

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
April 15, 2009**

Members and Alternates Present

Monica Backmon, Prince William County
Andrew Beacher, Loudoun County
Nat Bottigheimer, WMATA
Bill Bronrott, Maryland House of Delegates
Muriel Bowser, DC Council
Dan Drummond, City of Fairfax
Gary Erenrich, Montgomery County, DOT
Lyn Erickson, MDOT
Jason Groth, Charles County
Tom Harrington, WMATA
Catherine Hudgins, Fairfax County Board of Supervisors
Charles Jenkins, Frederick County
John D. Jenkins, Prince William County
Gabe Klein, DC DOT
Timothy Lovain, Alexandria City Council
Michael C. May, Prince William County
Phil Mendelson, DC Council
Suhas Naddoni, City of Manassas Park
Mark Rawlings, DDOT
Rodney Roberts, City of Greenbelt
Rick Rybeck, DDOT
C. Paul Smith, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
Reuben Snipper, Takoma Park City Council
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT
Patsy Ticer, Virginia Senate
Harriet Tregoning, DC Office of Planning

Todd Turner, City of Bowie
Margaret Vanderhye, Virginia House of Delegates
Lori Waters, Loudoun County Board of Supervisors
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County
Robert Werth, Private Providers Task Force
Patrick Wojahn, City of College Park
Christopher Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Michael Clifford
Gerald Miller
Robert Griffiths
Nicholas Ramfos
Debbie Leigh
Deborah Etheridge
Andrew Austin
Rex Hodgson
Tim Canan
Daivamani Sivasailam
Ron Milone
Mark Moran
Wenjing Pu
Dave Robertson COG/EO
Lewis Miller COG/OPA
Joan Rohlf's COG/DEP
Bill Orleans PG ACT
Betsy Massie PRTC
Jim Maslanka City of Alexandria
Alex Verzosa City of Fairfax
Tom Biesiadny Fairfax County DOT
Greg McFarland NVTC
Kiman Choi Maryland Department of Planning
Alyssa Brown PWC – Occoquan Supervisor's Office
Hans Semple National Naval Medical Center
Jennifer Green WMATA
Trish Hendren WMATA
Mike Hackett MWAA
Yvonne Dawson WMATA
Erik Dahlberg WMATA
Harry Sanders Purple Line NOW

Randy Carroll	MDE
Bob Chase	NVTA
Stewart Schwartz	Coalition for Smarter Growth

1. Public Comment

Bill Orleans called upon the WMATA Board to ask Maryland, Virginia and the District of Columbia to increase their subsidies to WMATA to cover the transit system's temporary shortfall.

Harry Sanders spoke regarding the development of a regional bus rapid transit (BRT) network. He said it was important to vet the projects with elected officials and the public. He also noted that the projects, as described, are not actually BRT, they are rapid bus or priority bus. He also noted that bus and light rail projects should not be pitted against each other, but rather a coordinated effort should be made to determine which solutions works best in different places. Copies of his remarks were submitted for the record.

Bob Chase, Northern Virginia Transportation Alliance, said the TPB should support amending the TIP to include the Fairfax County Parkway, I-95 HOT Lanes and Route 1 Richmond Highway Public Transit Initiative Projects. With regard to the 2007-2008 Household Travel Survey, he noted that it is important to remember that driving remains the dominant mode of travel in the region. He also noted that the new cooperative forecast continues to show most people live and most future growth will continue to occur outside the Beltway, where new road construction continues to lag far behind demand. He also said the TPB's method of jurisdictional classification most likely under-counts outer suburban growth. Copies of his remarks were submitted for the record.

Stewart Schwartz, Coalition for Smarter Growth, also commented on the Household Travel Survey, noting that commute trips are a large share of vehicle miles traveled. He emphasized the importance of putting jobs near transit, and putting more housing, particularly affordable housing closer to our jobs. He also spoke about the importance of community design. Regarding the Cooperative Land-Use Forecasts, he noted that most of the jobs and most of the housing will remain in the core jurisdictions in the long term. He acknowledged the outward trends on development, but he said those trends are not destiny.

2. Approval of the Minutes of March 19

A motion was made to approve the minutes. The motion was seconded and was approved unanimously.

3. Report of the Technical Committee

Referring to the handout summary, Mr. Erenrich noted the committee discussed the following topics:

- The allocation of funding from the American Recovery and Reinvestment Act for transportation projects in the FY2009-2014 TIP;
- Bike to Work Day;
- The Household Travel Survey;
- Street Smart campaign;
- Cooperative forecasts for land use; and
- Information on the regional vehicle fleet through VIN decoding analysis.

4. Citizens Advisory Committee

Referring to the handout report, Mr. Keough said the CAC at its last meeting extensively discussed the TPB scenario study, including the following points:

- The challenges of achieving the goals under the “What Would it Take?” scenario;
- The relative merits of bus rapid transit (BRT) compared to light rail; and
- The possibility for the TPB to pursue federal stimulus funding for aspects of the BRT network identified through the study.

Mr. Keough also said the CAC discussed the forum on the Transportation Improvement Program (TIP), which will be held on June 11, and other organizational issues. He noted that the next meeting of the CAC will be held in Frederick on May 14.

5. Report of the Steering Committee

Referring to the mailout material, Mr. Kirby said the Steering Committee met on April 3, and in addition to reviewing the TPB agenda, the committee approved amendments to the Transportation Improvement Program for FY2009-2014 for Virginia to add funding for the last phases of the Springfield Interchange project in Fairfax County and also for the I-66/U.S. 29 interchange project in Prince William County. He said that in addition, the committee approved a resolution to make some changes to the federal functional classification system of streets in the District of Columbia at the request of DDOT.

Mr. Kirby said that MATOC staff was unable to attend the April TPB meeting to provide a bi-monthly briefing, so the briefing will be held next month. He said the mailout packet included an update on MATOC.

Mr. Kirby also noted that the handout included an op-ed piece in the Examiner newspaper by Mr. Zimmerman responding to some critiques of the TPB by Lon Anderson of the American Automobile Association (AAA) and Examiner columnist Barbara Hollingsworth. He said the handout also included a submission by Carroll George regarding his freeway merge proposals. He referred to a communication from the Virginia Secretary of Transportation in Virginia, Pierce Homer, to the state legislature, reporting on progress with the stimulus program statewide in Virginia.

6. Chairman's Remarks

There were no chairman's remarks.

7. Approval of Amendments to the FY 2009-2014 Transportation Improvement Program to Include Projects under the American Recovery and Reinvestment Act (ARRA)

Referring to the mailout material, Mr. Kirby said this item was another set of amendments dealing with the ongoing process of programming the federal stimulus funding for the region. He said these resolutions are coming through the three state departments of transportation and WMATA. He said there were four resolutions before the Board, and one information item:

Mr. Bottigheimer said that in February WMATA brought to the Board a list of projects totaling about \$230 million. He said that list did not take into account the split of formula funds that is based on the earning of those funds by the various fixed-route transit systems in the region, and so subsequently WMATA staff worked with MTA, PRTC, and VRE to identify the split. He said that the remainder for WMATA was just under \$202 million. He said that WMATA has gone through the lists that were submitted originally, and made adjustments to reflect the new funding level of \$202 million. He said the new list was before the Board.

Mr. Zimmerman moved approval of Resolution R22-2009. The motion was seconded and was approved unanimously.

Ms. Sorenson said the VDOT amendment was for a PRTC bus shelter program and bus acquisition and replacement program as well as the addition of some bus signage and bus shelter funding for the City of Fredericksburg and Stafford County. She moved approval of R23-2009. The motion was seconded and approved unanimously.

A new VDOT resolution, R25-2009, was distributed to the Board. Ms. Sorenson explained that this resolution was an amendment for the addition of two stimulus-funded bridge projects in Loudoun County, and for pavement rehabilitation projects in Arlington, Prince William, Loudoun, and Fairfax Counties.

Ms. Sorenson moved approval of R25-2009. The motion was seconded and was approved unanimously.

Mr. Kirby said that the other item under this agenda item was addressed in a blue cover memorandum from Gerald Miller of the TPB staff to Lyn Erickson, reporting that TPB staff has made administrative modifications to the FY2009-2014 TIP on stimulus funding for Maryland DOT projects. He said these are funding allocation changes that do not rise to the level of an amendment, but he said that TPB staff did adopt a practice that every action associated with stimulus funding would be reported to the Board, whether or not it required a Board action.

Ms. Erickson emphasized that this information was explained in the blue handout, not in the original mailout material. She said MDOT had several additional projects that would require Board action and that those projects will be brought before the Board in May.

Mr. Turner asked if projects regarding bus service in Prince George's and Montgomery counties, which will be presented as TIP amendments in May, will include the use of stimulus funds to supplement the reductions that WMATA has proposed.

Ms. Erickson said that all the amendments that MDOT intends to pursue are projects that have already been prioritized, selected, and released for public comment for several months. She said that some stimulus funding would also be allocated to the jurisdictions. She said that MDOT and the jurisdictions would be determining later which agency would be responsible for submitting those TIP amendments.

Mr. Turner said that WMATA cuts would have a severe effect on Prince George's County, and Bowie in particular. He asked that members of the WMATA board take these needs into account during consideration of how to use the stimulus funding. He also said that he had discussed with Tony Knotts, Prince George's County Council member, the possibility of having a hearing on WMATA budget cuts in southern Prince George's County. He noted that a hearing had recently been held in the northern part of the county.

Mr. Weissberg said he supported Mr. Turner's comments, including the need to hear from transit-dependent populations in Prince George's County, particularly the southern part of the county. He said that perhaps there may have been an opportunity to address Mr. Turner's concerns through the WMATA stimulus allocation. He said that WMATA could decide to amend what had already been put forward.

Mr. Zimmerman said he sympathized with his colleagues from Prince George's County, but he noted that WMATA bus service is funded on a jurisdictional basis. Therefore, the service cuts now under consideration are a reflection of budget decision-making in the jurisdictions. Mr. Zimmerman noted that a five-cent surcharge instead of service cuts had been vetoed by the

WMATA board members from the District of Columbia. He emphasized that the stimulus funds are not supposed to be used for operations. He said that the funds can be used to reduce capital maintenance, but he said he believed that would be unwise. He said that the WMATA board would likely accede to a request by individual jurisdictions to hold additional hearings on service cuts.

Mr. Kirby said the mailout packet also included copies of reports from the state DOTs and WMATA to Congressman Oberstar regarding the implementation and impacts of the stimulus program.

8. Approval of Regional Bike to Work Day 2009 Proclamation

Referring to the handout presentation, Mr. Ramfos described plans for this year's Bike to Work Day, which will be held on May 15. He also described a survey of past Bike to Work Day events.

Vice Chairman Snyder suggested these activities should include efforts to make motorists more aware of bicyclists.

Mr. Ramfos agreed that safety was very important.

Ms. Waters asked if bicycling to school might be incorporated into this event.

Mr. Ramfos said that this suggestion would be worth pursuing.

Mr. Wojahn asked if there was any effort to continue the convoys throughout the year and not just during Bike to Work Day.

Mr. Ramfos said that suggestion could also be worth pursuing.

Hearing no objection, Chairman Jenkins announced that the Board approved Bike to Work Day by unanimous consent.

9. Approval of Amendment to the FY 2009-2014 TIP that is Exempt from the Air Quality Conformity Requirement to add Funding for the I-495 HOT Lanes and the Fairfax County Parkway at the Engineering Proving Ground (EPG) Projects, and to Include the Richmond Highway Public Transit Initiative Project in Fairfax County as Requested by the Virginia Department of Transportation (VDOT)

Referring to the mailout material, Ms. Sorenson described the projects in the TIP amendment:
1) Allow Fairfax County to receive FTA Federal Section 5309 earmark transit funds for the

design, land acquisition, and construction of improvements at bus stops and bus stop intersections along Highway One; 2) Provide funding for the Fairfax County Parkway at the Engineering Proving Ground, Phase 1 and 2 construction; and 3) provide additional funding for the I-495 HOT lanes project for additional sound wall improvements throughout the corridor, landscaping and reforestation throughout the corridor, replacing the Beltway bridge over Route 123, storm water management, and additions for right of way and contingencies. She moved approval of Resolution 24-2009, which was seconded by Ms. Smith and approved unanimously.

10. Briefing on Additional Findings from the 2007/2008 Regional Household Travel Survey

Referring to the handout material, Mr. Griffiths provided the third in a series of briefings on the Household Travel Survey. The presentation provided information on daily travel patterns in the region for all purposes, not only commuting, and the relative balance between travel for commuting purposes and other purposes.

Mr. Zimmerman said he agreed with a comment made by Bob Chase during the public comment period that the grouping of all of Fairfax, Montgomery and Prince George's counties into one category could lead to misleading assumptions about the findings. He suggested those jurisdictions should be disaggregated. For example, he said that if Fairfax County were further disaggregated, there would be a huge variation among different areas of the county. He said that such disaggregation would reveal an extremely close correlation: where transit is provided, it is used heavily; where it is not adequately provided, then driving is more predominant.

Ms. Hudgins emphasized that this is not just a question of whether transit is provided in the outer jurisdictions, but how frequently it is provided.

Ms. Waters asked to receive pie charts broken out by jurisdiction with the daily trips by purpose. She said she would like to see how Loudoun County compares to other counties. She said they are again having a debate about whether mixed-use development saves trips. She said she personally believes it does save trips.

Mr. Griffiths said that information would be provided.

Following on the questions of Mr. Zimmerman and Ms. Hudgins, Mr. Bottigheimer asked if an analysis could be prepared to look at areas well served by transit in 1994 and 2007 versus areas not well served. He said it is very impressive that transit use has grown in the region, but he said that a huge amount of the region has grown away from transit.

Mr. Griffiths said that staff would look into such an analysis. He said that an additional analysis can examine answers to a survey question in 2007 as to whether participants perceive transit to be an option, and if not, why not.

Ms. Tregoning said she believed that most jurisdictions would like to see the longitudinal data comparing results from the 1994 survey with the current one. She that jurisdictions would also like to see how changes in the region have affected travel patterns, including land-use changes, changes in transit service, and other new developments such as the availability of Zipcar. She asked if all of these survey data were available for jurisdictional staffs.

Mr. Griffiths said staff was in the process of putting together the final files that will be made available to the jurisdictions.

11. Briefing on the 2008 Composition of the Vehicle Fleet in the Washington Region

Referring to the mailout material, Mr. Kirby briefed the Board on the analysis of the composition of the region's vehicle fleet based on a decoding of vehicle identification numbers (VIN) provided through the state departments of motor vehicles. He explained that this was the second time this analysis has been conducted and it covers virtually every vehicle in the region.

Vice Chairman Snyder noted that he was concerned to see that the average age of the vehicle fleet is increasing. He said this information could be interesting to the Congressional delegation as it considers "cash for clunkers" programs. He also said he was interested in the safety aspects of this data. He said he would like to see the analysis used for additional purposes, combining issues related to economic growth, emissions and safety. He said he would like to see this information shared with the Congressional delegation and also used to develop TPB-generated policies to share with DOTs and others.

Ms. Smyth said she is concerned that gas mileage of new cars does not seem to be significantly increasing. She suggested this issue might be addressed in future analysis.

Mr. Kirby noted that the new CAFE standards were only recently enacted, so they will take a while to kick in. He also said the "cash for clunkers" proposals under consideration by the Congress would require purchase of a more fuel-efficient vehicle in order to qualify.

Chairman Jenkins asked for Mr. Kirby's reaction to Vice Chairman Snyder's suggestion about TPB-developed policies.

Mr. Kirby said these were good suggestions. He noted that Congress is currently considering cash for clunkers legislation, and that Germany has recently experienced a surge in new vehicle purchases on the basis of this type of program.

Chairman Jenkins asked if Mr. Kirby would be able to prepare some proposals for TPB consideration by June.

Mr. Kirby said that would be possible.

Mr. Smith recommended that it might be beneficial to check with the automotive industry to see what their strategy is.

Ms. Tregoning noted that the vehicle ownership in the District of Columbia has dropped despite an increase in average household income and household size. She said that money that would have been spent on cars is now spent on other things, which has helped D.C. sales tax revenues. She said that making it possible for people to have mobility without spending money on a car is a positive development.

12. Update on the April 15 Scenario Study Task Force Meeting and the Development of a Regional BRT Project

Ms. Tregoning thanked Chairman Jenkins and former Chairman Mendelson for their leadership in directing the Scenarios Task Force to take up the opportunity of the competitive funding available through ARRA to try to come up with a regional priority bus transit proposal. She said the task force has been working hard to develop this proposal, and is tentatively planning to present a proposal to the TPB in June.

Ms. Tregoning also mentioned that the task force is tentatively planning to hold a workshop on priority bus transit on June 24.

Chairman Jenkins said he understood the date for that workshop would be June 23.

Mr. Kirby said that at the meeting that morning, the task force indicated that the 24th would be better than the 23rd. He said he wanted to be sure the Board is comfortable with this workshop proposal because it would require expenditures on logistics, although FTA has offered to pay for speakers.

13. Briefing on the Regional "Street Smart" Pedestrian and Bicycle Safety Education Campaign

Referring to the mailout material, Mr. Farrell said this spring's campaign was conducted from March 23 through April 19. He described the background and purpose of the campaign. He described the various elements of the campaign.

He said that an evaluation of this year's campaign will be completed in the near future. For next year, he said that the TPB has sent out letters to the TPB member governments requesting local voluntary contributions at the level of five cents per capita. He said that the TPB is also applying for funds from the Virginia Department of Motor Vehicles, the Maryland Office of Highway Safety, the District of Columbia Department of Transportation, and WMATA, and is investigating a number of sponsorship opportunities.

Mr. Zimmerman referred to slide 5 showing local government contributions and reiterated a comment he said he has made a number of times previously: if this program is going to be done, it should be done at a level that is significant enough to actually make an impression. Otherwise he said it is a waste of money. He said that his jurisdiction and several others have contributed at the level of five cents per capita, but other jurisdictions have not contributed the requested amount. He said it was time to either decide this program is a high enough priority to warrant full funding or it is not. He said he believed it is a useful expenditure of funds, but he said he was not interested in his jurisdiction continuing to contribute a disproportionate amount.

Ms. Hudgins asked if the jurisdictions that do not contribute have indicated their reasons for not participating. She said that she believed the value of the program is region-wide, and therefore the message included in the request for contributions needs to reflect that fact.

Mr. Farrell said some staff from the non-contributing jurisdictions have indicated that their pedestrian safety problems are not severe, so they are less interested in contributing.

Chairman Jenkins noted that Frederick County is facing a shortfall of \$50 million. In light of this situation, he said he believed the Street Smart Program is not a program that is worthy of his jurisdiction's very scarce resources.

Ms. Ticer said she wanted to congratulate the program. She said programs like these are the only way to make progress on pedestrian safety.

Vice Chairman Snyder said he had emailed his city manager to determine why his jurisdiction has not been funding the program. He also said stronger efforts should be made to identify private sector funding for the program.

14. Briefing on the Draft Round 7.2 Cooperative Forecasts of Population, Household and Employment

Referring to the handout material, Mr. Canan briefed the Board on the draft Round 7.2 forecasts, which were approved by COG's Metropolitan Development Policy Committee in January for the TPB's use in the air quality conformity assessment for the 2009 CLRP and

FY2010-2015 TIP. He briefed the Board on changes in the forecasts and the forecasts' transportation implications of the forecasts.

15. Other Comments and Adjournment

There being no other comments, the meeting was adjourned at 2:02 p.m.