

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
December 21, 2011**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Andrew Beacher, Loudoun County
Muriel Bowser, DC Council
Robert Catlin, City of College Park
Kerry Donley, City of Alexandria
Gary Erenrich, Montgomery County DOT
Lyn Erickson, MDOT
Edgar Gonzalez, Montgomery County Exec. Branch
Jason Groth, Charles County
Tom Harrington, WMATA
Cathy Hudgins, Fairfax County
Carol Krimm, City of Frederick
Phil Mendelson, DC Council
Garrett Moore, VDOT
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Reuben Snipper, City of Takoma Park
David Snyder, City of Falls Church
Patsy Ticer, Virginia Senate
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Lori Waters, Loudoun County
Victor Weissberg, Prince George's County
Tommy Wells, DC Council
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Robert Griffiths
Nicholas Ramfos
Elena Constantine
Andrew Meese
Daivamani Sivasailam
Rich Roisman
John Swanson
Dusan Vuksan
Jane Posey
Gareth James
Wenjing Pu
Karin Foster
Eric Randall
Ben Hampton
Dan Sonenklar
Erin Morrow
Debbie Leigh
Deborah Etheridge
Joan Rohlfs COG/DEP
Betsy Self COG/DPSH
Bill Orleans Citizen
Jim Maslanka City of Alexandria
Judi Gold Councilmember Bowser's Office
Mike Lake Fairfax County DOT
Patrick Durany Prince William County
Nick Alexandrow PRTC
David Dickson Virginia Sierra Club
Cody Christensen STV Incorporated
Sam Minnitte STV, Inc.
Zach Dobelbower DC Resident
Randy Carroll MDE
Will Handsfield OP
Jonathan Kass DC Council

1. Public Comment on TPB Procedures and Activities

No members of the public chose to comment.

2. Approval of Minutes of November 16 Meeting

Mr. Donley made a motion to approve the minutes of the November 16 TPB meeting. Mr. Turner seconded the motion, which passed unanimously.

3. Report of Technical Committee

Mr. Kellogg said the Technical Committee met on December 2 and reviewed three items on the TPB agenda: the demonstration of the Reach-a-Ride website; 2011 peak period freeway congestion data; and, the development of the Regional Transportation Priorities Plan. He said the Committee also received information on two additional items: the 2011 CLRP forecasts resulting from the new Version 2.3 travel demand model, and the capabilities of the Regional Integrated Transportation Information System (RITIS).

4. Report of the Citizen Advisory Committee

Mr. Mandle said the TPB Citizen Advisory Committee's (CAC) December 15 meeting focused on three topics: 2011 peak period freeway congestion data; the planned TPB clearing-house for the region's project selection and funding activities; and the development of the Regional Transportation Priorities Plan. He said the CAC had found the congestion data to be very interesting, but that members were unsure how it could be used to develop policy, given that it was hard to identify the reasons for many of the trends observed. He said they cautioned that this style of congestion report, with its focus on hot spots, can easily lead to an over-emphasis on roadway improvements rather than more sustainable transportation solutions. He said that the planned clearing-house could encourage meaningful public involvement in project selection and funding before projects formally reached the TPB process, as it would make information about state and local projects with a regional impact more available to a regional audience. He said the discussion had focused on what the clearing-house would do and what it should not do, and that with buy-in from TPB members, it could be a successful initiative. He said that the CAC would take a more detailed look at the Regional Transportation Priorities Plan at its January meeting, as it would include a listening session to help inform the finalization of the draft interim report and the April focus groups.

Mr. Mandle announced six members of the 2012 CAC, who had been chosen through an email election: In the District, Harold Foster and Larry Martin; in Maryland, Tina Slater and Emmet Tydings; and, in Virginia, Maureen Budetti and Allen Muchnick. He said that the TPB would nominate the other nine members, and that a full 15-member committee would be in place in time for the February meeting.

Chair Bowser thanked Mr. Mandle for his service to the CAC on short notice as Chair, adding that she was encouraged by his positive comments concerning the clearing-house, and that she was pleased to hear the CAC would be providing detailed input at the next stage of the Priorities Plan process. She asked if there had been any lessons learned or improvements that the CAC

could implement in 2012.

Mr. Mandle said that lessons learned and improvements would be addressed by the annual report they were working on, which would be presented in January.

Chair Bowser thanked Mr. Mandle and said TPB members would ensure that a full complement of CAC members would be in place as soon as possible.

5. Report of Steering Committee

Mr. Kirby said the Steering Committee met on December 2. He said there were four TIP actions, one for the Federal Highway Administration (FHWA), one for DDOT, one for MDOT, and one for VDOT, as well as two amendments to the Unified Planning Work Program. He said that in response to a request from the three DOTs and WMATA, \$300,000 had been reprogrammed in this year's work program from a core cordon study to a study of baseline conditions at BRAC and other major federal relocation sites.

Mr. Kirby asked if there were any questions and, there being none, said he would like to invite Mr. Hailemariam Abai to the podium to be recognized for his 27 years of service to the TPB. Mr. Kirby said that Haile had previously been a major in the Ethiopian military and had brought a great deal of military discipline to the TIP process, which would be missed. He thanked him for all his work and wished him well for his retirement.

Chair Bowser thanked Haile for his dedicated service.

Mr. Kirby summarized the contents of the letters packet that had been distributed, including a press release concerning the TIGER III program grant awards. Mr. Kirby informed the TPB that it had been unsuccessful in its application for \$25 million of TIGER funding to improve access to under-utilized rail stations. He said that it was an excellent project, but that the TIGER program has an equitable distribution requirement that may have counted against the latest application, given that the TPB had previously received TIGER funding in the first round of applications. He said that the TPB could continue to apply, as equity would be met at some point, increasing the region's chances of success. He also noted that VDOT was the only recipient of a TIGER grants in the region, with a \$20 million TIFIA loan project for the I-95 HOT lanes, and that none of the grants exceeded \$20 million. He said that it would be necessary to reduce the amount of federal funding sought in next year's TIGER grant application by supplementing the local project with private sector funds. This was attempted in this year's application but it had proven to be impossible in such a tight timeframe.

Mr. Snyder called members' attention to the Metropolitan Area Transportation Operations Coordination (MATOC) program public access website, which he said had been 10 years in the making. He urged members to take a look at it and to ask their constituents for their views, as it was not too late to make adjustments. He said that the website meant there was one place to go to find out how every aspect of the region's transportation system was functioning, which puts the

region at the forefront of all the regions in the country in terms of making this kind of information available.

Chair Bowser asked Mr. Kirby if there had been any further announcements concerning the new Regional Incident Coordination (RIC) committee that would coordinate emergency responses during the snow season.

Mr. Kirby replied that they were still in the process of hiring the staff to support it, but that it would be in effect soon.

Chair Bowser said that it would be good if there were to be an announcement about when the RIC would be up and running, and what could be expected for the coming snow season, to encourage everybody to buy into the process.

Mr. Kirby replied that he would pass the suggestion on to Mr. Andrews, Chairman of the COG Regional Incident Management and Response Steering Committee. He said that it might be good to do a joint announcement in the near future concerning RIC, MATOC, and other initiatives to help plan for snow and severe weather conditions.

Chair Bowser agreed and said that it was important to move urgently to make such an announcement.

Chair Bowser said she was disappointed at not receiving TIGER funding and she would like to congratulate VDOT on its funding award. She asked Mr. Kirby if he planned to organize a debriefing to see what lessons could be learned for the next round.

Mr. Kirby replied that he had already talked with the FTA about setting up a debriefing session with a view to developing a stronger application for the next round.

Chair Bowser asked if Mr. Kirby could expand on his comments about being rushed in preparing the project list, and asked whether they were now in a better position to have TIGER-ready projects that could be dropped into an application at any time.

Mr. Kirby said that some of the initial project ideas had not been ready for implementation, so could not be pursued, and that even some of those included in the application had not been easy to obtain details for in the three-month timeframe. He suggested that if the overall grant project concept still appeared attractive following the debriefing, it would be best to start reworking those local projects with a view to resubmitting them in a stronger application next year, ideally including public-private partnerships with private developer funding.

Chair Bowser asked for a status report of projects funded through the TPB's first TIGER grant.

Mr. Kirby said that a memorandum in the November packet had described the status of those projects. He said they were moving along, but that there was not much to see on the ground yet, as it takes time following the award of a grant to put all of the necessary institutional agreements

in place.

Mr. Gonzales said that Montgomery County believed in being shovel-ready and that they would continue their NEPA work for the project that had been included in the application. He added that he wished to recognize the work carried out by Mr. Kirby and his staff in putting together the application, and the guidance they had provided to make the process a little simpler.

Ms. Krimm asked if TPB staff could provide a sample press release with talking points on the launch of the MATOC website, in order that it could be supplied to transportation writers in local newspapers.

Chair Bowser said that was an excellent idea and asked Mr. Kirby when the launch might happen.

Mr. Kirby replied that the website was already available at www.matoc.org, and that the operating agencies were just ensuring there were no glitches before making a formal announcement about it. He said that he would follow up so that a press release for a good, strong launch could be produced in the near future.

Mr. Turner thanked Mr. Kirby and his staff for all the work they had put into the TIGER application, and he thanked all the member jurisdictions that had participated in the project. He asked how much time would likely be available to develop the next TIGER application.

Mr. Kirby said that the timeframe between the announcement and the submission date would probably be similar to the three months provided in the previous rounds of TIGER funding, but that the application guidance had been very similar for all three rounds, so there was no need to wait for the announcement in order to start working on the next application. He said that if last year's cycle were to be repeated, an announcement might be expected in June or July, with a due date of October 31.

6. Chair's Remarks

In her final meeting as Chair of the TPB, Chair Bowser expressed her thanks to Mr. Kirby and his staff for all of the effort they put into supporting TPB meetings. She thanked Todd Turner, the members of the Regional Transportation Priorities Plan Scoping Task Force, and the Citizens Advisory Committee, for their work on the Regional Transportation Priorities Plan. She thanked Patrick Wojahn for his leadership of the Human Services Task Force, and TPB staff Wendy Klancher and Beth Newman for their hard work in support of its activities, expressing her pride at the work the TPB had carried out on the JARC, New Freedom and Roll D.C. programs. She mentioned other accomplishments of the TPB in 2011, such as MATOC and the CLRP, and thanked the following staff: Mr. Kirby, Jerry Miller, Nick Ramfos, John Swanson, Stacey Walker, Deborah Bilek, Sarah Crawford, Karin Foster, Doug Franklin, Wendy Klancher, and Debbie Lee. She said she wished to recognize a few people for the work they had done for the TPB over the past year, and in some cases over many years, by inviting them to join her for a

presentation. She presented plaques to Zach Dobelbower for his work as Chair of the CAC, to Vic Weissberg for his work as Chair of the Freight Subcommittee, and to Mark Kellogg for his work as Chair of the Technical Committee. She acknowledged Senator Patricia Ticer with a symbol of appreciation as a former Chair of COG and the TPB, who is retiring from the Virginia General Assembly after three decades of public service that have included the championing of children's health issues and tireless work on the region's transportation concerns. Finally, she thanked the Chairs and the Vice Chairs of all the Committees, and she wished everyone a happy holiday.

7. Report of Nominating Committee for Year 2012 TPB Officers

Chair Bowser recognized Mr. Snyder, who served on the committee to nominate TPB officers for 2012. Mr. Snyder began by recognizing Chair Bowser's dedication and hard work as TPB Chairman in 2011. He then reported that the Nominating Committee unanimously recommends Todd Turner, Scott York, and Tommy Wells to serve as the 2012 TPB officers. Mr. Snyder moved the acceptance of the slate, and Ms. Ticer seconded his motion. The Board voted to approve the slate of nominees.

Following the vote, Mr. Turner presented Chair Bowser with a plaque, recognizing her distinguished service to the people of the region as the 2011 chairman of the Transportation Planning Board.

8. Briefing on the Composition of the Vehicle Fleet in the Washington Region in 2011

Mr. Kirby explained that, every three years, TPB staff take a census of the vehicle fleet in the Washington region using vehicle registration information from each of the states and the District of Columbia. Staff tabulate information on the age of vehicles in the fleet, how many vehicles there are, and the mix of passenger cars, light-duty trucks, and heavy-duty trucks that make up the fleet in order to forecast vehicle emissions for air quality planning purposes.

Mr. Kirby reported that the total number of vehicles in the region increased by 4.1 percent between 2008 and 2011, and that the large majority of vehicles currently on the road are light-duty passenger cars. He also explained that purchases of light-duty trucks compared to purchases of light-duty passenger cars had been increasing steadily between 1996 and 2004, and then began to fall before fluctuating significantly in 2008, 2009, and 2010. He explained that volatile fuel prices, the national recession, and the federal "Cash for Clunkers" program had probably been affecting the purchasing preferences of consumers in the region. He also presented data on hybrid purchases in the region, which grew steadily until 2008, dropped in 2009, then rebounded in 2010.

Mr. Kirby also described what the data showed in terms of the aging of the region's vehicle fleet. Since 2005, he said, the average age of the fleet has increased by 1.21 years. He explained that this has implications for the TPB's forecasts of future emissions, as the forecasts rely on fleet

turnover to bring cleaner and more fuel-efficient vehicles into the fleet. Declines in the turnover rate, as has been happening since 2005, result in a slower decline of emissions than has been predicted. He also pointed out that the aging of vehicles is more severe for trucks and heavy-duty vehicles, which produce more of the nitrogen oxides and particulate emissions in the region. He referenced a number of slides which illustrated the effects of an aging fleet on emissions of various pollutants.

Chair Bowser opened the floor for questions. Ms. Tregoning asked whether the data Mr. Kirby had just presented was available on a per capita basis, as it would be interesting to see what vehicle growth in the region is like relative to population growth. Mr. Kirby said that staff could provide that information.

Chair Bowser asked whether there were any policy changes in the region related to hybrid vehicles during the study period. Mr. Kirby responded that the I-395 HOV lane eligibility rules have changed and do not allow newer vehicles. He said this could reduce the incentive for people to buy hybrid vehicles. He pointed out that, in 2005, staff found a disproportionate concentration of hybrids in Prince William County near the HOV lanes, and that the HOV lanes undoubtedly had an impact on hybrid vehicle purchases at that time.

Mr. Zimmerman asked whether the data Mr. Kirby presented could be disaggregated based on jurisdiction. Ms. Constantine, of TPB staff, responded that the data are available at the county level, which means it is separated for the independent cities in Virginia as well. Mr. Kirby said that the disaggregated data would be made available on the website along with the PowerPoint presentation.

Mr. Gonzales asked for clarification regarding Slide 6 of the presentation, which showed the ratio of light-duty passenger cars to light-duty trucks in the regional fleet. He asked whether the data reflected the purchase of new cars or the total registration of vehicles in a given year. Mr. Kirby responded that the data includes all registered vehicles by model year and that the percentages shown are based on all of the vehicles that were still in the fleet at the time the census was taken, which in this case was July 1, 2011.

Mr. Turner asked whether the data on Slide 6 could be broken down by whether vehicles were hybrid models or not. Mr. Kirby responded that vehicles, whether they're hybrids or not, are classified by weight, and that the data in Slide 6 is based only on weight. He said that Slide 8 provides data on the total number of hybrid vehicles of all weight classes in the fleet by year.

Chair Bowser asked whether the data suggest any actions for the Board. Mr. Kirby explained that the Board has very little control over purchasing patterns, because the fleet composition is driven primarily by consumer preferences and federal regulations (especially those having to do with emission controls and fuel efficiency). He said the Board has a small amount of influence in terms of demand management—programs like car-sharing and bike-sharing—but that that component is relatively small compared to the entire fleet. He said that there is a certain amount of influence local governments can have, such as modifying property taxes, registration fees, and access to HOV facilities, that can alter fleet composition.

Ms. Tregoning pointed out that all three jurisdictions in the region are facing declining gas tax revenues due to increased fuel efficiency of vehicles. She suggested that COG study some alternatives to the current gasoline tax that might also provide incentives for a different sort of vehicle fleet. Mr. Kirby said that the TPB has done some of that analysis as part of the 2010 update to the Constrained Long Range Plan, which provides an assessment of alternative ways of raising revenues. Mr. Kirby pointed out that there's still some time before fuel efficiency really erodes the gas tax as a source of revenue, but that alternatives that charge drivers based on how many miles they drive are viewed as having a lot of potential down the road.

Ms. Tregoning asked Mr. Kirby whether the TPB should still consider studying alternatives to the gasoline tax. Mr. Kirby said that it would be a good topic to discuss as part of the Regional Transportation Priorities Plan process.

Mr. Zimmerman expressed concern over Mr. Kirby's suggestion that little can be done by the TPB to alter the composition of the region's vehicle fleet. He suggested that the TPB can play a role in educating the region's residents about existing challenges and the implications that their vehicle purchases can have for the environment and other aspects of quality of life in the region. He said that the TPB should be part of the discussion of the problems that are caused by the choices that people make (especially, in this case, with regard to things like vehicle purchases).

Ms. Bowser thanked Board members for their comments.

9. Demonstration of Reach-a-Ride Website

Mr. Ramfos, of TPB staff, provided an overview and demonstration of the recently-launched "Reach-a-Ride" website. He explained that the purpose of the site and associated call center is to provide consumers in the region with improved access to information on transportation options for those with disabilities, senior citizens, those with limited English proficiency, and low-income commuters. He said that the "Reach-a-Ride" website was made possible by a \$584,000 Job Access Reverse Commute (JARC) grant from the Federal Transit Administration. He said that WMATA provided the majority of the \$117,000 local match, with additional contributions from the District Department of Transportation, the Maryland Transit Administration, and the Virginia Department of Rail and Public Transportation.

Mr. Ramfos explained the timeline for designing and developing the website, beginning with a functional requirements analysis in 2009 (which included recommendations for maximizing the site's accessibility for individuals with visual impairments), collection of information about regional transportation providers in 2010, earning the American Foundation for the Blind's seal of approval for meeting accessibility standards for users with visual impairments, and a series of focus groups with potential website users in 2011. He also pointed out that a call center and toll-free telephone number have been set up, and that a Spanish-speaking call center agent and TDD and TTY numbers have been made available.

Mr. Ramfos reported that the website was launched on December 5, 2011, with the support of Board member Patrick Wojahn, who chairs the TPB's Human Services Transportation Committee. A representative from WMATA's ADA and Accessibility Program also attended the kick-off event, he said.

Mr. Ramfos then conducted a brief demonstration of the "Reach-a-Ride" website, pointing out the site's main features. He drew the Board's attention to the site's "Quick Search" feature, as well as a link to Metro's trip planner on the home page. He also explained that each of the pages includes a link to MetroAccess, as well as all of the private providers in a particular area. He also pointed out the "About Us" and "FAQ" pages, which describe the program's coverage area and define key terms used on the page. Finally, he showed Board members the "Advanced Search" feature, which allows users to enter origin and destination information and particular transportation needs (e.g., wheelchair access) to find providers that meet their specific needs.

Chair Bowser asked how staff are getting the word out about the website. Mr. Ramfos explained that all of the providers that are in the site database have been contacted and encouraged to reach out to their constituents. He said that staff have also mailed out brochures to 1,300 different agencies and groups describing the site and inviting them to order additional brochures or add a link to the "Reach-a-Ride" site on their own websites. He said that staff are also continuing to look for additional providers to include in the database and asked Board members for any suggestions they might have.

Chair Bowser asked what interaction staff have had with WMATA regarding the website. Mr. Ramfos said that WMATA staff have been very supportive throughout project development and deployment, and that they have provided numerous suggestions on what the site should do and what information it should provide to users.

Chair Bowser thanked Mr. Ramfos for his presentation.

10. Briefing on 2011 Peak Period Freeway Congestion in the Washington Region, and Changes Since 2008 and 2005

Referencing presentation materials, Mr. Sivasailam recognized the Skycomp team for conducting the study and said the purpose of the study is to identify congested locations throughout the region, as well as the extent of the congestion in terms of time and geographic scale. He said the results are used to help calibrate the TPB travel demand model as well as to conduct emissions analysis. He said that completing the study over time helps to identify trends in congestion. He reviewed the methodology of the study and the definitions of congested levels of service. He summarized the results, including the top congested locations in the region, as well as changes in congested trends over time. He provided information on the longest delay corridors in terms of time delay, as well as the longest congested corridors. He highlighted several corridors, including I-95/I-495 around the Woodrow Wilson Bridge and portions of I-66 in Virginia. He said one phenomenon observed in the study is peak spreading, namely that congested periods are lasting longer than in the past. He closed by saying that in total, lane miles of congestion have increased

in 2011 from 2008.

Mr. Zimmerman asked Mr. Sivasailam to clarify the data expressed in one of the slides describing level of service (LOS).

Mr. Sivasailam said the numbers following the LOS designation refer to the number of vehicles per lane per mile averaged over the course of an hour. He said 45 is considered LOS F, but that it is on the lower end of F, and that a higher number would indicate more severely congested conditions.

Mr. Zimmerman said there are questions about this LOS designation system in terms of whether it provides the right gradation because there is not much distinction between A-E.

Mr. Sivasailam said that E might be a few miles per hour lower than free-flow speeds.

Mr. Zimmerman agreed, saying that most people traveling at LOS A-E would not notice much of a difference in conditions. He said that looking at the scale on paper, one would assume that E must indicate fairly bad travel conditions, but this is not the case in reality. He said the system is not graded in a way that corresponds to actual travel time or experience. He said it is nearly impossible to distinguish congested from really badly congested because all those conditions fall under LOS F. He said it is a shortcoming to using this gradation system.

Mr. Zimmerman referred to the table of lane miles under LOS F, and asked why there was such a discrepancy between the LOS during the morning peak on I-66 outside of the Capital Beltway, with an LOS F (126), and inside the Capital Beltway, with an LOS A (14).

Mr. Sivasailam said there are fewer lane miles on I-66 inside the Capital Beltway.

Mr. Kirby said it is likely related to the HOV restrictions in the Capital Beltway.

Mr. Zimmerman said there are several theories on the congestion and that it would be important to understand exactly why these phenomena occur on individual roadways. He said that while the information presented is provocative and interesting, it does not tell the complete story. He said that in addition to construction, there are likely a number of other things that contribute to the congested conditions.

Mr. Kirby noted that the full report provides the ability to get a greater level of detail on the segments highlighted in the presentation. Referring to the LOS gradation, he said staff added the density figures for the exact reason Mr. Zimmerman stated, that LOS F is very different at 45 as opposed to 145 vehicles per lane per hour. He said that the grades were set many years ago and are not a good match for today's conditions. He also referred to the affect of the economic recession on road congestion throughout the region, noting that congestion increased from 2008-2011, offsetting the drop from 2005-2008.

Mr. Gonzales thanked staff for providing a clear chart explaining the differences in LOS F

related to the density of vehicles per lane per hour. He said it is helpful for those who prefer to look at the data rather than the outdated LOS gradations. He noted that it appears that road improvements have created reductions in congestion and delays. He suggested combining the densities of vehicles per lane per hour with the percentage of lane miles congested to help illustrate how congested a roadway is.

Mr. Zimmerman suggested enhancing the chart explaining the differences in LOS by adding a row at the bottom that corresponds to the actual average rate of speed on that roadway.

Chair Bowser asked staff to clarify the effect of road improvements on congested conditions, specifically referring to the Wilson Bridge. She asked if capacity was added or if the improvements related to easier navigation of the roadway.

Mr. Sivasailam said the Wilson Bridge improvements were related to capacity increases and that the roadway went from six to ten lanes.

Chair Bowser asked if congestion changed with the new capacity.

Mr. Sivasailam said congestion was virtually eliminated due to the capacity expansion.

Mr. Snyder said there is an important caveat to make in the summary of findings. He said it appears that roadway improvements and expansions reduce the lane congestion over the short term. He said what is not captured through the survey is the induced demand that occurs over time. He said he is concerned that the findings could be misunderstood, deliberately or otherwise, to support certain policies. He said over the long term, the effect of adding capacity is the opposite, that the level of service deteriorates.

Chair Bowser reiterated Ms. Snyder's point and said it will be interesting to see how congestion trends once the lanes have been open for a period of time.

Ms. Hudgins referred to the summary of findings and noted that the report identified the trend of peak spreading. She said that by creating longer periods of peak travel, the increased capacity is not reducing the peak congestion, but rather that the peak continues to spread.

Mr. Zimbabwe asked if it would be possible to assess the amount of capital spending that went into the road infrastructure improvements to help decision makers weigh alternatives for how to spend future money to make improvements that most effectively address congestion.

Mr. Gonzales said that even if there is induced travel and roads eventually become more congested in the long run, peak spreading will still be reduced by increased capacity. He said there is just so much travel demand per day for a given road, and that increased capacity will reduce peak spreading, just as constant capacity will spread the peak.

Mr. Zimmerman said it would be interesting to conduct some analysis on Mr. Zimbabwe's point. He said given the data at hand, he is not sure if it is possible to draw a strong conclusion from the

short-term effect of some of the improvements. He referred to the Wilson Bridge project, noting the decrease in congestion from the 2008 survey. He said the report suggests that congestion on the Capital Beltway is currently being caused largely by construction projects. He noted that during the two previous TPB surveys in 2005 and 2008, the Wilson Bridge was under construction, and that the improvements seen in this 2011 survey may be due in part to the fact that the construction has been completed.

11. Briefing on Proposed Performance Measures for the TPB Regional Transportation Priorities Plan (RTPP)

This item was deferred to the January TPB meeting.

Mr. Kirby said the memorandum distributed by staff is a first effort at moving forward with the priority planning effort. He said that staff will continue with collecting comments on the information in January and February.

Mr. Snyder spoke briefly on the AAA traffic safety study mentioned earlier in the meeting, noting the study quantifies the cost of congestion for the region at \$4 billion a year in losses, and \$7.5 billion in traffic safety-related losses. He said it will be important for the priorities planning effort to analyze more completely how transportation safety impacts the region. He said it would be helpful to receive a briefing from AAA on that study.

12. Other Business

There was no other business.

13. Adjourn

The meeting was adjourned at 2:00 p.m.