

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
March 15, 2006**

Members and Alternates Present

Stan Alster, City of Gaithersburg  
Hilda Barg, Prince William County  
Nat Bottigheimer, WMATA  
Rick Canizales, Prince William County  
Wally Covington, Prince William County  
Lyn Erickson, MDOT  
Andrew M. Fellows, City of College Park  
Kellie Gaver, MDOT  
Brian Glenn, Federal Transit Administration  
J. Rick Gordon, Prince George's County  
Charles Graves, III, DC Office of Planning  
Jason Groth, Charles County  
Catherine Hudgins, Fairfax County Board of Supervisors  
Sakina Khan, DC Office of Planning  
Michael Knapp, Montgomery County Council  
Julia Koster, NCPC  
D. Michael Lyles, City of Bowie  
Phil Mendelson, D.C. Council  
David Moss, Montgomery County  
Kathy Porter, City of Takoma Park  
Michelle Pourciau, DDOT  
Bruce Reeder, Frederick County  
Rick Rybeck, DDOT  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
JoAnne Sorenson, VDOT  
Kanti Srikanth, VDOT  
Patricia S. Ticer, Virginia Senate  
Patrice Winter, City of Fairfax

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Bill Wren, City of Manassas Park

MWCOG Staff and Others Present

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
Andrew Meese	COG/DTP
Daivamani Sivasailam	COG/DTP
Dusan Vuksan	COG/DTP
Mark Moran	COG/DTP
John Swanson	COG/DTP
Andrew Austin	COG/DTP
George Rice	COG/EO
Steve Kania	COG/OPA
Paul DesJardin	COG/HSPPS
Faramarz Mokhtari	Prince George's-MNCPPC
Alex Verzosa	City of Fairfax
Larry Martin	CAC
Harry Sanders	Action Committee for Transit
Deborah Burns	Federal Transit Administration
Bob Grow	Greater Washington Board of Trade
Tom Biesiadny	Fairfax County DOT
Takumi Yamamoto	FHWA
John B. Townsend II	AAA Mid-Atlantic
Unwanna Dabney	FHWA – VA
Sharmila Samarasinghe	DRPT – VA
Mike Hagarty	Northern Virginia Transportation Alliance
Allen Greenberg	CAC
Randy Carroll	MDE
Scott Kubly	WMATA
Tamara Ashby	Arlington County
Betsy Massie	PRTC
Mark Baskin	Cap Prog, MTA

**1. Public Comment**

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Harry Sanders thanked John Swanson of the TPB staff for speaking to the Action Committee for Transit March 14 on the Regional Mobility and Accessibility Study. Referring to Item 11, he noted that the completion date for the Bi-County Transitway had been changed to 2015. He said the current Constrained Long-Range Plan has a completion date of 2012. He said this change should have been listed as a “significant change” in the information on project submissions that had been provided to the TPB. He also noted that the region needs to express a strong commitment to transit alternatives such as the Purple Line.

Chairman Knapp thanked Mr. Sanders for his comments and said the Board would be following up on these points later in the meeting.

## **2. Approval of the Minutes of February 15th, 2006**

Vice Chairman Hudgins moved approval of the minutes, which was seconded by Ms. Smyth. The motion was approved unanimously.

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

Referring to the mailout report, Mr. Canizales said the Technical Committee met on March 3. The committee reviewed five items for inclusion in the TPB agenda:

- Related to TPB agenda Item 7, the Committee was briefed on proposed changes to the work statements and budgets for two projects in the core program and to the Maryland, Virginia and Washington Metropolitan Area Transit Authority (WMATA) Technical Assistance Programs in the current FY 2006 Unified Planning Work Program (UPWP). The Committee recommended that TPB approve the proposed amendments to the FY 2006 UPWP and the carryover funding to FY 2007.
- Related to TPB agenda Item 8, staff briefed the Committee on the final budget and the final draft FY 2007 UPWP (July 1, 2006 through June 30, 2007). The Committee recommended that TPB approve the final FY 2007 UPWP.
- Related to TPB agenda Item 11, staff briefed the Committee on the updated project submissions for the 2006 CLRP and FY 2007-2012 TIP. The Committee recommended that these submissions be released for public comment on March 9. The Board is scheduled to approve the project submissions for inclusion in the conformity analysis for the 2006 CLRP and the FY 2007-2012 TIP at its April 19 meeting.
- Related to TPB agenda Item 12, the Committee was briefed on revisions to the draft scope of work for the air quality conformity assessment of the 2006 CLRP and FY 2007-2012 TIP. The

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Committee recommended that the revised scope of work for the air quality conformity assessment be released for public comment on March 9. The Board is scheduled to approve the conformity assessment scope of work at its April 19 meeting.

- Related to TPB agenda Item 13, staff briefed the Committee on the draft Commuter Connections Work Program (CCWP) for FY 2007 (July 1, 2006 through June 30, 2007). The Board is scheduled to approve the FY 2007 CCWP at its April 19 meeting.

One item was presented for information and discussion:

- The Committee was briefed on a pilot project that will use volunteer drivers to expand the coverage of travel time and speed data collection for the arterial highway system for the Metropolitan Washington Region.

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

Referring to the handout report, Mr. Martin, a CAC member, said that he had chaired the CAC meeting on March 9 because CAC Chair Tydings was unable to attend.

Mr. Martin said that TPB Chair Michael Knapp spent 45 minutes talking with the committee about opportunities for improved public involvement and other new TPB initiatives. Mr. Knapp said this is an exciting time and he described several activities he would like to pursue, including:

- More outreach related to the TPB's scenario study (the Regional Mobility and Accessibility Study)
- Improved public involvement techniques; and
- Creating incentives for jurisdictions and agencies to make better use of activity centers.

Mr. Martin said that John Swanson of the COG/TPB staff briefed the committee on this year's planned improvements in public involvement. Mr. Swanson said that the new public involvement activities were grouped under the following three broad themes: education, input, and information. Mr. Swanson introduced two consultants who have been contracted to assist with the new public involvement activities – Peter Shapiro of the Academy for Leadership Foundation and Jennifer Weeks of Fitzgerald and Halliday.

Mr. Martin said that Andrew Austin of the COG/TPB staff gave the CAC a presentation on this year's new project submissions for the Constrained Long-Range Plan (CLRP). Mr. Austin explained that staff had made an effort this year to present the project information in a citizen-friendly format. He also announced that a new website had been created featuring information on the CLRP. He emphasized that these enhancements represented a new effort on the part of the TPB staff to provide user-friendly information on the CLRP. These improvements were driven in part by the recent CAC recommendations calling for improved CLRP information. A CAC member

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commented that after reviewing the new project information it was clear that the CLRP is “underwhelming” and does not respond to the transportation challenges the region is facing.

Mr. Martin announced that the CAC Chair, Emmet Tydings, had asked Mr. Martin to chair a CAC Working Group on the Regional Mobility and Accessibility Study.

Chairman Knapp thanked Mr. Martin for the opportunity to come to the CAC meeting. He said a key theme of the discussion was the need to get the TPB information out to community leaders instead of expecting them to come to the TPB. He said he looked forward to the Community Leadership Institute and also to conducting a regional opinion poll.

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

Mr. Kirby said the Steering Committee met on March 3 and took one action, which amended the FY 2006-2011 Transportation Improvement Program (TIP) to add funding for repairs to the 14th Street Bridge, a planning and management systems project, and the Safe Routes to School program. These projects were requested by the District Department of Transportation.

Referring to the “Letters Sent/Received,” packet, Mr. Kirby drew attention to a transmittal letter regarding the Demand Responsive Services Study of the TPB’s Access for All Advisory Committee. He also called attention to an approval letter from the U.S. Department of Transportation on the air quality conformity determination for PM2.5 that the Board recently approved. The packet also included a copy of the request for qualifications that was released that week for an implementation manager and technical support team to implement the CapCom program that the Board added to the CLRP and TIP last year.

Mr. Kirby also called attention to a letter from the Washington Metropolitan Area Transit Authority (WMATA) transmitting its financial inputs to the Constrained Long-Range Plan. He said the letter submitted WMATA’s requested capital and operating needs, based on its approved budget and Capital Improvement Program. He said this item would be discussed later in the agenda.

Vice Chairman Hudgins said she understood that this last item that Mr. Kirby referred to would be on the WMATA board agenda the following day.

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

Chairman Knapp noted that the Regional Mobility and Accessibility Study has produced a lot of information and he believes the TPB should be working to have a broader dialogue on the challenges the study is addressing. He said he is interested in developing an incentives program

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that would promote the viability of regional activity centers. He said that Mr. Kirby would be describing some examples of incentives programs around the country. Chairman Knapp said that in his three years on the TPB, he has frequently heard a sense of frustration that the Board is reactive instead of proactive, and he would like to move toward a more proactive approach.

Chairman Knapp said that he spoke with the CAC about the need to get information out to other interested parties within the region as opposed to trying to find ways for them to come to the TPB. He emphasized that the Community Leadership Institute should provide an opportunity to learn how to make these improvements. He said that the TPB and COG have a lot of great information but a good mechanism has not been established for taking that information out to the region's communities. He also said he thought it would be beneficial to conduct public opinion polls regarding regional transportation concerns.

### **7. Approval of Amendments to the FY 2006 Unified Planning Work Program (UPWP) and Approval of the FY 2006 UPWP Carryover Funding to FY 2007**

Referring to the mailout material, Mr. Kirby indicated that two resolutions had been distributed. The first resolution, R13-2006, would remove activities and funding from this year's work program. The second resolution, R14-2006, adds those work items and funding into next year's work program. Mr. Kirby said the total is just over \$1 million. He said this amount is higher than normal, which is due in part to the fact that a significant amount of funding was added in the fall from the new federal transportation legislation, and there has not been adequate time to accomplish new work activities using these funds. He said the Technical Committee has been briefed on these resolutions, and the state agencies and WMATA have been closely consulted.

A motion was made to approve TPB Resolutions R-13 and R-14. The motion was seconded and was approved unanimously.

### **8. Approval of the 2007 Unified Planning Work Program (UPWP)**

Referring to the mailout material, Mr. Kirby called attention to a summary table providing information about activities and funding for next year's work program, including changes from the current year. He said the new UPWP had a 12 percent increase in funding. He noted two significant increases – the household travel survey and increased coordination of cooperative land use forecasting and transportation planning. He also noted that next year's UPWP would not include a full financial analysis because that activity is only performed every three years.

Mr. Snyder asked about the activity labeled "transportation emergency preparedness planning," designated as "L" on page 2-25. He said the expenditure of \$61,000 appeared to be very small. He said that it was important to provide some context on other sources of money for these activities

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because he did not want people to think this is the only money being spent on emergency preparedness. He noted that significant federal money had been secured for the CapCom program, which was much higher than this line item.

Mr. Kirby said that Mr. Snyder was correct that this is only one component of all of the emergency preparedness planning work that is taking place at COG and the TPB. He said the major item is the CapCom project which will be \$400,000 per year. In addition, he noted the work of the COG Emergency Preparedness Council and funding from the Urban Area Security Initiative funding. He said COG is receiving roughly \$1 million per year to support emergency planning.

Mr. Snyder said it is important for the Board to recognize this wider framework of activities. He also said it was important to monitor these activities and if necessary, identify additional funding.

Chairman Knapp thanked Mr. Snyder for bringing this to the Board's attention. He also thanked Mr. Snyder for his leadership.

Mr. Lyles asked for clarification on why a carryover is needed and whether such a carryover would be needed next year.

Mr. Kirby said that there is a carryover every year, but this year it is quite large because there was a major increase in federal funding in the fall, and there has not been sufficient time to program activities using those funds.

Vice Chairman Pourciau asked if staff could enhance the narrative section of the work program for the emergency preparedness item to indicate the range of activities that Mr. Kirby and Mr. Snyder described. She emphasized that TPB efforts are facilitating a number of different activities going on throughout the region.

Mr. Kirby said this section would be revised.

A motion was made to adopt Resolution R15-2006. The motion was seconded and was approved unanimously.

## **9. Dedicated Funding for WMATA**

Chairman Knapp said there is still fair reason for optimism that all of the jurisdictions can enact legislation to provide the funding commitments required by Congressman Davis' bill for federal funding for WMATA.

Mr. Snyder said there are three budget packages in Virginia -- the Governor's approach, a

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bipartisan effort on the part of the Senate, and a House Republican approach. He said the effort in Virginia now is going to be to get past business as usual, including the usual partisan divisions. He commended everyone working in Richmond to secure this funding, including Senator Ticer. Finally, he emphasized that WMATA funding will only be secured if the public demands it.

Senator Ticer thanked Mr. Snyder for his leadership. She said the legislation for dedicated funding has passed the Senate, but had run into a “wall of resistance” in the House. She said that supporters of the legislation could use some help in lobbying for the bill and getting it passed.

Vice Chairman Pourciau said that WMATA funding legislation was pending in the Council of the District of Columbia.

Chairman Knapp said that in the Maryland General Assembly there were hearings in the House the previous week. Representatives from all of the various state jurisdictions testified on behalf of the three bills that had been introduced that provide funding for increased transit throughout the state. He said that additional hearings had been scheduled.

## **10. Status Report on Financial Analysis for the 2006 Update to the Financially Constrained Long-Range Plan (CLRP)**

Referring to the handout presentation, Mr. Kirby briefed the Board on the CLRP update process. He explained that the CLRP must be financially constrained. He said the financial analysis for the 2006 CLRP is still underway. He briefly listed the new projects proposed for inclusion in this year’s CLRP. He described the extent to which the CLRP addresses congestion locations in the region, particularly the “top 10” identified in the TPB’s aerial photographic study of freeway congestion.

Mr. Kirby described short-term and long-term activities and strategies that might address regional transportation problems, including the Regional Mobility and Accessibility Study. Finally, he described incentives programs that have been established by Metropolitan Planning Organizations (MPOs) in other regions to support transit-oriented development and other “livable communities” initiatives. As examples, Mr. Kirby cited programs in the San Francisco Bay area, Atlanta and Burlington, VT. He noted that these examples were all single-state MPOs.

Mr. Fellows asked if Mr. Kirby had any information on multi-state MPOs that have established livable communities grants programs.

Mr. Kirby said that staff could look into this.

Ms. Porter said she has been involved in a number of long-range planning activities at the TPB, including the Visioning process and the scenario study. She said that while these processes can be



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slow-moving, she does believe that progress has been made and that the region is in a better position today because of them. She said that multi-state planning is indeed challenging, but she expressed a belief that these challenges can be overcome.

Vice Chairman Pourciau said she believed that the mezzanine expansion at the Navy Yard Metro Station may need to be added to the new CLRP/TIP projects for this year.

Mr. Kirby said that staff would look into it. He said that Vice Chairman Pourciau's statement would be considered as a comment on the inputs that have been put out for public comment. He said that next month, staff will make recommendations on how to address all of the comments received.

Reaffirming Ms. Porter's comment, Mr. Kirby said that the region has actually accomplished quite a lot in the last 25-30 years, including the development of Metro and a number of impressive mixed-use developments around transit stations.

Chairman Knapp agreed that progress has been made. He said he believed the challenge now was to move beyond just visions and studies, and to focus on implementation. He pointed to page 10 of Mr. Kirby's report, which indicated that the CLRP is responding only with studies to many of the region's top 10 congested locations.

## **11. Briefing on Project Submissions for the 2006 Constrained Long-Range Plan (CLRP) and FY 2007-2012 Transportation Improvement Program (TIP)**

Mr. Kirby said that staff had made an effort to develop clear project descriptions.

Referring to a handout presentation and a PowerPoint, Mr. Austin described some of the details regarding this year's project submissions. He said that five projects had been submitted as projects for construction:

- South Capitol St Corridor with Frederick Douglas Memorial Bridge Improvements
- 11th St Bridges & Interchange Reconstruction
- Anacostia Streetcar Project (Phase I)
- Upgrade VA 28 at I-66 Interchange
- Widen MD 201, Kenilworth Avenue

Two new studies had been proposed:

- Anacostia Streetcar Project (Phases II-IV)
- Study Proposal to Build and Operate HOV/HOT Lanes on I-95/I-395

Mr. Austin noted that a new website for the CLRP had been created at

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[www.mwcog/regionaltransportationplan](http://www.mwcog/regionaltransportationplan). This website includes project information, background on the plan and analysis of the plan. He said that this new information is in part an attempt to respond to the CAC's recommendations for better CLRP/TIP information and analysis.

Mr. Kirby noted that in addition to the handout of Mr. Austin's presentation, the material for Item 11 included Appendix A and Appendix B. Appendix A contains all of the major projects that are in the current plan. Appendix B provides detailed listings of the projects that are in the plan now and the new ones with numbers of lanes and status and, most importantly, completion dates. He noted that this information was needed for air quality analysis. He said it has already received considerable review by the implementing agencies, but the current public comment period represented an additional opportunity.

Mr. Fellows asked if the University of Maryland had committed to funding the widening of Route 201. He said that in a recent meeting with the City of College Park it did not seem that the University had made that decision.

Ms. Erickson said this project was submitted by Prince George's County. It is described as "developer funded," which means it will use private funding from the University of Maryland and others.

Ms. Porter said she wanted to follow up on Mr. Sanders comments during the public comment period regarding the project information that had been released on the CLRP. She noted that Mr. Sanders had pointed out that the completion date of the Bi-County Transitway had been changed from 2012 to 2015, but this had not been flagged as a "significant change." She asked if it would be possible for the TPB to have an update on changes, even fairly minor changes, regarding the region's highest-profile projects that most people are interested in, such as the Intercounty Connector or the Bi-County Transitway. She asked staff to find a way to highlight such status information.

Mr. Austin said that the website includes a list of high-profile projects. He said that the website could be augmented to provide the kind of update information that Ms. Porter was requesting.

Chairman Knapp asked if the website and CLRP information currently included the change in the completion date for the Bi-County Transitway from 2012 to 2015.

Ms. Posey said the project table showed the new date of 2015, and it indicated that this date had been changed, but it did not indicate what the date previously had been.

Chairman Knapp said that it might be useful to provide that additional information.

Mr. Kirby said this kind of information will be easier to manage on the new website, which will provide ongoing status information regarding projects.

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Referring to a handout item, Mr. Covington requested the Board's approval of three letters requesting that the TPB endorse three projects for which Prince William County is seeking to receive federal appropriations. The draft letters would be signed by TPB Chairman Knapp and sent to members of Congress. The letters affirmed that the three projects were included in the region's Constrained Long-Range Plan (CLRP) approved on October 19, 2005.

Mr. Kirby said that staff had received this request from Mr. Canizales yesterday.

Mr. Covington moved approval of the letters. Vice Chairman Pourciau seconded the motion.

Mr. Snyder asked if the action on the table was substantive or ministerial.

Mr. Kirby said the draft letters confirmed that the projects were in the CLRP. He said that Prince William officials had asked for this confirmation to be sent to Congress.

Mr. Snyder said that other things are critical to the region, including a dedicated sustainable source of funding for Metro. He asked if that priority had been included in the letters as well.

Mr. Kirby said that the TPB had been asked by Prince William County to endorse these three priorities for federal appropriations because they have the opportunity to fund these projects at this time.

Mr. Snyder asked if Prince William County would be willing to support dedicated funding for Metro as a major priority.

Mr. Canizales said that the Northern Virginia Transportation Authority (NVTA), which included Prince William County, has endorsed funding for Metro. But he noted that the draft letters before the Board involved Federal Highway Administration (FHWA) funding, which required verification that the projects were included in the CLRP.

Mr. Covington noted that recently he had supported a vote for Metro funding.

Vice Chairman Hudgins commented that these are highway funds which do not have the same type of strings attached as transit funds do.

Chairman Knapp asked if there was a precedent for this action.

Mr. Kirby said similar actions have been taken in previous years as part of the federal appropriations process.

The motion to approve the three draft letters was unanimously approved.

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Vice Chairman Pourciau said she believed the completion date for Phase I of the Anacostia Street Car Project should be 2008 instead of 2011, the date listed in Mr. Austin's presentation. She asked staff to double-check to confirm the completion date.

Ms. Erickson said she was very excited about the new project information and the new CLRP website. She encouraged everyone to look at it.

Mr. Snyder said it is a good thing that the public knows what is in the plan, but it is also important for people to know that the plan does not fix the region's transportation problems. He emphasized that more funding is needed. He noted that the Northern Virginia Transportation Authority's 2030 long-range plan – TransAction 2030 -- clearly demonstrates that levels of service will not improve in Northern Virginia without a level of investment that far exceeds the funding in the CLRP. He said it would be helpful to provide a link to the NVTVA plan so that no one will be under the false impression that the CLRP will dramatically improve peoples' commutes or improve the transit system.

## **12. Briefing on Revised Draft Scope of Work for the Air Quality Conformity Assessment for the 2006 CLRP and FY 2007-2012 TIP**

Referring to the mailout material, Mr. Clifford briefed the Board on the work scope for the air quality conformity assessment, which replaces the one that was released last month. He explained that the conformity assessment would be using the Round 7 Cooperative Forecasts because Round 7.1 is not ready.

He also explained that the assessment would be addressing attainment of the 8-hour ozone standard, fine particles (PM 2.5) standards, as well as maintenance of wintertime carbon monoxide. He called attention to the summary table, which was designed to be easy to use.

Referring to page 2 of the mailout memorandum, Mr. Clifford said the conformity analysis would still include the ridership constraint that was established in the summer of 2000 at the request of WMATA to reflect the fact that available capacity is not expected to be in place to accommodate future transit ridership levels without additional funding. He said this ridership constraint would be removed when adequate funding is identified.

Mr. Clifford said the closing of the comment period is April 10. On April 19 the TPB is scheduled to approve the work scope. On September 14, a draft report on the conformity assessment will be released. The TPB is scheduled to approve the CLRP and TIP, along with the conformity assessment on October 18.

Ms. Smyth asked if it would be appropriate for the TPB to again send a letter to state legislators to

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remind them of the need to identify sustainable funding for WMATA.

Chairman Knapp said that such a letter had been sent in January, but it might be appropriate to reaffirm that message.

### **13. Briefing on Draft FY 2007 Commuter Connections Work Program**

Referring to the mailout material and the handout presentation, Mr. Ramfos gave a PowerPoint briefing on the Commuter Connections work program that included the benefits of the program, an overview of new aspects of the program, and next steps for the work program.

Mr. Ramfos called attention to new activities under the work program, including: streamlining the program's committee and subcommittee structure; upgrading the program's software system and ride-matching services; establishing a guaranteed ride home rewards and loyalty incentive program; streamlining monitoring and evaluation; introducing a "live near where you work" regional campaign; redesigning the employer outreach sales portfolio; working more closely with the local jurisdictions on teleworking; and revamping the kiosk structures and software associated with that project.

Mr. Ramfos said the TPB Technical Committee was briefed on March 3 and will be briefed again on April 7. He said the draft was being released for public comment at this TPB meeting. The Board was scheduled to approve the work program on April 19. The program is slated to begin on July 1.

### **14. Notice of Proposed Amendments to the FY 2006-2011 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)**

Ms. Erickson said these amendments are a result of the Federal SAFETEA-LU transportation reauthorization legislation. She said they were being released for public comment. She said MDOT also had a change to the Silver Spring Transit project, which was distributed to the Board as a handout.

Mr. Kirby emphasized that it was important to be aware of the handout on the Silver Spring project that was distributed. He said it related to a change in the funding for the project, including a federal earmark with a local match requirement.

### **15. Notice of Proposed Amendment to the FY 2006-2011 TIP that are Exempt from the**

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**Air Quality Conformity Requirements 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)**

Ms. Sorenson said that this amendment will move funds from two other VDOT projects to the I-66 widening project. She said that in the end, all three projects will be fully funded.

**16. Other Business and Adjourn**

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