

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

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
April 20, 2005**

Members and Alternates Present

Phil Mendelson, D.C. Council
Michael Knapp, Montgomery County
Catherine Hudgins, Fairfax County Board of Supervisors
Chris Zimmerman, Arlington County Board
Kathy Porter, City of Takoma Park
JoAnne Sorenson, VDOT-NOVA
Linda Smyth, Fairfax County Board of Supervisors
Kanti Srikanth, VDOT
Michelle Pourciau, DDOT
Ron Spalding, MDOT
Karina Ricks, DC Office of Planning
David Moss, Montgomery County DPWT
Damon Harvey, DDOT
Lora Byala, WMATA
Bill Wren, City of Manassas Park
Bruce Reeder, Frederick County
Skip Coburn, DC Council
Rick Canizales, Prince William County
Harry J. Parrish, Virginia House of Delegates
Harry J. Parrish II, City of Manassas
Mick Staton, Loudoun County
Brian A. Glenn, FTA
Debbie Lipman, WMATA
Mick Staton, Loudoun County Board of Supervisors
Patsy Ticer, Virginia Senate
Eric Olson, City of College Park
Patrice Winter, City of Fairfax

Larry Marcus, City of Rockville
David Umling, Charles County
Edgar Gonzalez, Montgomery County
Carol Petzold, Maryland House
Skip Coburn, DC Council

MWCOG Staff and Others Present

Ron Kirby	COG/DTP
Michael Clifford	COG/DTP
Gerald Miller	COG/DTP
Bob Griffiths	COG/DTP
Andrew Meese	COG/DTP
John Swanson	COG/DTP
Wendy Klancher	COG/DTP
Debbie Leigh	COG/DTP
Deborah Etheridge	COG/DTP
Daivamani Sivasailam	COG/DTP
Jim Yin	COG/DTP
Michael Farrell	COG/DTP
Anant Choudhary	COG/DTP
Dave Robertson	COG/EO
Steven Kania	COG/OPA
Greg Goodwin	COG/HSPPS
Paul DesJardin	COG/HSPPS
Jeff King	COG/DEP
Alex Verzosa	City of Fairfax
Nicole Lewis	Arlington DOT
Howard Chang	Tri-County Council
Betsy Massie	PRTC
Sharmila Samarasinghe	DRPT - Virginia
Randy Carroll	MDE
Jim Maslanka	Alexandria
Vanessa Vega	Alexandria
Neel Vanikar	FHWA – MD
Alex Hekimian	M-NCPPC-Montgomery. County
Kael Anderson	NCPC
Eric Gilliland	Washington Area Bicyclist Association
Bob Chase	Northern Virginia Transportation Alliance
Michael Replogle	Environmental Defense
Dennis Jaffe	TPB CAC
Lon Anderson	AAA- Mid Atlantic

1. Public Comment

Michael Repogle, Environmental Defense, commended the TPB's Value Pricing Task Force for its goals for a regional system of variably priced lanes. Referring to his written statement, he suggested that Goal Number 11 should be modified to say: "Toll lane projects should be designed to generate dedicated revenue supporting operation of enhanced public transportation services in the tolled corridor." He said Environmental Defense was concerned that transportation agencies are looking at transit as an afterthought in designing and planning toll-managed lanes in both Virginia and Maryland. He said the TPB should add the proposed high occupancy/toll (HOT) lanes to the Beltway in Northern Virginia to the Constrained Long-Range Plan (CLRP) only after considering a ten-lane transit optimized priced and managed alternative and other alternatives. He asked the TPB to defer adding the project to the CLRP until after alternatives have been examined in the Environmental Impact Statement (EIS) process. Copies of his remarks were distributed for the record.

Chairman Mendelson noted that the suggested language from Environmental Defense was included in the cover sheet for the Item 7.

Eric Gilliland, Executive Director the Washington Area Bicyclist Association, expressed support for increased financial commitment to bicycling within the Commuter Connections program. He noted that although Bike to Work Day has become a very successful annual event, the budget for the event has remained flat. He said that for fiscal year 2005, the funding for the Employer Outreach for the bicycling section of the Commuter Connections work plan is \$15,000, or 0.3 percent of the entire budget. He suggested this level of funding needs to be increased so that a full-time staff person can be dedicated to bicycle-related issues. Copies of his remarks were distributed for the record.

Lon Anderson, AAA-Mid Atlantic, urged the TPB to oppose proposals to defer inclusion of the Virginia Beltway HOT lane project in the CLRP. He said that AAA had reluctantly come to support HOT lanes, but the organization recognizes that much-needed capacity will not be funded any other way. Copies of his remarks were distributed for the record.

Bob Chase, Northern Virginia Transportation Alliance, said that neither the Dulles Greenway nor Route 28 would have succeeded had proposed language requiring fare structures or tax structures designed to support public transit been imposed at the outset. He said that the Beltway has been adequately studied, and it was inappropriate to suggest deferring the Beltway HOT lane project from inclusion in the CLRP pending further study. He said that Dulles Rail went into the CLRP with dozens of unanswered questions. Finally, he noted that the Regional Mobility and Accessibility Study has consumed nearly five years and probably more than a million dollars. He

said much time has been invested in unrealistic what-if scenarios, such as moving 200,000 households from outer provinces to the core. He said that no studies have shown more intense land use to be a serious substitute for more transportation capacity. He said it was time to focus on testing and implementing transportation solutions based upon the world as it is and most likely will be in 2030. Copies of his remarks were distributed for the record.

Stewart Schwartz, Coalition for Smarter Growth, said that developers are increasingly agreeing that development needs to be concentrated near transportation corridors in mixed-use walkable communities. He said the answer to congestion is not to widen lanes, continue to increase driving demand in the region, spread out development and bankrupt the region. He called attention to the growing land use problems in Loudoun County. He said there is no money for the transportation infrastructure to support the level of scattered development that has typified Loudoun County. Regarding the Beltway HOT lanes, he said that the Coalition was not asking that lanes not be added. He said they were asking that the Virginia Department of Transportation (VDOT) use all the information at its disposal, including Federal Highway Administration studies of other cost-effective solutions before moving forward.

2. Approval of the Minutes of the March 16, 2005 Meeting

A motion was made to approve the minutes. The motion was seconded.

Mr. Staton asked for a correction on line 6 of page 12. He said the word “decentralization” should be changed to “centralization.”

The motion was approved unanimously with the correction noted above.

3. Report of the Technical Committee

Mr. Kirby gave the report on behalf of Mr. Mokhtari. He said the Technical Committee met on April 1. The agenda included the following items:

- The committee was briefed on the project submissions for the CLRP. The committee recommended that the TPB approve those submissions.
- The committee was briefed on the draft Round 7 Cooperative Land Use Forecasts, and discussed the transportation issues associated with those. The committee supported the proposal that the TPB work with the COG Planning Directors Technical Advisory Committee to examine the impacts of these forecasts.
- The committee received a presentation from staff of the Washington Metropolitan Area Transit

Authority (WMATA) on the rationale for changing the core ridership constraint for Metro Rail in the regional air quality conformity analysis. WMATA has advised that the constraint could be relaxed from 2005 to 2010, and that is being recommended in the work scope for the conformity analysis this year.

- The committee had an extensive briefing on the Street Smart pedestrian and bicycle safety education campaign. The committee suggested staff should talk to the COG police chiefs to focus on the enforcement aspect of pedestrian safety.
- The committee received an update on the Commuter Connections work program.
- The committee received an update on the financial analysis for the 2003 Constrained Long-Range Plan (CLRP) and the work plan for conducting the next three-year update next year for the 2006 CLRP.
- The committee discussed a review of the traffic volume estimates produced by the TPB's travel demand model as compared to a refined set of traffic counts for the year 2000.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Mr. Jaffe said the Citizens Advisory Committee (CAC) met on April 14. He said the committee received an extensive briefing from TPB staffer Andrew Meese regarding the development of the CapCom center and program for incident coordination and communication.

Mr. Jaffe said that in his discussions with top-level transportation officials, there does not appear to be full consensus regarding CapCom. Therefore, he said, the committee had decided to send a letter to top transportation officials in the region asking them to state their position on how and whether CapCom should be established. The letter asked that a high-level meeting be held to ensure there is a consensus and to determine a strategy for moving forward expeditiously. He emphasized that this process has taken too long. A copy of Mr. Jaffe's letter regarding CapCom was attached to the CAC report.

Mr. Jaffe said the CAC also received a briefing on the Regional Mobility and Accessibility Study, which is a top priority for the committee this year.

On the issue of HOT lanes, Mr. Jaffe said the CAC passed a resolution calling upon the TPB to not add the proposed widening of the Beltway to the list of projects for testing in the CLRP. He emphasized that the committee's primary concern was the project's failure to sufficiently emphasize public transit.

The CAC's resolution on HOT lanes was attached to the committee's report.

Chairman Mendelson asked if a report on CapCom would be provided at the next TPB meeting.

Mr. Kirby said he anticipated it would be on the agenda.

Chairman Mendelson asked if there has been a change in status and funding for CapCom through the Urban Area Security Initiative (UASI).

Mr. Kirby said there were some encouraging indications, but nothing yet to report formally.

5. Report of the Steering Committee

Referring to the mailout material, Mr. Kirby reported that the Steering Committee met on April 1 and approved resolutions requested by the Virginia Department of Transportation (VDOT) for the FY 2004-2009 and FY 2005-2010 Transportation Improvement Programs (TIPs) to add funding to a project to widen Linden Hall Road in Prince William County. This project was already included in the Constrained Long-Range Plan (CLRP) and TIP.

Referring to the mailout letters packet, Mr. Kirby called attention to a letter from Ron Spalding of the Maryland Department of Transportation (MDOT) that transmitted the latest funding plan for the Intercounty Connector, which reflects decisions made by the Maryland legislature. He said this information should be incorporated by amendment in the submissions for the 2005 CLRP.

Mr. Kirby also called attention to a letter from the Washington Metropolitan Area Transit Authority (WMATA) requesting the TPB's endorsement of a request for the Urban Area Security Initiative (UASI) for the WMATA backup operations control center. Mr. Kirby asked Ms. Lipman of WMATA if she had any information to provide. He noted that Ms. Lipman had just been appointed to the TPB as an alternate for Mr. White.

Ms. Lipman explained that a risk assessment of WMATA by the Department of Homeland Security identified the current WMATA operations control center as a point of vulnerability. Therefore their highest priority for homeland security is to establish an off-site backup operations control center. She said that currently, if something would happen to operations control center, it would not take long before trains would not be able to operate. She said the Chief Administrative Officers (CAOs) have designated the backup center a priority as well. She said WMATA was seeking the TPB's endorsement of their request for UASI funding for the center.

Mr. Kirby asked whether the Board would feel comfortable endorsing the WMATA request at the meeting or if the Board would prefer to have a full briefing at the May meeting.

Chairman Mendelson said he thought there should be a more extensive briefing, including an examination of the project in the context of other transportation requests for UASI funding. He asked that this item be put on the agenda for the May meeting.

Ms. Pourciau asked if the briefing would include a presentation on each of the transportation projects that have been submitted for UASI funding.

Chairman Mendelson said he thought a summary was a good idea. He said it would be useful to have a basis of comparison among the different projects.

Vice Chairman Knapp suggested that it may be appropriate that the UASI funding process be made known to other agencies that want to seek an endorsement for funding.

Chairman Mendelson said he would not ask for a general solicitation because he thought information about UASI was being disseminated. But he said he was particularly interested in the CapCom project, which he considered the highest priority. He said he was particularly interested in how the WMATA project would compete with CapCom.

6. Chairman's Remarks

Chairman Mendelson welcomed Ms. Lipman as a new alternate member for WMATA. He also said that this was the last TPB meeting at which Mr. Spalding would be serving as an alternate for MDOT. He presented Mr. Spalding with a plaque. He said he had found Mr. Spalding to be a very constructive participant and said he will be missed.

Ms. Sorenson, on behalf of VDOT, expressed her appreciation for Mr. Spalding's efforts.

7. Approval of the Goals for a Regional System of Variably Priced Lanes

Referring to the mailout material, Ms. Petzold, chair of the TPB's Value Pricing Task Force, said the goals for a regional system of variably priced lanes had been distributed at the January 19 meeting. She said the term "variably priced" refers to the use of tolls or fees that rise and fall with congestion levels and/or the time of day. The task force was established in July of 2003 to look at how value pricing could benefit the Washington region. There were nine members from the Transportation Planning Board on the task force, which held eight meetings. She said the region faces unique challenges implementing or considering a system of variably priced lanes because of the region's multi-jurisdictional environment. The eleven goals before the Board were developed to help ensure that variably price lanes work together to provide seamless connections as a multimodal system. The task force adopted these goals on January 19, 2005, after several meetings of debate and much discussion. She said the goals represent a consensus among the task force and

address a range of topics including operations, technology, toll-setting policies, eligibility, safety, transit services, access, and potential revenues.

Ms. Petzold said that the goals emphasize that transit should be an integral part of value pricing from the very beginning, from the planning and design stage. Goal 11 states that should toll lanes operate at a revenue surplus, consideration should be given to enhancing transit services. She said the Task Force agreed with the comments of Environmental Defense that timely approval of the goals is important.

Ms. Petzold moved approval of the goals on behalf of the task force. The motion was seconded.

Chairman Mendelson noted that Ms. Petzold said the Task Force agreed with Environmental Defense. He asked if this meant they agreed with the points they raised in their comments.

Ms. Petzold said they were agreeing with the Environmental Defense comment that this item should receive timely consideration and action.

Chairman Mendelson asked for the Task Force's position on Environmental Defense's suggested change in the last sentence of Goal 11.

Ms. Petzold said the Task Force discussed this issue extensively and agreed that if a surplus occurs, it should go to transit. But the task force did not believe, after much discussion, that a surplus could be assured and therefore the Task Force would not agree to the proposed language from Environmental Defense.

Chairman Mendelson read the Environmental Defense language: "Toll lane projects should be designed to generate dedicated revenue supporting operation of enhanced public transportation services in the tolled corridor." He said this language was more specific than the draft goals which stated that "consideration should be given to enhancing transit services." He said he was usually more comfortable with more specific language.

Ms. Petzold said the Environmental Defense language was essentially saying that these projects should be designed to make a profit, and she said she was not aware of any other transit or transportation projects that are designed to make a profit. She said she was interested to learn from Mr. Chase's comments during the public comment period that neither the Dulles Greenway nor Route 28 would have succeeded had proposed language requiring fare structures designed to support public transit been imposed at the outset.

Vice Chairman Hudgins said she believed that the most important point was that transit needs to be a part of everything the TPB does, not just an afterthought.

Mr. Gonzales said that if the Intercounty Connector were designed to provide surplus revenue it

would require tolls that would be four to six times higher than currently proposed. He said this would be unacceptable to most users.

Chairman Mendelson suggested compromise language that would say that if there is a surplus it should go to public transit.

Ms. Sorenson said that the Task Force worked on this language for about a year. She said it was important to leave it as drafted to provide flexibility in the event of a surplus.

Mr. Spalding said he supported the comments of Mr. Gonzalez and Ms. Sorenson. He said the draft language had been reviewed by the bond counsel for the Maryland Transportation Authority, which has restrictions on what language can be supported. He said that for legal reasons MDOT would not support changing the language.

Ms. Porter said she supported the language suggested by Chairman Mendelson. She said that the discussion involved two separate issues: One is the issue of designing the project so it produces a surplus, and the other is if there is a surplus where that surplus goes. She said that most of the objections raised referred to the first issue, which is requiring there to be a surplus. But she said that if there is a surplus, then it is appropriate that the surplus be used for transit. She said this was consistent with the Board's policies of supporting multimodal transportation projects.

Mr. Umling suggested that the key point should be that first consideration would be given to transit. He said this seemed consistent with what the committee had recommended.

Ms. Hudgins made a motion to change the language to say that any surplus, after having met maintenance and other obligations, should then be directed toward enhancing public transit. The motion was seconded.

Mr. Staton said it was incorrect to assume that there was no objection to the idea that surplus money should be spent on transit. He said he objected. He said he believed that not enough money was being spent on roads. He said that if a road is going to be built and people will be taxed to use that road, then flexibility should be maintained in how any surplus will be spent. He said he would not support the amendment.

Vice Chairman Knapp asked Vice Chairman Hudgins if her amendment would drop the words, "the tolled corridor."

Vice Chairman Hudgins said that her amendment would read: "Should toll lanes operate at a revenue surplus after all maintenance and other obligations, then the remaining surplus should be directed toward enhancing transit services."

Chairman Mendelson recommended against adding the words, "maintenance and operations,"

because if those words were included then debt service would have to be included and the list would get long. He said he thought it was explicit that revenues under discussion referred to a surplus, which would be left after those other concerns were funded.

Mr. Gonzales said that a sizable amount of funding for the ICC will come from tolls on other roads beside the ICC, including roads in the Baltimore area. He said that if the Metropolitan Planning Organization (MPO) in Baltimore were to adopt language similar to the amendment, such action would affect funding for the ICC. He said he would oppose the amendment.

Mr. Zimmerman said he did not understand Mr. Gonzalez' objection. He said he had understood that Mr. Gonzalez had earlier expressed the opinion that there is not likely to be surplus revenue. He said that if Mr. Gonzalez believed there would be no surplus revenues and if variably priced lane projects were designed so that there would be no surplus, then he did not understand why Mr. Gonzalez would worry about this language.

Mr. Gonzalez said that in Baltimore, some toll facilities do provide surplus revenues. He said that if the Baltimore region decided to keep these revenues for transit, then funding for ICC would be affected. He noted that some members of the TPB might want that, but the Board voted in the past to support the ICC.

Mr. Zimmerman asked if the facilities to which Mr. Gonzalez referred were HOT lanes.

Mr. Gonzalez said they were not HOT lanes, but they were toll facilities.

Chairman Mendelson said he believed Mr. Gonzalez was exaggerating the impact of the proposed change. First of all, the paragraph under discussion deals with variably priced lanes and would not apply to the Harbor Tunnel or other facilities. Second, he noted that the language is conditioned on there being a surplus. Third, the language says "should." He emphasized that the document is not mandatory. Finally he noted that this debate was fairly esoteric. The amendment would simply make the language a little clearer and stronger; it would say "the surplus should be directed," as opposed to "consideration should be given."

Ms. Petzold pointed out that goals 5, 6 and 7 all gave high priority to transit. She said there is no doubt that this entire goal-oriented document states that transit is very important. She said the Task Force spent a great deal of time on goal number 11. She said the issue of the bonding authority is very real and very grave. She said she strongly opposed any changes in the draft.

In a show of hands, the amendment was defeated, 14-10.

Mr. Zimmerman noted that Mr. Replogle during public comment had said that HOT lanes were being pursued with transit as an afterthought. He said that Mr. Kirby had told him something similar a year and a half ago when he was trying to convince Mr. Zimmerman to take on the

chairmanship of the Value Pricing Task Force. Mr. Zimmerman said this discussion demonstrated that it is true that transit is not being integrated into the designs for variably priced lanes. He said he believed the reason was not just that no one had thought about it, but that some decision makers have thought about it and they do not want it done.

He said that unfortunately, this discussion has demonstrated fundamental weaknesses of the TPB. He said the TPB is not constituted in a way that can make it any kind of regional planning body. He said that any time the TPB tries to develop broad policies, even those that would not be binding, the process becomes dominated by an individual project. In the case of this discussion, he said it essentially related to the ICC. He said he found the workings of the Value Pricing Task Force very frustrating because the group was so clearly unwilling to make a strong statement. He said the goals' failure to state clearly that surplus revenues should go to transit was an illustration of the bigger problem. He said this discussion was not about transit at all; it was about roads. He said he believed this entire effort was not a very worthwhile exercise and he would not be voting for it.

Vice Chairman Knapp suggested that given the issues raised, this item perhaps should be referred back to the Task Force.

Mr. Zimmerman advised against sending the goals back to the Task Force.

Ms. Hudgins read from the introduction to the goals, which stated that they "were developed to help ensure that variably priced lanes in the region would work as a multimodal system." She noted that this language did not say the goals were a mandate. She said she was struck by the passion these goals had elicited on both sides because they were clearly written to be advisory in nature and were not binding.

Ms. Pourciau said, speaking for the District of Columbia, that the Task Force laid important groundwork. She emphasized that most aspects of the goals had broad consensus.

Chairman Mendelson called for a vote on the goals as recommended and not amended.

The motion was approved in a voice vote. Mr. Zimmerman and Mr. Olsen asked to be recorded as voting "no."

8. Review of Comments Received and Approval of Project Submissions for Inclusion in the Air Quality Conformity Assessment to the 2005 Constrained Long Range Plan (CLRP) and the FY 2006-2011 Transportation Improvement Program (TIP)

Referring to the mailout and handout material, Mr. Kirby said the comment period, which began on February 16, was extended to April 15 because new material on the submissions was received

after the comment period began. He said the web-based system had been used for recording and displaying comments. He said that because there were relatively few comments, they had been copied and distributed to the Board.

Referring to the handout memorandum containing responses to comments, Mr. Kirby said this memorandum had been distributed to the Board by e-mail on the previous Monday.

Mr. Kirby noted that the first comment in the memorandum said that the 12-lane Beltway high occupancy/toll (HOT) lane project should not be added to the Constrained Long Range Plan (CLRP) and the Transportation Improvement Program (TIP) before consideration is given to a 10-lane alternative that would add one new HOT lane and convert one existing general purpose lane to a HOT lane. Mr. Kirby noted that the proposed response to this comment was that the Environmental Impact Statement (EIS) process is the place for these alternatives to be reviewed. He said the EIS process is obligated to look at every reasonable alternative, and if a different alternative is chosen the CLRP and TIP will have to be changed. But Mr. Kirby noted that the Commonwealth Transportation Board on January 20 reviewed the EIS process, including public comment, and passed a resolution that the 12-lane alternative was the preferred alternative for this particular project to be included in the CLRP and the TIP. He noted that the EIS process was not complete and he suggested the Board might want to receive a briefing on the alternatives that were being considered. Mr. Kirby said that for the time being, the project as submitted appeared to have fulfilled proper EIS procedure for inclusion in the CLRP and TIP.

Mr. Kirby said another significant comment expressed concerns about the provision of transit services on the proposed HOT lanes. He said the project description that was in the mailout packet indicates that the existing transit services -- Metrobus, Fairfax Connector, and Omni Ride routes, as well as private bus operators, Quick and Martz, would be expected to make use of these lanes. He said that staff had received from the consultant on the project a set of specific bus routes based on the existing services that could take advantage of the new HOT lanes. He said this expanded transit service would be included in the conformity analysis. However, he said the expanded services are based on what the transit agencies could operate within their existing funding arrangements. He said there is no funding identified from the toll revenue to support additional services.

Mr. Kirby noted some additional comments related to the HOT lane project, which were described in the handout memorandum, including comments regarding other alternatives, financing, impacts on arterial roads and hot-spot pollution issues.

A motion was made to approve Resolution R19-2005 to include the project submissions in the air quality conformity assessment to the 2005 Constrained Long Range Plan (CLRP) and the FY 2006-2011 Transportation Improvement Program (TIP). The motion was seconded.

Ms. Smyth said she wanted it to be clear that the list of ramps for the HOT lanes were actually

placeholders at this point, not necessarily the exact ramps that will be built.

Vice Chairman Hudgins thanked the people who had made comments during the public comment period and she noted the concern that the HOT lane project would simply be adding capacity without considering transit. She said the Fairfax County Board of Supervisors has taken a position making clear that the HOT lanes are to integrate transit and provide ramps to activity centers in order to provide transit access to those centers.

Speaking as chair of the TPB's Access for All Advisory Committee, Ms. Porter called attention to the handout memorandum which presented the committee's comments on the CLRP. She said the committee continues to have concerns about bus transportation and particularly accessibility to bus stops. She said the committee is very pleased about the Metro Matters funding agreement, and the \$28 million allocated for bus customer facilities, but there is continuing concern by the Access for All Committee about transit services for people with disabilities. She said the committee is pleased to be initiating a study on paratransit services with the Washington Metropolitan Area Transit Authority (WMATA). Finally, she noted the committee's continuing concerns about balancing transportation and land use needs on the eastern and western sides of the region.

Speaking in her capacity as TPB member representing Takoma Park, Ms. Porter expressed continuing concerns about the presence of the Intercounty Connector (ICC) in the CLRP. She said that as time has gone by, it has become more apparent that the ICC would not live up to the claims made for it. She said it would not reduce traffic as much as promised and would cause environmental damage worse than promised. She said she was glad that some of the project's funding had been pulled out of Grant Anticipation Revenue Vehicle (GARVEE) bonds, but she said that too much of the project would still be paid for with GARVEE funding. She said this would use up too much future transportation funding without there ever having been a public discussion weighing the benefits of the ICC against other alternatives.

Ms. Porter said she would not move that the project be withdrawn from the CLRP because she did not think such a motion would be successful, but she said she wanted to be on record abstaining on this vote.

Mr. Olson called attention to another project, the University of Maryland Connector, which is currently included in the CLRP as a study. He said the City of College Park has long been opposed to this project, along with neighboring communities and state legislators. He said the project would run across Beltsville Agricultural Research Center facilities, would increase traffic, and would run counter to the principles of smart growth.

Mr. Olson moved that the University of Maryland Connector be removed from the CLRP. The motion was seconded by Ms. Porter.

Responding to Ms. Porter, Mr. Spalding said the Helman Committee two years ago was

commissioned by the legislature to take a comparative look at the state of transportation finances in the state. He said that report contributed to the current financing approach for the ICC.

Responding to Mr. Olson, Mr. Spalding said that the Maryland Department of Transportation (MDOT) does not support the removal of the University of Maryland Connector study from the CLRP. He said that Mr. Giannetti could not be at the meeting that day, but if he were there he would speak in favor of the project. He acknowledged that the project is controversial, but he emphasized that is included in the CLRP only as a study. He asked that the project be maintained in the CLRP and that the public and the project planning process should be allowed to determine whether the project should proceed.

Mr. Gonzalez said that one of the problems of the TPB is that issues are continually revisited. He said that University of Maryland project was fully discussed and was included in the CLRP over the objections of the City of College Park.

Mr. Olson said it was his responsibility to bring up this issue.

The motion to remove the University of Maryland Connector from the CLRP was defeated.

Chairman Mendelson asked for a vote on Resolution R19-2005 and he reminded the members that this was not a vote on whether to approve the CLRP itself, but rather to authorize the staff to go forward with a conformity analysis.

Mr. Kirby pointed out that a correction was being distributed for page 6, which included corrected facility limits for MD 227. He said this correction should be incorporated in this action.

With that inclusion of the corrections for MD 227, Chairman Mendelson asked for a vote.

The motion was passed with one “no” vote from Mr. Olson and one abstention from Ms. Porter.

9. Approval of a Letter to the Metropolitan Development Policy Committee Commenting on its Approval of Draft Round 7.0 Cooperative Land Use Forecasts for Use in the Air Quality Conformity Analysis

Referring to the mailout material, Mr. Kirby described the letter that had been drafted from the TPB to the Metropolitan Development Policy Committee (MDPC) indicating the TPB would like to work with the MDPC to look at housing forecasts outside the Metropolitan Statistical Area (MSA), which are not included in the regional Cooperative Forecasts. As part of this discussion, he said they also need to look at trips coming into the region. He said that these are very difficult issues, but he was optimistic that a constructive discussion would ensue to see if the forecasts need to be revised or refined. He said he believed there was a spirit of cooperation in discussing this

topic.

Ms. Ricks said the draft letter appeared to suggest that these problems will be solved by widening the region, which would not get to the heart of the District of Columbia's objections to the Cooperative Forecasts. She said the District is concerned about the distribution of jobs and housing. She said the District would like there to be a reexamination of land use practices and programs in the region, and direction given to the Metropolitan Policy Development Committee to develop policy recommendations. She said the policy implications underlying the forecasts need to be reexamined in a holistic and thorough way. She said she would like the TPB to recommend such an approach to the MDPC. She said she would like the letter to be strengthened significantly.

Chairman Mendelson suggested delaying the approval of the letter. He asked Ms. Ricks to work with Mr. Kirby regarding these concerns.

10. Approval of the Scope of Work for the Air Quality Conformity Assessment for the 2005 Constrained Long-Range Plan (CLRP) and the FY 2006-2011 Transportation Improvement Program (TIP)

Referring to the mailout material, Mr. Clifford briefly described his memorandum providing the conformity work scope. He described the schedule for conformity. He noted that the work scope does not address fine particulate matter. He said that the Environmental Protection Agency (EPA) has designated the region a non-attainment area for fine particulates. He said that a "clock" started ticking on April 5 for a one-year period in which the region is required to find conformity with respect to fine particulate matter or otherwise face a conformity lapse. But he said that staff is still awaiting final guidance from EPA regarding the conformity process for fine particulates.

A motion was made to approve the conformity work scope. The motion was seconded and was passed unanimously.

11. Approval of Regional Bike to Work Day 2005 Proclamation

Referring to the handout material, Mr. Ramfos gave a short briefing on Bike to Work Day, including a description of past levels of participation and the role played by Commuter Connections in the event. He encouraged everyone to participate. He noted the attendance at the meeting of Eric Gilliland, Executive Director of the Washington Area Bicyclist Association.

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

12. Approval of a Process to Request that TPB Local Jurisdictions Provide Regular Annual Funding Commitments for the Regional Pedestrian and Bicycle Safety Education Campaign

Referring to the mailout and handout material, Mr. Farrell briefed the Board on the Street Smart campaign, including the campaign's origin and purpose, its content and measures of the campaign's effectiveness. He said that more law enforcement efforts associated with the campaign would be helpful, and he noted that staff would be discussing this with the COG police chiefs committee at their April 27 meeting.

Referring to the mailout memorandum, Mr. Farrell called attention to a table of suggested contributions from the TPB member jurisdictions. The suggested contributions were calculated at 5 cents per capita. He stated that under the proposed process for funding, letters would be sent annually to the jurisdictions asking for these contributions. He said COG will retain 8 percent of project funds to cover administrative expenses. He said local funds are needed to meet the matching requirements for federal money distributed through the states.

A motion was made to approve the process to request that TPB local jurisdictions provide regular annual funding commitments for the regional pedestrian and bicycle safety education campaign.

Ms. Porter said she is very supportive of the campaign. However, she said she is very concerned that it does not appear to be sufficiently coordinated with law enforcement. She said drivers already know they are supposed to stop for pedestrians in crosswalks, but unless they think they are going to get a ticket, they are much less likely to stop. She suggested that more up-front coordination with law enforcement should be put into future campaigns.

Ms. Hudgins said she agreed with Ms. Porter, but she added that it was important to pursue the campaign this year because it is an important educational component in the efforts to address the problem.

Chairman Mendelson asked if Ms. Porter would be comfortable if language were added to the resolution stating: "Further be it resolved that the Transportation Planning Board staff present to the board timely for consideration before calendar year 2006 contribution requests, a plan for coordinating the Street Smart campaign with law enforcement."

Ms. Porter said she would support that change in the resolution.

Mr. Canizales asked what percentage of the campaign goes to pedestrian education, instead of the drivers' education.

Mr. Farrell said the messages are aimed at both so it is hard to give a precise answer. He said that approximately 25 percent of the mass media budget goes to transit advertising, which is primarily aimed at pedestrians. However, he said that drive-time radio appears to be responsible for the

campaign's most dramatic results. He said the campaign is able to most cost-effectively reach young motorists through drive-time radio.

Chairman Mendelson reread the amendment.

The motion was approved unanimously.

13. Status Report on Staff Proposals for the FY 2006 Commuter Connections Work Program (CCWP)

Mr. Kirby said that staff had a productive meeting with the state departments of transportation (DOTs) earlier in the week. He said he believed they were close to having an agreement on the Commuter Connections work program for next year. He said that staff planned to bring a detailed work program to the TPB meeting next month.

Mr. Kirby also called attention to a press release, which was handed out, describing a public relations event earlier that day in which James Carville and Pat Buchanan had carpooled together. He said the event was sponsored by Commuter Connections and Gevalia Kaffe.

14. Briefing on Work Plan for Conducting the Financial Analysis for the 2006 Update to the Financially Constrained Long-Range Plan (CLRP)

Due to time constraints, this item was deferred.

15. Briefing on Recent Congressional Actions to Reauthorize the Transportation Equity Act for the 21st Century (TEA-21)

Mr. Kirby gave a brief status report. He said the House of Representatives had passed its version of the reauthorization bill, and all of the Senate committees have reported out their versions. Once the Senate approves a bill, it will go to conference committee, which could last six to eight weeks. The current extension of TEA-21 expires on May 31.

Mr. Kirby said that earlier this year, the House defeated an amendment that would have put restrictions on tolling. However, he said the Senate bill, as it is developing, would limit tolling to either existing toll facilities or new capacity. He suggested it might be worthwhile for the TPB to send another letter, as the Board did last year, to the Conference Committee to emphasize that the TPB supports maximum flexibility for state and local officials in these tolling programs.

Ms. Pourciau said that putting limitations on tolling of existing facilities could impact the regional network in a way that could create problems that cannot be envisioned at this time. As an example, she mentioned concerns that had arisen several years ago when tolling for the Woodrow Wilson

Bridge had been proposed. She said she strongly supported sending the letter supporting flexibility.

Chairman Mendelson noted that the TPB letter on this subject from September 8, 2004, had been distributed to the Board. He said it was his understanding that Mr. Kirby was suggesting that a similar letter should be sent stating the same position on flexibility regarding tolling facilities. The letter would go to the region's Congressional delegation and to the conference committee on the reauthorization as soon as that committee is named.

Hearing no objection, Chairman Mendelson asked that this item be treated as unanimous consent. He directed staff to develop the letter.

16. Other Business and Adjourn

There being no other business, the meeting was adjourned at 2:05 p.m.