doing more to pursue them.

Ms. Waters said that Loudoun County is already pursuing initiatives like eliminating the car tax on hybrid vehicles and changing the government fleet over to hybrids. She said that she would like to see the TPB start to get into the realm of realistic scenarios with realistic conclusions and proposed solutions, that don't rely on extreme changes in travel behavior like assuming that large numbers of people will switch to travel modes besides the automobile.

Ms. Hudgins asked what mode of transportation was most prominently represented in the current baseline used for study of alternative scenarios.

Mr. Kirby said that the baseline reflects the outstanding transit system present in the Washington Region and the corresponding usage numbers, and also reflects a good highway system that has seen significant investment over the years. He said that there is also huge demand for both systems, however, and that both are strained in terms of capacity. He noted that this metropolitan area is in a much better position than many others when it comes to investment in transit and the extent of transit-oriented development. He said that in his opinion the region is on the right track but there is more to be done.

Ms. Hudgins said she was not as optimistic as Mr. Kirby and that much more needs to be done in the area of transit. She noted the limits of the Metro system in that it is primarily oriented toward

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work trips and is limited in geographic coverage. She said that the decisions faced by the TPB do not come down to a simple transit vs. roads dichotomy but involve more complex issues of the frequency, accessibility, and dependability of transit, and the land use patterns that go along with transit and make it a viable option. She said that if the discussion about transit is limited only to the capacity of Metrorail, the region will never make headway in reducing greenhouse gases or in reducing congestion.

Ms. Tregoning said that a competitive advantage of the Washington Region is its ability to absorb different kinds of trips using different modes without necessarily having to add more capacity. She cited the example of bike commute trips in the region doubling in just two years. She said that she therefore would like to see these scenarios look not just at the increment of growth but at how people can be induced to make different transportation decisions by pricing travel and other signals that influence travel behavior. She noted that most trips in the region are under 5 miles, with a large percentage under two miles or even one mile – trips that could be made by bicycle or on foot. She said that decisions on how to make such trips can be influenced by various strategies, and pointed out that the capacity for walking trips is present, given that the city's street grid is essentially unchanged from a time when far more trips were made by walking. She said she hoped that further scenario analysis will include looking at how a shift to more bicycling and walking could impact overall mobility, congestion, CO<sub>2</sub> emissions, and the region's overall competitiveness.

Mr. Zimmerman said that he agreed with Ms. Waters' point about relying on the Planning Directors Technical Advisory Committee to steer the land use element of the scenario study, because they have to take as a given what has been adopted while the elected officials may be more able to think "outside the box."

Mr. Zimmerman said that the question of what is realistic when it comes to study of scenarios is difficult, because there is value to doing long-range studies without constraining them by what currently appear to be political obstacles such as funding. He said that part of the reason to look at scenarios is to determine the priorities for which you would want to expend the effort to overcome those obstacles. He said that he would not mind looking at a roads-only scenario because it may have some instructive results, and that he recognizes that under any scenario automobile travel will continue to be prominent. He said that while the region has an excellent transit system, it does not cover many parts of the region in a meaningful way because of the infrequency of service.

Mr. Zimmerman said that the experience of Arlington County demonstrates that over a 20-year period, changes in the built environment and in the transit options available to people can lead to significant shifts in travel behavior, including large increases in bicycling and walking trips. He said that for study of future scenarios and potential changes in travel behavior, the built environment should be regarded as a variable, with investments in infrastructure for walkability as options for focus. He said that in this sense, the conditions that exist in many suburban jurisdictions and perpetuate auto-dependency need not be seen as a constant. He said that the



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value in pursuing study of alternative future scenarios is to see what the effects of strategies to change land use patterns and the built environment would be relative to the effects of just building another road.

Mr. Zimmerman said that new scenarios should reflect the reality that some areas in outer jurisdictions have larger proportions of people walking, bicycling, and using transit than in other suburban locations, because of decisions that have been made about the built environment. He said that the scenario study should also reflect that there are forces such as the price of oil that will make it difficult for the region to continue on a similar track.

Mr. Bottigheimer suggested that staff working on the scenario study take an approach of disaggregating forecasted growth into different demographic segments with different lifestyle preferences, such as a growing segment of smaller households interested in living in denser urban locations, creating an oversupply of suburban development product. He also urged consideration of the different factors that drive trip-making in suburban jurisdictions, such as school trips, and how to account for those in studying scenarios. He said that in his experience, kids hate being ferried around by their parents and would welcome the opportunity to walk, bicycle, or use transit.

Mr. Bottigheimer also said that the recently completed WMATA Development-Related Ridership Survey indicated that the use of transit to get to locations around rail transit stations has increased since the study was done last in 1989. He said that while overall transit mode share in the region may be declining, this survey indicates that in areas that are well-served by transit, the transit share has gone up over time. He agreed with Mr. Zimmerman that the challenge is that the region keeps adding development and population in non-transit-served locations, bringing down the overall transit mode share for the region.

### **13. Other Business**

There was no other business.

### **14. Adjourn**

Chairman Mendelson adjourned the meeting at 2:00 p.m.