

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
April 19, 2006**

Members and Alternates Present

Hilda Barg, Prince William County  
Rick Canizales, Prince William County  
Wally Covington, Prince William County  
Lyn Erickson, MDOT  
Andrew M. Fellows, City of College Park  
Brian Glenn, Federal Transit Administration  
J. Rick Gordon, Prince George's County  
Charles Graves, III, DC Office of Planning  
Catherine Hudgins, Fairfax County Board of Supervisors  
Sandra Jackson, Federal Highway Administration  
Michael Knapp, Montgomery County Council  
Julia Koster, NCPC  
Deborah Lipman, WMATA  
Phil Mendelson, D.C. Council  
David Moss, Montgomery County  
Edith Patterson, Charles County  
Carol Petzold, Maryland House of Delegates  
Kathy Porter, City of Takoma Park  
Michelle Pourciau, DDOT  
Bruce Reeder, Frederick County  
Rick Rybeck, DDOT  
Linda Smyth, Fairfax County Board of Supervisors  
JoAnne Sorenson, VDOT  
Kanti Srikanth, VDOT  
Chris Zimmerman, Arlington County Board

MWCOG Staff and Others Present

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|----------------------|-------------------------------------|
| Ron Kirby            | COG/DTP                             |
| Michael Clifford     | COG/DTP                             |
| Gerald Miller        | COG/DTP                             |
| Bob Griffiths        | COG/DTP                             |
| Jim Hogan            | COG/DTP                             |
| Nick Ramfos          | COG/DTP                             |
| Wendy Klancher       | COG/DTP                             |
| Debbie Leigh         | COG/DTP                             |
| Deborah Etheridge    | COG/DTP                             |
| Dusan Vuksan         | COG/DTP                             |
| Mark Moran           | COG/DTP                             |
| Daivamani Sivasailam | COG/DTP                             |
| Clara Reschovsky     | COG/DTP                             |
| John Swanson         | COG/DTP                             |
| Andrew Austin        | COG/DTP                             |
| Steve Kania          | COG/OPA                             |
| Jeff King            | COG/DEP                             |
| Faramarz Mokhtari    | Prince George's-M-NCPPC             |
| Alex Verzosa         | City of Fairfax                     |
| Lisa Callaghan       | Breakthrough Technologies Institute |
| Carroll George       | Citizen                             |
| Harry Sanders        | Action Committee for Transit        |
| Randy Carroll        | MDE                                 |
| Mike Hagarty         | NVTA                                |
| Mike Lake            | Fairfax County DOT                  |
| Al Francese          | Centreville (VA) Citizens for Rail  |
| Shiva Shrestha       | SHA – MD                            |
| Vic Weissberg        | Prince George's County DPW&T        |
| Maria Mercedes White | City of Alexandria                  |
| Tamara Ashby         | Arlington County                    |

## 1. Public Comment

Carroll George, retired engineer, said that specific types of pavement markings should be added to merge lanes to reduce stopping and starting. He said the Board should pass a resolution calling for the Virginia Department of Transportation (VDOT) to test this traffic pattern at the Route 1/Wilson Bridge work site. Copies of his remarks were distributed for the record.

Lisa Callahan, Technology Director for Breakthrough Technologies Institute, expressed concern that the high occupancy/toll (HOT) lanes that are being considered for the I-95/395 corridor appear

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to be moving forward with little thought given to the proposed bus rapid transit (BRT) component. For the record, she submitted a copy of a report, which was prepared by her company and Environmental Defense, that found that the I-95/395 corridor offers significant opportunities for BRT.

Vice Chairman Pourciau said she shared some of the concerns expressed by Ms. Callahan. She said she would like to meet with VDOT to find out how the HOT lane study is proceeding.

Chairman Knapp asked Mr. Kirby how these concerns might be addressed.

Mr. Kirby said he had been meeting recently with VDOT. He said that VDOT is aware that bus service is a critical issue. He said the private sector proposal does provide surplus revenue for bus service, but designing that bus service and looking at its impact on the performance of the corridor is something that still needs to be addressed. He said he was aware of the concerns of D.C. regarding the 14<sup>th</sup> Street Bridge.

Mr. Zimmerman said he supported the comments of Ms. Callahan and Vice Chairman Pourciau. He emphasized that it was important to determine how to get some kind of transit across the bridge.

Mr. Sanders, speaking as co-chair of the Montgomery County League of Women Voters Transportation Committee, announced that TPB staff member John Swanson would be giving a presentation to his group on the Regional Mobility and Accessibility Study on April 24. The meeting would also include a presentation by Glenn Orlin, Deputy Staff Director for the Montgomery County Council. He said the presentations would be followed up by a facilitated discussion on the issues raised by the study's scenarios.

Chairman Knapp asked Mr. Sanders if he would report back to the Board on the information received at the League of Women Voters public meeting.

## **2. Approval of the Minutes of March 15, 2006**

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 mailout report, Mr. Canizales said the Technical Committee met on April 7 and reviewed a number of items for the TPB agenda:

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- Related to TPB Agenda Item 9, the committee reviewed the updated project submissions for the Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP). The committee recommended approval of these items.
  - Related to TPB Agenda Item 10, the committee discussed the revisions to the Draft Scope of Work for the air quality conformity assessment. The committee recommended approval of this item.
  - Related to TPB Agenda Item 11, the committee discussed the draft Commuter Connections work program. The committee recommended approval of this item.
  - Related to TPB Agenda Item 13, the committee received a briefing from Federal Highway Administration (FHWA) staff on the TPB Federal Certification Review Report.
  - Related to TPB Agenda Item 15, the committee was briefed on the schedule for completing the CLRP financial analysis. This discussion included a briefing on programs established by Metropolitan Planning Organizations (MPOs) in other parts of the country to promote transit-oriented development (TOD). The committee expressed interest in continuing this conversation. A number of committee members noted ongoing TOD activities in their jurisdictions.

The Technical Committee also discussed two items not on the TPB agenda:

- The draft Regional Bicycle and Pedestrian Plan, and
- Ongoing air quality planning activities.

Chairman Knapp asked for more information on how the committee responded to the information on TOD-supportive programs sponsored by MPOs in other regions.

Mr. Canizales said the committee was concerned about funding issues related to the fact that the Washington region is a multi-state region.

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

Referring to the handout report, Mr. Larsen introduced himself as a Vice-Chair of the CAC. He said CAC Chair Emmet Tydings was unable to attend the meeting.

He said the CAC met on April 13. He said that Mr. Kirby made a presentation that included information on MPO incentives programs for transit-oriented development (TOD). He said the

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committee generally agreed that the TPB's scenario study, the Regional Mobility and Accessibility Study, could be an appropriate starting point for considering some type of modest grant program that could be focused on activity centers.

Mr. Larsen said the CAC meeting featured a panel discussion on express toll lanes with Ken Orski of the Urban Mobility Corporation and Michael Replogle of Environmental Defense. He said the committee looks forward to continuing that discussion.

Mr. Larsen said the CAC has formed a working group to guide outreach activities related to the Regional Mobility and Accessibility Study.

Chairman Knapp congratulated Mr. Larsen for being elected CAC vice chair.

Vice Chairman Hudgins noted that the CAC report discussed the question of whether it would be politically feasible to convert current capacity to HOT lanes. She asked whether there is any recent data showing whether or not the public would tolerate that.

Mr. Larsen said the concerns seemed to be anecdotal, but he would be interested in learning whether there is any data.

Vice Chairman Hudgins said it would be useful to have such data.

Mr. Kirby added that there are no examples in this country of an existing general purpose lane being taken for use as an express toll or HOT lane. He said there is an example of an attempt many years ago in California to convert a general purpose lane to an HOV lane, and there was also an experience in this region with an HOV lane on the Dulles Toll Road. He said those proposals were reversed because of public objections. However, he noted that these examples happened many years ago, so perhaps public attitudes have now changed. Mr. Kirby said these concerns were very important to the TPB's HOT lane analysis because there are some segments of the freeway system in this region where there is very limited right-of-way to add new lanes.

Mr. Zimmerman said that Vice Chairman Hudgins made an important point. He said that it was important to remember that in this region bus lanes have been converted to HOV lanes, including the Shirley Expressway. He said the region has in fact reduced the capacity of highways by allowing greater freedom for single drivers to use those facilities, and he expressed concern that a conversion could not be made in the opposite direction. He emphasized Mr. Kirby's point that there are a number of facilities that do not have adequate right-of-way to build new capacity. He said he thought the region would be forced at some point to convert general purpose lanes.

Vice Chairman Hudgins noted that political feasibility was not just a challenge for converting lanes; it was also an issue in proposals to add new lanes.

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Mr. Kirby added that Mr. Replogle in his remarks to the CAC had noted that one of the benefits of the toll lanes is that because they are managed to avoid congestion, they can actually carry more vehicles than the regular lanes, which are often so congested that speeds slow down and throughput declines. He said that this argument has been a long-standing economic rationale for putting tolls on existing lanes that are operating below their capacity.

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

Referring to the mailout packet, Mr. Kirby called attention to a Steering Committee action item that was a set of amendments to the FY 2006-2011 Transportation Improvement Program (TIP) to include district-wide maintenance projects and state-wide safety projects at the request of the Virginia Department of Transportation (VDOT). He also called attention to a Steering Committee action item to change the federal functional classification system for a number of streets in the District of Columbia.

Referring to the "Letters Sent/Received" packet, Mr. Kirby called attention to copies of a letter that was sent out under Chairman Knapp's signature following the March 15 meeting to all the state legislators from the region regarding Metro funding. Mr. Kirby noted that Chairman Knapp had received response letters from Councilmembers Graham, Patterson and Evans, which reported that the District of Columbia Council recently passed a bill that would dedicate one-half of one percent of the existing sales tax in the District to WMATA. He said that no responses had been received from legislators in Maryland and Virginia.

Mr. Kirby reported on a memorandum from Andrew Meese of the TPB staff providing an update on the regional transportation coordination program called CapCom. He said that COG/TPB had issued a Request for Qualifications for a manager to implement the program and a number of proposals had been received. He said that staff would present a full report on the program at the TPB's June meeting.

Mr. Kirby noted other letters, including one from the Coalition for Smarter Growth, which makes thoughtful comments on the TPB's freeway congestion analysis, and a letter from the Riders Advisory Council of Metro, commenting on design issues with regard to the Dulles Metro Rail project. Mr. Kirby noted that the Riders Advisory Council is chaired by Dennis Jaffe, former chair of the TPB's Citizens Advisory Committee.

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

Chairman Knapp thanked members of the TPB for their advocacy efforts on behalf of Metro funding during the recent legislative session. He welcomed Delegate Petzold back to the TPB.

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**7. Approval of Amendments to the FY 2006-2011 Transportation Improvement Program (TIP) that are Exempt from the Air Quality Conformity Requirements to Modify Funding for Eleven Transit, Commuter Rail and Ridesharing Projects in Charles, Frederick, Montgomery and Prince George's Counties, as Requested by the Maryland Department of Transportation (MDOT)**

Referring to the mailout material, Ms. Erickson said these amendments were for several Maryland Transit Administration (MTA) projects which have received additional funding last year through the federal surface transportation reauthorization legislation. She said they were released for public comment in March. No comments were received.

She said that one change was needed in the information that had been distributed: The original package identified the Silver Spring Transit Center as having a local match, while it should have said it would be a state match.

Ms. Erickson moved approval of Resolution R16-2006 to approve the amendments. The motion was seconded by Ms. Petzold and was approved unanimously.

**8. Approval of Amendment to the FY 2006-2011 TIP that is Exempt from Air Quality Conformity Requirement to Modify the Funding and Construction Schedule for Widening I-66 Between US 29 and VA 234 in Prince William County as requested by the Virginia Department of Transportation (VDOT)**

Referring to the mailout material, Ms. Sorenson said this project was originally scheduled for construction in July of 2008 at a cost of \$77 million. She said this amendment is to increase the construction estimate to \$97 million and advance the project two years to July 2006. This cost change is due to increased costs for construction materials, construction engineering, inspection, and enhanced maintenance of traffic.

Ms. Sorenson said that this project was included in a previous conformity analysis, and therefore the proposed change in date and funding would not affect conformity. She said the funding for the project was redirected from two other projects, both of which received earmarks last year through the federal surface transportation reauthorization legislation.

Ms. Sorenson moved Resolution R17-2006 to approve the amendments. The motion was seconded by Mr. Covington and was approved unanimously.

**9. Review of Comments Received and Approval of Project Submissions for the 2006 Constrained Long Range Plan and FY 2007-2012 Transportation Improvement Program (TIP)**

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Mr. Kirby said these project submissions had been presented last month. He said a blue-cover version was being distributed because the pages were out of order in the mailout version. He described the five major new projects. He said that the completion date for the Anacostia Light Rail Phase I had been changed to 2007, at the request of the District Department of Transportation. He also said that on the question of funding for the widening of Maryland 201 (Kenilworth Avenue), staff had been advised that there is a group of developers involved in this, not just the University of Maryland. So that change was made as well.

Mr. Kirby described the one public comment that had been received, from Allen Muchnick, who wrote that the lack of significant project submissions from both Virginia and Maryland eviscerates public participation for the project selection process. Mr. Muchnick argued that the lack of project submissions largely results from the fact that the CLRP's planning year horizon of 2030 has not been extended since the 2000 CLRP update. He proposed extending the horizon year for future updates by four years.

Mr. Kirby said that the response to this comment was that the federal planning regulations require at least 20 years in the planning horizon, and for the moment 2030 is still within the 20-year range in terms of an appropriate out-year for the plan. Further, he said that the dearth of new project submissions is due primarily to limited funding and increased project construction costs, and an increasing share of total funding being required for operations and maintenance. He said this problem has been evident for a number of years and that while adding four more years could squeeze in a few more projects, it would also add four more years of maintenance and operations costs.

Vice Chairman Hudgins made a motion to approve Resolution R18-2006 to approve the project submissions for use in the air quality conformity analysis. The motion was seconded by Mr. Graves and was approved unanimously.

#### **10. Approval of the Scope of Work for the Air Quality Conformity Assessment for the 2006 CLRP and the FY 2007-2012 TIP**

Referring to the mailout material, Mr. Clifford said that two sets of comments had been received on the scope of work. He said that comments had been received from the Metropolitan Washington Air Quality Committee (MWAQC), which supported the technical approach included in the work scope, encouraged the use of latest planning assumptions and urged maintenance of commitments to Transportation Emissions Reduction Measures (TERMs). The response to comments assured MWAQC that these concerns were addressed in the scope of work.

Mr. Clifford said a comment had also been received from Paul Desjardin of the Department of Human Services, Planning and Public Safety (HSPPS). Mr. DesJardin noted that the Round 7.0



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Cooperative Forecasts, which had been proposed for use in the conformity assessment, would be updated to Round 7.0a to reflect some land activity associated with the recently approved Washington Nationals Baseball Stadium. Mr. Clifford said that the work scope was revised to reflect the use of Round 7.0a.

Ms. Petzold made a motion to approve the work scope. The motion was seconded and was approved unanimously.

## **11. Briefing on the TPB Transportation Planning Process Certification Summary Report**

Referring to the Certification Review Final Report, Ms. Sandra Jackson of the Federal Highway Administration (FHWA) summarized for the TPB the results of the report produced by FHWA and the Federal Transit Administration. She said that the certification was previously required every three years and is now required every four years, and that the review process included a desk audit of planning products, a site visit, and a presentation of the final report. She mentioned that the review included meetings with the TPB Access for All and Citizens Advisory Committees.

Ms. Jackson stated that the federal team determined that the TPB's transportation planning process meets the relevant federal requirements and that FHWA and FTA had jointly certified the process. She said that the results of the federal review were good and that no corrective actions were mandated. She said that the report issued several commendations and recommendations.

Referring to the Certification Review Final Report, Ms. Jackson proceeded to describe the 9 commendations and 16 recommendations listed in the report.

Ms. Jackson thanked the TPB staff, in particular Mr. Kirby and Mr. Miller, for their cooperation and for hosting the review team in September 2005, and thanked the representatives of the various jurisdictions and agencies who attended review meetings.

Mr. Knapp thanked Ms. Jackson for the presentation and expressed satisfaction with the positive review. He also said that many of the recommendations listed are already being addressed.

Mr. Fellows asked if the second recommendation, pertaining to work with the Fredericksburg Area Metropolitan Planning Organization (FAMPO), indicated that the federal team was encouraging the region to coordinate transit funding with jurisdictions to the south and what the implications are for coordination with the Baltimore MPO.

Ms. Jackson said that this issue was also raised at the TPB Technical Committee meeting.

Mr. Kirby responded that with the expansion of the Metropolitan Washington Urbanized Area following the 2000 Census, a portion of Stafford County is now included in the formula for

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determining the FTA funding for the region, and this has raised an issue between FAMPO and the TPB on how that money is distributed. He said that TPB staff is currently working on this issue with FAMPO staff.

Mr. Fellows asked if the TPB would be looking at this further in terms of addressing a larger question of the coordination of federal transit dollars.

Mr. Kirby responded that from a regional perspective, coordination with the Fredericksburg and Baltimore areas is a desirable planning goal, but noted that the recommendation contained in the certification review report is narrowly focused on allocation of federal transit funds.

Mr. Fellows thanked Mr. Kirby for the response.

Ms. Jackson asked the representative present from the FTA to respond to the issue.

Mr. Glenn said that Mr. Kirby's explanation was accurate, and that FTA is involved in discussions to resolve the issue. He said that the FTA desires a quick resolution because it has to decide on apportionment of FY 2006 funds.

Chairman Knapp asked for clarification about the first recommendation regarding formal written agreement on regional transit planning roles and responsibilities.

Ms. Jackson said she understood that written agreements may already exist, but said that the recommendation calls for such agreements to be produced and/or gathered formally and submitted to the federal government. She said that the certification team was unable to find any formal agreements included in any of the planning products it reviewed.

Mr. Fellows asked for more detail on Recommendation 14, which calls for more frequent coordination on land use issues, and whether it entailed specific recommendations.

Ms. Jackson responded that the recommendation asks the TPB and TPB staff to go further in looking into land use issues at the local level and raising these issues in the regional transportation planning process, though not getting directly involved with local land use planning.

Ms. Patterson asked for further explanation of Recommendation 15, which dealt with compliance with Title VI.

Ms. Jackson responded that while one of the commendations was actually for the Access for All work, the review team wanted to make sure that there is formal coordination by the TPB at the regional level of Title VI compliance efforts at local and state levels.

Mr. Graves returned the discussion to Recommendation 14, pointing out that COG has a

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subcommittee of planning directors that meets monthly to discuss land use and development regionally, and suggesting that perhaps this wasn't considered by the review team.

Ms. Jackson responded that the recommendation did not intend to communicate that no such activities are occurring; only that coordination should occur more frequently – even daily.

Mr. Fellows said that he asked for more explanation of Recommendation 14 because he was hoping for some specific criticism and guidance, though he appreciated the recommendation for more frequent coordination of transportation and land use activities.

Mr. Zimmerman noted that one of the commendations was for innovative efforts in visioning and scenario planning and that much work has occurred in that area. He said that he regards it as the first serious effort to bring together land use and transportation planning on a regional level in this area, and stems from earlier work at the TPB beginning perhaps eight or nine years ago. He said he sees the recommendation as calling for such efforts to be taken to another level. He said that he did not think the TPB should be afraid of the task of more frequent coordination between the TPB planning process and local land use planning, and that he feels it is probably the most important thing for the TPB to be doing in addressing the regional challenges which it is supposed to address.

Chairman Knapp thanked and concurred with Mr. Zimmerman, saying that the TPB is working to move past the vision and process and do more with implementation. He asked Mr. Kirby for any additional comments.

Mr. Kirby thanked Ms. Jackson for her leadership of the federal effort. He said that the review was thorough and involved many different staff people with expertise in particular areas. He said he appreciated the commendations and thought the recommendations were good. He characterized the recommendations as calling for more explicit description of the work of the TPB than is currently available, and that many of the recommendations speak to issues that are already being addressed through activities that may not have full documentation. He said that TPB staff would respond by trying to make information more explicit. He called the review very well organized and conducted in a very professional and expeditious manner.

Chairman Knapp said that the report serves as an indication that the TPB process is good but that the TPB should work to be clearer about activities that are underway without becoming too focused on just checking items off the list.

Ms. Erickson asked if Ms. Jackson could offer a comparison of the TPB process with the rest of the country.

Ms. Jackson said that in many other cases FHWA and FTA have provided MPOs with corrective actions with deadlines, without the completion of which federal funding would be held back. She

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called this review “one of the good ones.”

## **12. Approval of the FY 2007 Commuter Connections Work Program**

Referring to the mailout material, Mr. Ramfos said the Board had been briefed on the draft work program at the March 15 meeting. It was released for public comment on March 9 at the Citizens Advisory Committee meeting. The Technical Committee was briefed on March 3 and April 7. The Commuter Connections Subcommittee was briefed on February 28 and March 14. He said that some agency comments had been incorporated into the current draft.

Mr. Ramfos said that DDOT submitted comments that recommended adding car-sharing into the marketing program element, as well as conducting a regional evaluation of car-sharing. In response, Mr. Ramfos said that car-sharing was added into the marketing section. He said that the state funding agencies over the coming months will be discussing how to address the regional evaluation component for car-sharing. An amendment to the work program may be proposed in future months to incorporate this evaluation component.

A motion was made to approve Resolution R19-2006 to approve the Commuter Connections work program. The motion was seconded.

Vice Chairman Pourciau asked that the document in the future be accompanied by a page showing the revenue sources.

Mr. Ramfos said that such a page had been included in previous work programs, but staff was asked to remove it last year. He said he would be happy to put it back in.

The motion was approved unanimously.

## **13. Approval of Regional Bike to Work Day 2006 Proclamation**

Mr. Ramfos said that Bike to Work Day will be on May 19. He said that Commuter Connections was teaming up with the Washington Area Bicyclists Association (WABA) on this event. He said they were expecting 5,000 commuters this year. The overall goal is to get commuters to ride into work more often, thus reducing congestion and lowering emissions. Mr. Ramfos introduced Eric Gilliland, director of WABA.

Mr. Gilliland thanked the TPB for its support of this event. He said that WABA used to run this event on its own. He said that since it teamed with the TPB, the event has grown from 400-500 riders to 5,000 riders with 21 different locations. Mr. Gilliland jokingly said he would like to amend the proclamation to say that TPB guarantees good weather on May 19.

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

#### **14. Update on Activities to Identify Dedicated Funding for the Washington Metropolitan Area Transit Authority (WMATA)**

Mr. Kirby said that COG has been hosting a weekly conference call to provide updates from the state legislatures and the District on this effort to secure dedicated funding for Metro. He said that he understood that the District Council has unanimously approved a bill earmarking a half-cent of their existing sales tax for Metro funding. Maryland has approved a study effort for MDOT to look into this issue and report back to the legislature in December. In Virginia, discussions are still ongoing as a part of the budget process.

Mr. Mendelson affirmed that the District Council had passed legislation that sets aside a half a percentage point of the sales tax. He said this legislation was conditional on similar actions by the other jurisdictions.

Ms. Petzold said that House Bill 1345 and Senate Bill 850 established task forces to study the issue. She said the legislature in an election year was not able to come up with a new revenue stream. She said the task might be easier in the first year of a new term.

Chairman Knapp said he understood the study was intended to ensure that the funding requirements are known so that action to secure funding can be taken quickly next year.

Chairman Knapp noted that legislators from Virginia were not present. He said he understood the legislative efforts in Richmond were still on hold.

Chairman Knapp reiterated his thanks for the many efforts that have been made to secure adequate funding for Metro.

#### **15. Update on the Financial Analysis for the 2006 Constrained Long-Range Plan (CLRP)**

Referring to a PowerPoint presentation that was distributed at the meeting, Mr. Kirby updated the TPB on the progress of the 2006 Constrained Long-Range Plan (CLRP) update, which is taking place this year as part of the federal requirement to review the plan every three years. He noted that only five new projects have been added to the CLRP this year given funding constraints.

Mr. Kirby said that this year's review has focused on updating project cost estimates since many construction materials have increased in cost in the past year, and it is important to avoid

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situations in which actual construction costs end up substantially exceeding initial estimates. He said also that at the request of Vice Chairman Pourciau, the update will identify project initiatives under consideration but not included in the proposed CLRP. He said that not enough is known about changes resulting from the Base Realignment and Closure (BRAC) plans for them to be included in this year's update.

Mr. Kirby noted that due to continued uncertainty about new funding for Metro, the ridership constraint remains in the CLRP to ensure compliance with the federal standard that funding be "reasonably expected to be available."

Mr. Kirby said that at Chairman Knapp's request, TPB staff had evaluated progress related to the list of ten most congested locations presented to the TPB in February. He mentioned both short-run and longer-run strategies that have been identified, including some that are complete or underway, and others that are moving forward in the planning process.

Mr. Zimmerman asked if HOT lanes or changes to HOV lane configurations on the 14<sup>th</sup> Street Bridge could be noted and considered as a short-term strategy for improving congestion at that location.

Mr. Kirby responded that upcoming work on I-95 and I-395 will necessitate revisiting lane configuration on the 14<sup>th</sup> Street Bridge and address the potential for increased bus service and HOT lanes at that location.

Chairman Knapp asked if TPB members should begin to identify specific ideas for short-term fixes for the identified congestion points.

Mr. Kirby responded that he would be bringing the TPB more information in the next few months regarding different types of short-term strategies including transit improvements and travel demand management.

Again referring to the PowerPoint presentation, Mr. Kirby referred to the long-term goal of linking transportation and land use. He described alternative land use and transportation scenarios for the region that have been examined in the Regional Mobility and Accessibility Study, the results of which were presented to the TPB in January. He noted that the COG Board is also following the issue with interest.

Mr. Kirby explained that the next steps in the Regional Mobility and Accessibility Study would be analyzing a scenario with a region-wide network of HOT lanes, and looking at combinations of the previously studied scenarios. He invited TPB members to the Value Pricing Task Force meeting on May 17<sup>th</sup> at 10:00am, at which agenda items will be the results of the HOT lanes scenario, initial discussion of the I-95/I-395 project, and revisiting an issue with the federal government on whether HOT lanes can be counted in the transit formula. He mentioned that he

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is seeking a response on this issue from the USDOT after initially sending a letter to Administrator Dorn, who is no longer at that office. He noted that the federal government has been supportive of these efforts and representatives have been attending task force meetings.

Mr. Kirby said that TPB staff has also been researching as possible longer-term strategies what other metropolitan areas have been doing to support transit-oriented development or transportation for livable communities through planning studies and small-scale transportation improvements. Referring to the presentation, he described special initiatives linking transportation and land use undertaken by MPOs in the San Francisco, Atlanta, Burlington, and Philadelphia areas. He said that these programs set aside federal transportation funds for capital improvements and/or planning activities associated with transit-oriented development.

Mr. Kirby said that these are relatively inexpensive supporting measures to help fill the gaps between what the private sector might be doing within the development and what the public sector is doing on the major roadways and transit system. He said that the programs have been well-received, but that there have been some concerns that the programs fund some “potted plant” projects which do not always advance regional goals.

Mr. Kirby noted that the only example of a multi-state MPO carrying out this type of program is at the Delaware Valley Regional Planning Commission (the MPO for the Philadelphia area), which preserves program funding allocations between the two states in that area but has a region-wide project selection process. He also said that this program focuses more on revitalization of deteriorating neighborhoods than the programs in other metropolitan areas do.

Referring to a table in the presentation, Mr. Kirby described characteristics of these programs including annual budgets, funding sources, qualifying activities, and program focus. He noted that in this region, the federal funding sources in question are handled differently in the three different jurisdictions, which presents a challenge for administration of such a program.

Mr. Kirby said that staff will be looking at how such a program may have helped this region or may help it in the future, and that this process will include research into similar activities already occurring in the area, especially cases of federal transportation funding being allocated to these types of activities.

Mr. Zimmerman asked if Mr. Kirby would be bringing forward a recommendation to the TPB as to how to proceed in this area.

Mr. Kirby responded that he will be presenting various options to the TPB along with discussing options with the COG Board based on the research into programs in other areas and the circumstances in this area.

Mr. Zimmerman said that the effort is promising and that he looks forward to seeing possible

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options.

Mr. Kirby mentioned that one document that has served as a resource is the recent Transportation Research Board study on Transit-Oriented Development that describes the Washington region as a national model, with praise for the way in which land use goals were tied into the transit investment plans at an early stage. He said that WMATA's land use development office is somewhat unique nationally and has made a large difference.

**16. Notice of Proposed Amendments to the FY 2006-2011 TIP that are Exempt from the Air Quality Conformity Requirement to Modify Funding for Fifteen Highway Projects in Frederick, Montgomery, and Prince George's Counties, as Requested by Maryland Department of Transportation (MDOT)**

Ms. Erickson said that a package of TIP amendments has been released for public comment. She said that the amendments will be on the agenda for the May 17 TPB meeting for approval. She said that the mail-out packet for this item was incomplete, and handed out to TPB members a complete packet.

**17. Other Business**

There was no other business, the meeting was adjourned at 1:50 p.m.