

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

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
March 16, 2005**

Members and Alternates Present

Phil Mendelson, D.C. Council
Catherine Hudgins, Fairfax County Board of Supervisors
Michael Knapp, Montgomery County
Chris Zimmerman, Arlington County Board
Kathy Porter, City of Takoma Park
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
Linda Smyth, Fairfax County Board of Supervisors
Kanti Srikanth, VDOT
Michelle Pourciau, DDOT
Ludwig Gaines, City of Alexandria
Ron Spalding, MDOT
Karina Ricks, DC Office of Planning
David Moss, Montgomery County DPWT
Damon Harvey, DDOT
Robert Werth, Private Providers Task Force
Cicero Salles, Prince George's County
Lora Byala, WMATA
Bill Wren, City of Manassas Park
Hilda Barg, Prince William County
Wally Covington, Prince William County
Bruce Reeder, Frederick County
Skip Coburn, DC Council
Sandra Jackson, FHWA
Rick Canizales, Prince William County
Julia Koster, NCPC
Edward Thomas, WMATA

Harry J. Parrish, Virginia House of Delegates
Mick Staton, Loudoun County
Patrice Winter, City of Fairfax
Robert Dorsey, City of Rockville
Andrew Fellows, City of College Park
Marsha Kaiser, MDOT
Zak Krebeck, Charles County

MWCOG Staff and Others Present

Ron Kirby	COG/DTP
Michael Clifford	COG/DTP
Gerald Miller	COG/DTP
Jim Hogan	COG/DTP
Bob Griffiths	COG/DTP
Andrew Meese	COG/DTP
Andrew Austin	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
Dusan Vuksan	COG/DTP
Jill Locantore	COG/DTP
Anant Choudhary	COG/DTP
Paul DesJardin	COG/HSPPS
Dave Robertson	COG/EO
Steven Kania	COG/OPA
Joan Rohlf	COG/DEP
Jeff King	COG/DEP
Alex Verzosa	City of Fairfax
Nicole Lewis	Arlington DOT
Alan Brick-Turin	HNTB
Gary Groat	FLUOR
Tim Nutter	NVTA
Randy Carroll	MDE
Harry Sanders	Action Committee for Transit
Jim Curren	VHB
Kellie Gaver	MDOT

Sharmila Samarasinghe	VDRPT
Jim Maslanka	Alexandria
Betsy Massie	PRTC
Phil Tarnoff	University of Maryland
Alex Hekimian	M-NCPPC – Montgomery County
Tom Biesiadny	Fairfax County DOT
Rick Rybeck	DDOT
Jim Larsen	Dulles Area Trans Ass & CAC
Al Francese	Centreville (VA) Citizen for Rail
Bill Wolfe	Edwards & Kelcey
Harvey Zelefsky	Edwards & Kelcey
Jack Van Dop	FHWA
Howard Chang	Tri-County Council
Stephen Walter	Parsons Trans. Group
Ken Wilkinson	VDOT
Lilliam Nazario	DC Workforce
Dennis Jaffe	TPB Citizens Advisory Committee

1. Public Comment

Mr. Grow, Greater Washington Board of Trade, thanked the TPB and the Council of Governments for its leadership on the Metro funding panel. He said the Board of Trade has put together the Business Transportation Action Coalition (BTRAC) to advocate for solutions to Metro's long-term funding needs. The website is allboardmetro.com. He said the Board of Trade looks forward to working with the TPB on this issue. He also expressed the support for efforts that would be discussed under Item 13 on the TPB's agenda regarding the establishment of the CapCom center. He also thanked the TPB for its work on traffic signal optimization. He said he would support an update in the future on this issue. Copies of his remarks were submitted for the record.

Mr. Snyder said he wanted to recognize the leadership of the Board of Trade on important transportation issues. He said he would pursue Mr. Grow's requests for the Board to receive updated information.

Chairman Mendelson also noted that he had requested that the implementing agencies provide information in their CLRP submissions regarding the extent to which the traffic signal optimization goals are being achieved.

Mr. Grow thanked Mr. Snyder for his leadership on the Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force.

Harry Sanders, Action Committee for Transit, asked that additional analysis be performed for the

projects in the Transportation Improvement Program (TIP) beyond conformity analysis. He said that measures such as access to jobs should be examined. He said he believes that not enough funding is being provide in the next six years for transit improvements that would benefit Maryland transit riders, especially residents on the east side of the regional divide and residents in low and minority areas. Specifically he noted that 2012 was the projected completion date for the first segment of the Corridor Cities Transit Way and the Bi-County Transitway. With that date, he said he believed the TIP very soon should be showing some right-of-way acquisition funds. He said his written statement included a poll that said that not enough people ride Metro because it does not serve the places they need to go, in particular suburb-to-suburb commutes. In conclusion, he said this year's CLRP and TIP will not provide any meaningful improvements in transit accessibility. Copies of his remarks were submitted for the record.

Phil Copeman, owner of City Bikes and member of the Bike to Work Day Steering Committee, spoke about Bike to Work Day and thanked the Board for its continuing support of that event. He noted that the Board would be considering a resolution at its April meeting in support of this year's Bike to Work Day, which will be held on May 20.

2. Approval of the Minutes of the Meeting on February 16, 2005

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. Mokhtari briefed the Board on Technical Committee meeting on March 4. He noted key items discussed at the meeting:

- Related to TPB Agenda Item 8, the Technical Committee reviewed the proposed changes to Virginia and WMATA's Technical Assistance Program for Fiscal Year 2005. The committee recommended approval of the proposed amendments.
- Related to TPB Agenda Item 9, the committee reviewed the final budget for Fiscal Year 2006 for the Unified Planning Work Program (UPWP). The committee recommended TPB to approve the fiscal 2006 UPWP.
- Related to TPB Agenda Item 10, the committee reviewed the summary of submissions and comments for the 2005 Constrained Long-Range Plan (CLRP) and FY 2006-2011 Transportation Improvement Program (TIP).
- The committee also received a briefing on the Street Smart Pedestrian and Bicycle Safety Education campaign. The committee suggested that the presentation needs to be revised. It is scheduled to be on the TPB's agenda next month.

4. Report of the Citizens Advisory Committee

In the absence of Dennis Jaffe, chair of the Citizens Advisory Committee (CAC), Mr. Swanson of the COG/TPB staff gave the report.

Referring to the handout report, Mr. Swanson said the CAC met on March 10. The meeting featured a discussion with TPB chair Phil Mendelson and a brainstorming of the CAC's priorities for the year. He said Chairman Mendelson told the committee his priorities for the year were transit funding, air quality, land use, and reauthorization of the federal transportation legislation. Chairman Mendelson also highlighted the fact that in the Solicitation Document this year he requested that three regional priorities be highlighted and that the agencies submitting projects for the CLRP be asked to show how they are serving these goals of 1) emergency preparedness, 2) traffic signal optimization, and 3) connectivity among regional activity centers. The committee expressed support for the effort to achieve greater linkage between regional priorities and the CLRP itself.

Mr. Swanson said the committee also discussed next year's triennial update to the Constrained Long-Range Plan (CLRP) and focused on the fact that 2005 is the year for citizens to have an impact on the projects that will be submitted for the 2006 CLRP.

Finally, Mr. Swanson said the CAC conducted a brainstorming on its agenda for this year. Four broad priorities were identified: 1) improving integration between land use and transportation; 2) working on dedicated funding for Metro; 3) emphasizing the relationship between incident management and emergency preparedness; and 4) focusing on the need to evaluate the CLRP in reference to specific goals and criteria, such as those laid out by Chairman Mendelson in the Solicitation Document.

Mr. Snyder said he thought the priorities identified by the CAC were very good. He said he saw some overlap between these goals and those identified by the business community.

5. Report of the Steering Committee

Referring to the mailout material, Mr. Kirby noted that the Steering Committee had approved amendments to the FY 2004-2009 and FY 2005-2010 Transportation Improvement Programs (TIPs) requested by the Virginia Department of Transportation (VDOT).

Referring to the handout material, Mr. Kirby called attention to a TPB proposal for a grant from the Federal Highway Administration to advance the TPB's analysis of value pricing. This would specifically apply to the high occupancy/toll (HOT) lane scenario that has been developed under the Regional Mobility and Accessibility Study. He said the Steering Committee provided authority

to submit the proposal. The three state departments of transportation submitted letters of support and the Virginia Department of Transportation actually submitted the proposal because it had to come from a state DOT.

Mr. Kirby also noted that the letters packet included a letter to the City of Bowie responding to its inquiry regarding the status of a project in the CLRP.

A question was asked as to why amendment actions taken by the Steering Committee are exempt from the air quality conformity requirements.

Mr. Kirby explained that the projects that are approved by the Steering Committee that do not require any conformity finding are either already in the plan and have met the conformity requirement or they are exempt from conformity. He said that something like the widening of I-95 in Prince William and Fairfax counties is already in the program and has been through the conformity process. He said the amendments were budgetary actions, moving money from one category to another, but not changing the nature of the project or the scheduled completion date.

Chairman Mendelson explained that the Steering Committee takes action on what he considered to be minor matters. He said that when this item is brought before the Board that is an opportunity to take exception with any action taken.

6. Chairman's Remarks

Chairman Mendelson said he did not have any remarks himself, but he noted that Congressman James Moran was in attendance and he asked Mr. Moran to speak.

Mr. Moran began his remarks by thanking the Council of Governments for its work in developing the pawn shop database sharing system for police departments. He noted that he had participated in a press conference the previous day on this subject. He said that organizing those kinds of projects was a perfect role for COG.

Mr. Moran noted that he and former Senator Charles Robb had sponsored a bill in the late 1990s that would have made the Transportation Planning Board into a regional transportation authority. He said the bill did not receive adequate support. He said he has now developed a smaller version of that legislation, which fit well into the aegis of the TPB. He said it would provide a \$10 million authorization along with a 25 percent match. He said that while it would not finance a lot of major transportation projects, it would help with a number of small, but important, regional projects, including the CapCom center.

Mr. Moran also said that at his request, the House transportation authorization legislation included \$2 million for CapCom. He said the House had passed the reauthorization bill the previous week.

He said the CapCom center would largely be for incident management, especially for communications and coordination. He said he would like to get more than \$2 million for CapCom, but this would need the support of the region's Congressional delegation.

Mr. Snyder thanked Congressman Moran for his leadership over the years. He said it was important to remember that the CapCom project was a good example of something with a comparatively low cost and a very high value. He said it would be very valuable not only for major emergencies, also for daily commuting.

Mr. Moran thanked Mr. Snyder for his support and for the support of the Northern Virginia Transportation Commission, which Mr. Snyder chairs.

Chairman Mendelson asked what is the total amount needed for CapCom.

Mr. Snyder said staff has estimated CapCom needs \$5 million, including establishing it and running it for two years. He said the \$2 million earmark, which Mr. Moran is helping to obtain, will provide a good start.

Chairman Mendelson asked what Congress is doing on the issue of transporting hazardous materials through the region.

Mr. Moran expressed concern about the vulnerability of trains that go close to the Capitol building. He said that he and other members of Congress had held meetings with CSX Railroad and the Homeland Security Department. He said that CSX said it is not sending trains through as frequently, if at all, but it did not provide specific information about the transport of hazardous material. He said he believes these trains need to be rerouted. He said he was glad the D.C. Council is trying to do something about it.

Chairman Mendelson said the D.C. Council has passed legislation to regulate this issue, which has caused CSX to sue the Council. He said that if CSX prevails, then the situation will require federal action because the courts will have ruled that the localities cannot act because this is a case of interstate commerce.

Mr. Moran said he appreciated and shared Chairman Mendelson's concerns, but he said he would be shocked if Congress actually fixed the problem.

Mr. Zimmerman said he wanted to point out that the rail line in question also runs near the Pentagon, Reagan National Airport and right through Crystal City.

Mr. Moran said he and other members of Congress have asked that monitors be established next to the rail line on both sides of the Potomac River to detect toxic leakage.

Mr. Moran said he wanted to call attention to another issue. He said that in 1994, Congress passed legislation declaring tow truck operations to be interstate commerce. Congress's elimination of the Interstate Commerce Commission (ICC) in 1995 meant there was no longer any authority to regulate towing operations. He said that the reauthorization bill passed the previous week would reestablish some regulation of tow truck operators. He said he was hopeful that the Senate would include similar language in its version of the legislation.

Chairman Mendelson thanked Mr. Moran for coming to the TPB meeting and in particular, for Mr. Moran's support for CapCom.

Mr. Moran said it was an honor to be invited to speak to the TPB and said he appreciated the TPB's work.

7. Approval of Amendments to the FY 2004-2009 and FY 2005-2010 TIPs That Are Exempt from the Air Quality Conformity Requirement to Modify Funding for Fifteen Projects in Frederick, Montgomery and Prince George's Counties, as Requested by Maryland Department of Transportation (MDOT)

Referring to the mailout material, Mr. Kirby said the amendments were for 15 projects in Frederick, Montgomery and Prince George's counties as requested by the Maryland Department of Transportation. He said they were exempt from air quality conformity requirements. He said the amendments were mostly modifications to funding for projects. He said this item was released for public comment the previous month, and he said that no comments had been received.

Ms. Kaiser said a similar item comes up every year. She said these amendments would reconcile the TIP with the capital budget of the state's general assembly.

A motion was made to approve Resolution 14-2005, to amend the 2004-2009 Transportation Improvement Programs (TIP). The motion was seconded.

Ms. Pourciau asked if it would be possible for the Maryland and District of Columbia departments of transportation to work together to ensure that the scoping of projects is coordinated.

Ms. Kaiser said she recently met with the District staff and discussed setting up a workshop to review cross-jurisdictional projects.

The motion was passed unanimously.

A motion was made to approve Resolution 15-2005, to amend the 2005-2010 Transportation Improvement Programs (TIP). The motion was seconded and was passed unanimously.

8. Approval of Amendments to the FY2005 Unified Planning Work Program (UPWP) and Approval of the 2005 UPWP Carryover Funding in FY2006

Referring to the mailout material, Mr. Kirby said these amendments would be the last set of amendments to the currently year's work program before completing the fiscal year.

He said there were two items that would be changed by these amendments:

- 1) Under the technical assistance program for Virginia, the Virginia Department of Transportation had requested the deletion of a project to do aerial photography for the Springfield interchange, which would be replaced with \$10,000 for additional traffic counts on freeways in the region and a carryover of \$65,000 to next fiscal year for an enhanced commuter corridor count program project.
- 2) Under the technical assistance program for the Washington Metropolitan Area Transit Authority (WMATA), WMATA had requested the elimination of the second phase of a parking usage study at the metrorail stations because data from the first phase of the study was not complete or very particularly useful. Instead, WMATA had requested a carryover of \$47,000 for a project next year to develop a Strategic Plan for WMATA's Geographic Information System (GIS) and also to program \$55,000 this year for the first phase of a new project, which will be a study on improving regional paratransit services for people with disabilities. He said this study is in response to a request by the TPB's Access for All Advisory Committee.

A motion was made to approve Resolution R16-2005 to approve the amendment to the FY2005 UPWP, and Resolution R17-2005 to approve FY2005 carryover funding to FY 2006.

The motion was seconded and was passed unanimously.

9. Approval of the 2006 Unified Planning Work Program (UPWP)

Referring to the mailout and handout material, Mr. Kirby said a draft of this item was brought before the Board last month. He said the Board was now presented with the final version for approval. He said a handout document provided information on some changes since the previous month.

Mr. Kirby said the total funding level is slightly lower than last year, which was due primarily to the uncertainty in the current congressional reauthorization of the federal transportation program. He said the UPWP budget conforms to the money that is available, including reductions in funding for travel surveys and for the Regional Mobility and Accessibility Study. He said these reductions

have been made temporarily with the expectation that funding will be restored once the reauthorization is complete.

Ms. Kaiser made a motion to approve Resolution R18-2005 to approve the 2006 Unified Planning Work Program (UPWP). The motion was seconded by Vice Chairman Hudgins and was approved unanimously.

10. Briefing on Project Submissions and Comments Received to Date for the Air Quality Conformity Assessment for the 2005 Constrained Long-Range Plan and FY2006-2011 Transportation Improvement Program

Chairman Mendelson noted that this was originally intended to be an action item, but would be taken up as an action item in April.

Mr. Kirby said that the information provided regarding this item included the same material provided the previous month with a few updates. He said the comment period on this item was being extended in case there were any additional comments on any of the new material.

He said that relative to last month, the significant changes included the removal of the Manassas Battlefield Bypass, which had been submitted by the Eastern Federal Lands Highway Division of the Federal Highway Administration. He said that at this point, funding had not been fully identified for the project, so the project sponsors decided to take it off the table this year.

Mr. Kirby also said that additional information had been provided from the Virginia Department of Transportation regarding funding for the addition of high occupancy/toll (HOT) lanes on the Capital Beltway. He said that staff had also asked the transit operating agencies to provide more information on the bus services that will be part of the project. That information will be needed for the project to be coded for conformity analysis.

11. Briefing on the Draft Scope of Work for the Air Quality Conformity Assessment for the 2005 Constrained Long-Range Plan (CLRP) and 2006-2011 Transportation Improvement Program (TIP)

Mr. Kirby said the mailout packet included a letter from Lora Byala of the Washington Metropolitan Area Transit Authority (WMATA) with regard to the transit ridership constraint in the conformity analysis. He said that the letter suggests that rather than constraining ridership into and through the core area at the 2005 level, which is what has been done in the past, the constraint be improved to 2010. This is possible because of the approval of the Metro Matters funding program which will permit the system to accommodate demand through 2010.

Chairman Mendelson asked if the ridership constraint in the TPB's travel forecasts would be

eliminated or put off.

Mr. Kirby said it would be put off, from 2005 to 2010.

Mr. Kirby said the work scope stated that the conformity determination this year will use the Round 7 Cooperative Forecasts. He said that last year, the Round 6.4(a) Cooperative Forecasts were used. He said the mailout packet included a memorandum from Paul DesJardin of the COG staff which informs the TPB that the Metropolitan Development Policy Committee has signed off on the draft Round 7 Cooperative Forecasts and is giving us approval to use them for the conformity process. However, he said the forecasts will not be approved in final form until the August-September timeframe.

Mr. Kirby also noted that the transmittal included a letter from the District of Columbia, which was authored by Karina Ricks. That letter expressed some reservations about the cooperative forecasts. He said the District of Columbia had voted against approval of the forecasts based on concerns that the job forecasts are too high relative to the household forecasts for the region and that is an untenable situation. Mr. Kirby asked Ms. Ricks if she would like to comment on the memorandum.

Ms. Ricks explained that the forecasts were predicting an aggravation of the jobs/housing imbalance. She said the assumption is that workers will have to be imported from outside the region's modeled area, which is outside the reach of transit or other alternative modes. She said the District is concerned about the pressures this imbalance will put on housing in our affordable housing supply, as workers will consume all of the available supply, and bid up the housing in the region. She said the District is also concerned about the effects of this imbalance on the transportation system. She said they were concerned about environmental impacts, including air and water quality, and the continuation of sprawl. She said the District has proposed that there should be more thought given to how land use allocations are made for the cooperative forecasts. She said that the planning directors have overprogrammed land for employment and jobs and underprogrammed it for housing.

Ms. Pourciau suggested the TPB should send a letter to the MDPC suggesting that they more aggressively look at this problem and provide suggestions for improvement.

Chairman Mendelson asked if Ms. Pourciau was asking that that the Board direct staff to draft a letter or that this be included as an item for next month's agenda.

Ms. Pourciau asked for more information about the timing of the forecast approval process.

Mr. Kirby said that the MDPC has approved the forecasts in draft form for the TPB's use because they are needed for the conformity analysis. He said they will not be advanced to the COG board for final approval until the fall.

Mr. Kirby noted that Mr. DesJardin's memo said that the MDPC members voted to recommend these forecasts for use by the TPB, subject to two provisions, one of them a minor revision to employment forecasts in the Fort Belvoir area, but the second provision is an evaluation from the planning directors of the impacts of the forecasts on transportation, affordable housing, air and water quality, and other policy areas. Based on this second provision, Mr. Kirby said it appeared that a review of forecasts would be taking place, but he said that should not preclude the TPB from weighing in on this matter. He said the TPB had never sent a formal communication to MDPC on these issues, but he said it may very well be appropriate in this case.

Ms. Pourciau said that based on that information, she recommended that staff draft a letter that would be brought to the TPB for consideration in April.

Pursuant to Ms. Pourciau's suggestion, Chairman Mendelson asked staff to draft a letter for consideration at the April TPB meeting.

Mr. Staton asked if the letter would suggest that more homes should be forecast in the inner jurisdictions or that more jobs should be forecast in the outer suburbs. He said he believed the region's biggest transportation problems were linked to the fact that so many people are trying to get into one place in the morning and out in the evening because the region has a centralization of jobs and a decentralization of the workforce. He said the region would never have a decentralization of the workforce because not everybody wants to live in the city. He said it was important to focus on how to bring more jobs out to where people live. He asked how the letter would address this concern.

Ms. Pourciau said she did not envision the letter going into that level of detail and would not suggest how the imbalance should be addressed, but simply that it should be addressed.

Ms. Ricks said she believed the solution to the jobs/housing imbalance might be a combination of more jobs in the outer jurisdictions and more housing in inner jurisdictions. She said that there is a tremendous demand for housing in the region. She said it is striking that the responses to that demand are inadequate because of low densities in some communities and an assumption that the inner core is built out. She said the region might need to rethink some of these assumptions and develop strategies to address the demand for housing and understand what options might be pursued. She said the letter might make indicate this. She said a regional strategy is needed.

Mr. Staton agreed that a regional strategy is needed. He said he enjoyed participating in the recent Reality Check event, although he agreed with Chairman Connolly of Fairfax County that there were times when "reality was checked at the door." He said the reality is that people are moving to West Virginia because they want suburban housing stock, which is becoming less available in the inner jurisdictions.

Ms. Hudgins said she understood that the letter should simply point out that the issue of the

jobs/housing imbalance was being realistically addressed by the forecasts. She said the letter should raise this issue so that the discussion can move toward better solutions. She said the letter should enhance the opportunity to continue the discussion that has already started.

Mr. Dorsey asked for information about the proposal to remove some seating from Metrorail cars.

Mr. Edwards said that WMATA had submitted a recommendation to the WMATA board to reconfigure the seats in some of the cars. He said the recommendation is not yet approved. He said they were seeking to do a pilot test case. He said were roughly estimating this change could result in a 10 percent reduction in the crowding, which would not be a major change, but would provide some relief.

12. Status Report on Staff Proposals Regarding Commuter Connections

Referring to the mailout material, Mr. Kirby said that staff has been working with the state transportation agencies to come up with some alternative approaches to structuring the Commuter Connections Program and funding it. He said staff hoped to be able to present a detailed work program for the Board's consideration next month.

Chairman Mendelson asked when the Board would need to act on this item.

Mr. Kirby said the fiscal year begins July 1, so it would definitely be needed by then. He said the current plan was to bring a draft work program to the Board in April with the goal of having it approved in May.

13. Update on Actions to Improve Regional Transportation, Communications and Coordination During Incidents

Referring to the handout presentation and the mailout materials, Mr. Tarnoff of the Center for Advanced Transportation Technology at the University of Maryland briefed the Board on the development of the CapCom center and actions to improve communications and coordination during incidents. He described options and plans for establishing the center's governance structure, building on the existing CapWin governance structure.

Mr. Tarnoff also described potential funding sources. He said it has been estimated the center will cost \$4.9 million over the first two years. He described a chart showing potential funding sources. He said the University of Maryland had submitted a proposal for Urban Area Security Initiative (UASI) funding from the Department of Homeland Security. He said the proposal was reviewed by the Council of Governments (COG) Chief Administrative Officers (CAO) Committee, which did not recommend the CapCom proposal for UASI funding at the current time. He said the CAO

Committee said the CapCom proposal would get first consideration if additional funding becomes available. He said this outcome was discouraging.

Mr. Tarnoff noted that it was encouraging to hear from Congressman Moran that the Congressional earmark for CapCom seemed to be on track.

Mr. Tarnoff said that the people working on CapCom need to consider looking at funds that might be available from the traditional federal transportation programs. He also said that supporters of CapCom need to continue to encourage funding from the Department of Homeland Security. He said that all potential funding options must be considered. He emphasized that even if the Congressional earmark comes through, continuing funding for operations will still be needed. He said sustained funding will be essential to retaining good staff.

Mr. Snyder said that regarding the proposed governance structure, consideration was being given to including emergency management agencies, private sector representatives and representation from the TPB.

Mr. Snyder said it was important for the TPB to reiterate its support for CapCom to the CAO Committee at COG. He said the TPB should send a letter to the CAO Committee urging UASI funding and noting the strong potential for a Congressional earmark.

Mr. Zimmerman asked for a clarification of the authority of the CAO Committee at COG. He asked if it actually makes the decision on the allocation of UASI funding.

Mr. Snyder said it is his understanding that the CAO Committee provides an advisory opinion to a senior policy group of state and District of Columbia officials that was put together by the head of the Department of Homeland Security.

Mr. Zimmerman asked if that meant that this is ultimately a decision of the Department of Homeland Security, but the recommendations of the CAO Committee could determine where the funding would be allocated.

Mr. Snyder said that based on his understanding, Mr. Zimmerman's comments were correct.

Mr. Zimmerman asked if the full CAO Committee or a subgroup had made the recommendations so far.

Mr. Snyder said a subgroup made the recommendations to the CAO committee the previous Friday.

Mr. Zimmerman said it would be useful to know which jurisdictions' CAOs had made the decision and if there any recorded votes. He said the CAOs for the most part work for the members of the

TPB, and it would be useful to know how their own staff members were acting on these issues. He said it seemed backward that elected officials have to go now begging to the people they appoint.

Chairman Mendelson said the proposal was to send a letter to CAO Committee expressing continuing support for the transportation projects that had been submitted to for UASI funding, especially CapCom.

The motion was seconded and was approved unanimously.

Ms. Porter asked for information regarding the study of the transport of hazardous materials, which was something the TPB had discussed previously.

Ms. Koster said the Department of Homeland Security had asked the National Capital Planning Commission (NCPC) to seek UASI process for its study to look at potentially relocating several railroad alignments. She said the District Department of Transportation had submitted the application for UASI funding.

Ms. Porter said that she recalled that the TPB had sent a letter saying the Board believes that this is a regional issue.

Chairman Mendelson suggested the Board might get an update at its next meeting.

Mr. Fellows said Ms. Koster's description seemed to indicate the study would look at physically moving the rail lines. He asked if a decision had been made not to look at the issue of where hazardous material is routed.

Ms. Koster said NCPC is trying to obtain funding to conduct a study looking at different alternatives that could include both physical solutions as well as operational solutions.

Mr. Robertson, COG Executive Director, who had not previously been in attendance at the meeting, said he understood that Board members had raised questions regarding the UASI process. He explained that the Senior Policy Group, comprised of the District of Columbia mayor and the two governors, had jointly agreed to administer the grant process for UASI funds. This group delegated the COG Chief Administrative Officers Committee to be the technical review body of the applications for UASI funds. A subcommittee of the CAO Committee has made recommendations on the transportation applications for funding. The full CAO Committee will be meeting later in the month to consider those recommendations.

Mr. Robertson said he understood that the TPB had submitted a letter in support of the CapCom proposal. He said there are efforts underway to identify other sources of funding, including matching monies, for projects like CapCom so that scarce UASI funds are not quickly expended. However, he emphasized that the final decision regarding this year's UASI funding has not been

made.

Chairman Mendelson asked if it was correct that the CAO executive committee which met on Friday had made the recommendations that did not include CapCom.

Mr. Robertson said that was correct.

Chairman Mendelson asked who is on the executive committee.

Mr. Robertson said the executive committee includes all of the larger cities and counties in the region.

Mr. Zimmerman said some members would like to know if they are included in the executive committee. He asked if a membership list was printed anywhere and if there minutes of the meetings with information on who members voted.

Mr. Robertson said that information could be provided.

Mr. Zimmerman expressed concern that such information is provided rather late. He said the Board was being told that a letter should be sent to a group of CAOs, but he said it was not made clear what this group is and who comprises it. He said that some members might want to have conversations with some of the people who serve on that committee. He said that no one from his county had had a conversation with their city manager about this matter. He said the CAOs' decision might make sense, but if that were the case, the TPB should be informed of the CAOs' reasoning.

Ms. Pourciau said that she had observed in the District of Columbia that in competing for funding, transportation proposals often do not carry the same weight as the typical emergency responders.

Mr. Robertson said that Ms. Pourciau had a good point; the community of first responders had been very effective in advocating for funding.

Chairman Mendelson emphasized that this program needs to get started. He expressed concern that progress was not being made fast enough. He said that it was important to remember that ongoing funding would be needed. He said he believed that ultimately, the departments of transportation would have to work this funding into their budgets. He said it was fine to try to get UASI funding, but that would not take care of long-term support for the program.

Ms. Pourciau said that DDOT struggles to adequately fund operations for their own centers and facilities, although they recognize the benefits of regional integration. She said DDOT was working with the CapWin group to integrate the existing systems and to hopefully do that in a way that would be more electronic-based rather than staff intensive.

Mr. Tarnoff said that given past experience, assuming that the reauthorization bill is passed in June, the new federal funding for CapCom might not be available until the very end of 2005.

Chairman Mendelson emphasized how extremely important this issue is. He said that September 11 demonstrated that regional coordination was needed in the event of a major incident and there have been a number of much less serious, but still significant, examples since that time. He said that he believed that if the CLRP does not include proposals to fund this critical regional need, then he questioned why the TPB as a Metropolitan Planning Organization (MPO) should approve the CLRP.

Mr. Snyder agreed with Chairman Mendelson. He said that if this is not addressed, there will be an appropriately negative public reaction.

Mr. Jaffe underscored what Mr. Zimmerman, Mr. Mendelson and Mr. Snyder said.

Ms. Kaiser suggested it might be time to think outside the box on an approach for this. She suggested that perhaps the Board of Trade might assist in procuring private sector funding for this project.

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

Referring to the handout material, Mr. Kirby gave a short report on the status of the reauthorization legislation of the federal surface transportation program. He said the previous reauthorization had expired 18 months earlier and there have been six short-term extensions; the current one will expire on May 31. He said the House passed a bill on May 10 called the Transportation Equity Act: A Legacy for Users (TEA-LU). It was hoped the Senate would move on the legislation quickly. Mr. Kirby called attention to some attachments regarding the legislation, which were prepared by the Association of Metropolitan Planning Organizations (AMPO).

Mr. Kirby noted that the TPB had sent two letters to Congress recently on the reauthorization:

- A letter was sent in September under Chairman Zimmerman's signature expressing concern about restrictive language in last year's House bill regarding tolling provisions. Mr. Kirby reported that that language was not included in the bill passed by the House.
- A second letter was sent earlier this year under Chairman Mendelson's signature expressing support for CapCom. Mr. Kirby noted that Congressman Moran had reported earlier at the meeting that the House bill included \$2 million in funding for CapCom.

Mr. Kirby expressed satisfaction that the requests of both TPB letters had received positive responses. He reported that it was difficult to obtain a final version of the House bill. He said staff would get a copy and examine it for language regarding projects, tolling and other issues.

15. Status Report on Additional Information on the Regional, Pedestrian, and Bicycle Safety Education Campaign and on a Recommended Process to Request TPB Local Jurisdictions to Consider Annual Funding Commitments.

Mr. Kirby said that staff had planned to bring a recommendation to the Board on this item, but the Technical Committee suggested that more information about pedestrian accidents was needed, which would permit the TPB to make a stronger case for the effectiveness of this educational safety campaign. He said staff would be working to get that information together.

16. Other Business and Adjournment

There being no other business, the meeting was adjourned at 2:00 p.m.