

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
July 18, 2007**

Members and Alternates Present

William Bronrott, Maryland House  
Lyn Erickson, MDOT  
Andrew Fellows, City of College Park  
Jason Groth, Charles County  
Catherine Hudgins, Fairfax County Board of Supervisors  
Sandra Jackson, FHWA  
Michael Knapp, Montgomery County Council  
Julia Koster, NCPC  
Bill Lebegern, MWAA  
Timothy Lovain, Alexandria City Council  
Michael Lyles, City of Bowie  
Phil Mendelson, DC Council  
Emeka Moneme, DC DOT  
David Moss, Montgomery County  
Eric Olson, Prince George's County  
Kathy Porter, City of Takoma Park  
Mark Rawlings, DDOT  
Thomas Rust, Virginia House  
Rick Rybeck, DDOT  
C. Paul Smith, City of Frederick  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
JoAnne Sorenson, VDOT-NOVA  
Kanti Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Victor Weissberg, Prince George's County  
Robert Werth, Private Providers' Task Force  
Patrice Winter, City of Fairfax

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Bill Wren, City of Manassas Park  
Chris Zimmerman, Arlington County Board

MWCOG Staff and Others Present

Ron Kirby  
Michael Clifford  
Jim Hogan  
Bob Griffiths  
Nick Ramfos  
Wendy Klancher  
Michael Farrell  
Debbie Leigh  
Deborah Etheridge  
Andrew Meese  
Andrew Austin  
Beth Newman  
Darren Smith  
Sarah Crawford  
Anant Choudhary  
Jazmin Marie Casas  
Travis Covington  
Michael Eichler  
Eulalie Lucas  
Monica Bansal  
Daivamani Sivasailam  
Dave Robertson           COG/EO  
Lee Ruck                    COG/LEG  
Naomi Friedman           COG/EO  
Jeanne Saddler            COG/OPA  
Jeff King                   COG/DEP  
Janet Ernst                COG/OHRM  
Randy Carroll              MDE  
Bill Orleans                PG ACT  
Sharmila Samarasinghe    DRPT-VA  
Ian Beam                   MDOT  
Patrick Fleming            MDTA  
Jennifer Deng-Pickett     DC Language Access Coalition  
Bill Dowd                  NCPC  
Greg McFarland            NVTC  
Tom Biesiadny             Fairfax County DOT  
Alex Verzosa               City of Fairfax

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Marcus Bowman  
Anthony Foster

IAC/Fairfax County  
PRTC

### **1. Public Comment on TPB Procedures and Activities**

There were no speakers for public comment.

### **2. Approval of Minutes of June 20, 2007 Meeting**

Ms. Smyth moved approval of the minutes of the June 20 TPB meeting. The motion was seconded by Mr. Rust and passed unanimously.

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

Mr. Harrington said the Technical Committee met on Friday, July 6 and reviewed the following six items on the July TPB agenda:

- Item 7: Staff briefed the Committee on the proposed establishment of a TPB Task Force of taxicab regulators and the Committee agreed that the proposal should be moved forward to the TPB for approval.
- Item 8: The Committee was briefed on the complaints voluntarily dismissed by plaintiffs Environmental Defense and the Sierra Club against COG and TPB in the ongoing Intercounty Connector (ICC) lawsuit.
- Item 9: Staff of the National Capital Planning Commission (NCPC) briefed the Committee on the recently completed NCPC Freight Railroad Realignment Feasibility Study. The Committee proposed inviting the I-95 Corridor Coalition to speak at a future meeting.
- Item 11: TPB staff briefed the Committee on the status of and upcoming schedule for development of the TPB Participation Plan. Mr. Harrington said the Committee discussed the challenges of steering community conversation on projects to regional issues.
- Item 12: The Committee was briefed on the Draft Report and Feedback Summary for TPB Scenario Study Outreach Activities, with Committee interest focusing on next steps for the study.

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- Item 13: Staff briefed the Committee on the status of the six technical assistance projects under the Transportation/Land-use Connections (TLC) Pilot Program, as well as the Web-based TLC Clearinghouse. The Committee expressed interest in the evaluation criteria that will be used to judge the success of the program.

Mr. Harrington said the Committee also reviewed several informational items, including the 14th Street Bridge EIS, the proposed schedule changes for the CLRP and TIP process next year, and a briefing on development of possible TPB responses to the Fredericksburg Area Metropolitan Planning Organization (FAMPO) resolutions.

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

Mr. Larsen said the CAC met on July 12 and discussed the Draft TPB Participation Plan and the Draft Report and Feedback Summary for TPB Scenario Study Outreach Activities, and received a status report on the Transportation/Land-Use Connections (TLC) Program. He said the CAC received an update on the anticipated timeline for consideration and approval by the TPB of the draft Participation Plan, which the CAC reviewed and discussed at its previous meeting in June.

Mr. Larsen said the CAC received a presentation from TPB staff on highlights from the TPB outreach efforts surrounding the Regional Mobility and Accessibility Scenario (Scenario) Study. He said staff provided an overview of the Scenario Study Outreach activities and discussed the feedback voiced by outreach audiences. He said staff listed eight opportunities for TPB action, as well as next steps to consider prior CAC recommendations and public feedback to determine future Scenario Study activities. He said one of the recommendations from this study is to create a TPB Subcommittee or task force to provide policy stewardship for the future of the Scenario Study and related activities. He added that this is consistent with the CAC recommendations for the Scenario Study presented to the TPB in February. He said the CAC encourages the TPB to draw comparisons between the public feedback and CAC recommendations and further develop these into a set of next steps for where the TPB should take this study.

Mr. Larsen said TPB staff provided a presentation on the status of the Regional Clearinghouse and Technical Assistance components of the Transportation/Land-Use Connections (TLC) Program. He said staff demonstrated the Regional Clearinghouse component, and discussed the Technical Assistance projects. He said staff will conduct an evaluation of the pilot round which will inform the second round of funding for the TLC Program. He said the CAC encourages the TPB to provide funding levels to this program that will have a greater impact on regional development.

Mr. Larsen said the CAC realizes that not all public comments can be fully captured in the TPB minutes. Therefore, he said the CAC requests that the TPB post public remarks online and encourages the TPB to post audio files from TPB meetings on the website. He said some other

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ideas discussed by CAC members include streaming video coverage of the meetings live on the web.

Chair Hudgins asked Mr. Kirby to comment on the CAC recommendations regarding the public comment.

Mr. Kirby said the CAC's suggestion was valid and acknowledged that staff cannot capture the public comments fully in the minutes, but that commentors are asked to provide a written statement, which is posted on the website.

Chair Hudgins asked if any of the meetings are recorded by video and posted online.

Mr. Kirby said there is an audio recording of the meeting, which could be reformatted and posted on the website, but that the TPB meetings are not video recorded.

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

Mr. Kirby said the Steering Committee met on July 6 and did not have any action items.

Mr. Kirby said amendments to the FY 2008 Unified Planning Work Program (UPWP) have been brought forward since the mailout and he asked the TPB to review the three resolutions, R2-2008, R3-2008, and R4-2008. He asked Mr. Rybeck of the District Department of Transportation (DDOT) to review the request from the District of Columbia to add money to the FY 2008 UPWP for work on the Highway Performance Monitoring System (HPMS).

Mr. Rybeck made a motion to approve R2-2008, an amendment to the FY 2008 UPWP to include a task in the District of Columbia's technical assistance program to provide technical support and coordination for its HPMS. Mr. Fellows seconded the motion, which passed unanimously.

Mr. Kirby said the next resolution was R3-2008, which amends the FY 2008 UPWP to include all of the new planning studies being funded under the Virginia Department of Transportation (VDOT) Multimodal Grant Program. He said the TPB will receive funding under this program to provide land-use and transportation technical assistance to five localities that applied to the TLC Program. He said that Arlington County and the City of Falls Church, Prince William County, WMATA, and the Town of Dumfries will also receive funding directly under the VDOT program.

Ms. Sorenson made a motion to approve R3-2008, an amendment to the FY 2008 UPWP to include five new planning studies funded under the VDOT Multimodal Planning Grant Program. Mr. Snyder seconded the motion, which passed unanimously.

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Mr. Kirby said R4-2008 involved amending the FY 2007-2012 TIP to reallocate some funding to the 14<sup>th</sup> Street Bridge project from the South Capitol Street Bridge project, and asked Mr. Rybeck to speak to this resolution.

Mr. Rybeck said DDOT discovered that both the scope and funding for the 14<sup>th</sup> Street Bridge repair project was understated in the FY 2007-2012 TIP. He said DDOT is requesting an amendment to accomplish repairs that are necessary to the piers that hold up the southbound 14<sup>th</sup> Street Bridge span, which is affected by the river currents and tides that continuously deteriorate these piers. He added that because this is a repair project, it is exempt from air quality conformity. He said DDOT has maintained fiscal constraint by reallocating funds from the South Capitol Street Bridge project.

Mr. Rybeck made a motion to approve R4-2008, an amendment to the FY 2007-2012 TIP that is exempt from the air quality conformity requirement to increase funding for the repair and repainting of the southbound 14<sup>th</sup> Street Bridge and decrease funding for the South Capitol Street Bridge project, as requested by DDOT. Mr. Fellows seconded this motion, which passed unanimously.

Mr. Kirby referred to his memorandum contained in the mailout packet to the TPB on the estimates on CO<sub>2</sub> emissions from cars, trucks, and buses in the Washington region, based on the presentation he gave to the board at the June 20 meeting. He said that on June 21, the Senate passed energy legislation that would mandate a substantial increase in the Federal Corporate Average Fuel Economy (CAFE) standards, which would require cars, trucks, and SUVs to achieve a fuel economy of 35 miles per gallon by 2020. He said TPB staff was able to calculate the impacts on CO<sub>2</sub> emissions using that information, which he added to the presentation he gave at the COG Climate Change Steering Committee meeting on June 27. (This presentation was included in the TPB mailout packet.) He said the addition to the presentation shows the baseline increase in CO<sub>2</sub> emissions from 2002 to 2030 at 48 percent if no preventative actions are taken. If the California LEV-2 standards are implemented, the increase in CO<sub>2</sub> emissions will drop to 22 percent. If the CAFE standards are implemented, the increase in CO<sub>2</sub> emissions will be only 16 percent. He said this information has been sent by the TPB Chair to the region's congressional delegation, noting a copy of the letter in the handouts.

Mr. Kirby said the House of Representatives is considering its own energy bill. He said there is no CAFE provision in that bill, but an amendment is being developed by Representative Markey (D-MA), which will be brought before the representatives when the bill is introduced. Mr. Kirby said he thinks there is a good chance that the CAFE standards could be included in this energy bill. He believes the TPB's letter will be quite timely and mentioned he received an e-mail from Congressman Moran's office stating the letter was referred to by the Congressman when speaking with constituents.

Mr. Kirby said TPB staff reviewed the information provided at the June TPB meeting regarding incentives available to people purchasing hybrid vehicles, and there is a summary of this

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information provided in the mailout packet. He said there are federal tax credits up to \$3,000, dependent on the type of vehicle purchased. He said this tax credit will be phased out once 60,000 hybrid vehicles have been purchased. He added that he believes the Toyota Prius will reach a milestone on October 1 where the tax incentive will be greatly reduced. He said the staff summary also provides information about incentives in the District, Maryland, and Virginia, as well as corporate incentives to employees who purchase a hybrid vehicle. He confirmed that Loudoun County has a reduced personal property tax for special fuels vehicles. He added that Arlington County will be providing personal property tax relief on the first \$20,000 for hybrid vehicles. He discussed the non-financial incentives, such as HOV lane privileges in Virginia, which will be phased out on July 1, 2008. He noted the higher ownership rates of hybrids in sections of Prince William County along the I-95 Corridor. He said TPB staff will conduct a fleet inventory every three years using the VIN decoder program, with the next inventory scheduled for July 1, 2008.

Mr. Kirby noted that the TPB received approval from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on the amendment in Maryland to the US 15/340 project, which was approved at the June meeting.

Mr. Kirby noted a memorandum providing highlights of the Commuter Connections Program 2007 Commuter Survey. He said this survey was previously conducted in 2001 and 2004; the current survey will be compared to earlier results. He said a highlight of the 2007 survey was an increase in telecommuting: 19 percent of regional commuters say they teleworked at least occasionally in 2007, up from 13 percent in 2004. He said this is a significant increase, which he believes is related to the effort to get federal agencies to implement telework programs and encourage their workers to telework. He said there is additional data about who telecommutes, including an increased number of people who would be open to try telecommuting. He said there was a small decrease in the percentage of people who drive alone, 70 percent, down from 72 percent in 2004 and 74 percent in 2001. He said there are accompanying increases in transit use, biking, and walking. He said he presumes this change may be reflecting fuel prices, but he thinks the increase in telecommuting may be a result of a cultural change in terms of employers' willingness to institute formal programs to encourage telecommuting. He added that the amount of vehicle miles of travel reduced by teleworking has gone up as much as 50 percent from 2004 to 2007.

Mr. Fellows asked if the COG Climate Change Steering Committee would be developing recommendations that discuss strategies to reduce emissions and if that committee plans to work with the TPB in developing these recommendations. He also mentioned involving the Metropolitan Washington Air Quality Committee (MWAQC).

Mr. Kirby said the Climate Change Steering Committee includes membership from MWAQC, and the recommendations will be presented to the COG Board, as the body that appointed the Steering Committee. He said TPB staff provides information on mobile sources (cars, trucks, and buses), but that the COG environment staff provides information on other sources, such as power

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plants. The work done by TPB staff has been produced fairly quickly because of the air quality conformity requirements, which require staff to project emissions out through 2030 for ozone generating emissions, NO<sub>x</sub>, and VOC. He said this level of analysis does not exist for other sources because comparable requirements do not exist.

Mr. Fellows asked if the TPB will be looking at strategies for the transportation system that will be provided to the COG Steering Committee, or is the COG Steering Committee reviewing current conditions.

Mr. Kirby responded that TPB staff will be providing input to the COG Steering Committee and they may provide suggestions for the mobile sector. He noted that the biggest payoff in air quality is with improving the fuel-efficiency of the fleet, as well as increasing transit ridership. He added that the scenario study results show that demand management and telecommuting also have an impact, but not to the level of the fleet changes that are anticipated through the CAFE standards. He said that the fleet change will be a slow progression over time, with no possibility of any changes until 2010.

Mr. Larsen wanted to congratulate Mr. Kirby in bringing this information to the TPB's attention, noting that teleworking is one significant concept to build upon for a number of jurisdictions.

Chair Hudgins noted that the National Telework Institute promotes teleworking on Code Orange and Red days, which is something the TPB has not commented on. She asked if the TPB could promote teleworking options, along with the promotion of transit usage on these days.

Mr. Kirby said the Clean Air Partners Program, which is conducted jointly with the Baltimore Metropolitan Council, promotes a number of alternative activities for Code Orange and Red days, including the reduced fare bus program. He said teleworking is promoted in conjunction with fueling vehicles after dark and other options. He said based on the evidence from the survey, it may be an option that should be given greater emphasis.

Chair Hudgins clarified that she was referring to providing an incentive to people who choose to telecommute on Code Orange or Red days, which could also be something to look into.

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

Chair Hudgins acknowledged the recent session of the Community Leadership Institute (CLI), a program developed by the TPB last year to provide an opportunity for community leaders to understand the role of the TPB and increase the effectiveness of their participation. She said the June 20 and June 23 CLI session convened 18 community leaders representing immigrant communities. She asked Jennifer Deng-Pickett, a participant at the recent CLI from the D.C. Language Access Coalition, Asian Pacific American Legal Resource Center, and the Mid-County Citizens Advisory Board in Montgomery County, Maryland, to speak about her



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experience.

Ms. Deng-Pickett thanked the TPB for the opportunity to share her comments and the TPB staff and facilitators for sharing with the participants information about the TPB decision-making process. She described several highlights of participating in the CLI, as well as a suggestion for future sessions.

Ms. Deng-Pickett said highlights of the CLI include networking with a diverse array of leaders from the public, private, and non-profit sectors that work in diverse, multi-ethnic communities throughout the region. She said that in a short period of time, she was also able to learn about what the TPB does and understand the complexity of the decision-making process. Finally, she said that she learned most of the communities in the region, however different, have similar desires of their transportation system. She said that while not unanimous, many participants believe that improving the efficiency, effectiveness, expansiveness, and affordability of public transit should be a priority over constructing more roads.

Ms. Deng-Pickett said the participants debated the notion that transportation is a social justice issue. She said many participants felt that the quality and accessibility of public transportation often determines the lifeline of neighborhoods, the capacity of residents to access job markets, and opportunities for communities to be seen as desirable, attracting economic development and investments. She urged the TPB to adopt measures that will increase access for everyone to use public transportation and participate in the TPB process. She said it is imperative that there be more opportunities for public participation, so that community leaders that represent different ethnic communities have the ability to be engaged in transportation decision-making.

Ms. Deng-Pickett said one criticism of the CLI is that after the session was over, she felt there were no opportunities presented to the participants for how to apply the knowledge they learned. She suggested that after future CLI session, the TPB create a new forum for these participants who represent diverse constituencies.

Chair Hudgins thanked Ms. Deng-Pickett for her comments and said the TPB will incorporate her suggestion and take advantage of the participation from CLI graduates in the TPB process. She presented Ms. Deng-Pickett with a Certificate of Recognition from the TPB for her participation in the CLI.

Mr. Knapp asked if Ms. Deng-Pickett felt there was enough information provided through the CLI for the participants to take information back to their communities and organizations and inform them about the TPB.

Ms. Deng-Pickett said the participants want to share this information with their communities and when they learned that TPB staff will present information about growth scenarios in their communities upon request, many said they would schedule such presentations. She said she will be speaking to her fellow CLI participants about ways they can combine efforts in information

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dissemination. She said several participants are active with the TPB's Access for All Committee.

## **7. Approval of the Establishment of a Regional Taxicab Regulators Task Force**

Ms. Klancher said the TPB is being asked to adopt R1-2008 to approve the establishment of a task force looking at taxicab regulation in the region. She said the TPB was briefed last month on the proposed mission statement for the task force and that Doreen Thompson, Chair of the D.C. Taxicab Commission, would be chairing the task force. She said the purpose of the task force is to provide a regional forum for discussion about common issues among taxicab regulators, including counties, the states, and cities. She said such topics could include developing a reciprocity agreement to allow taxicabs to pick up customers outside their home jurisdiction under certain circumstances. She said an informal group of regulators has been meeting for several years and approached the TPB to provide more structure for them.

Mr. Zimmerman asked which taxicab regulators have been involved in these discussions.

Ms. Klancher said the participating entities include Arlington, Fairfax, Montgomery, and Prince George's Counties; the cities of Alexandria and Annapolis; the D.C. Taxicab Commission, the Maryland Public Service Commission, and the Washington Metropolitan Area Transit Commission.

Mr. Zimmerman said he spoke with the Chairman of Arlington's Taxicab Commission, who did not know anything about the establishment of a TPB task force on taxicabs. He said he suspects the Commission would be supportive of this effort, and that he hopes this will be discussed with the people who are responsible for this service within the jurisdictions.

Ms. Klancher said a variety of people have been participating, including people from local governments as well as commissions. She said someone from Arlington's Transportation Department has been participating, and offered to invite others.

Mr. Zimmerman said he would speak with Ms. Klancher after the meeting to discuss this matter further.

Mr. Fellows asked why the City of Annapolis is participating in this initiative when they are not in the Washington region.

Ms. Klancher said that according to the proposed mission statement, both TPB member jurisdictions and non-member jurisdictions may participate should they be interested in a reciprocity agreement.

Mr. Fellows asked if Annapolis was invited to participate or if they asked to be part of this task force.

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Ms. Klancher said she is not sure how Annapolis became involved, but that they were part of the originating group.

Ms. Tregoning asked if the TPB has any figures on the magnitude of the “deadheading” problem, such as what percentage of trips are without passengers.

Mr. Kirby said that there are some significant examples of deadheading, including taxicabs from surrounding jurisdictions serving Dulles Airport, but not being able to take a fare from the airport back to their jurisdiction. He did not have any exact figures about this issue, but offered that taxicab commissions around the region have discussed establishing reciprocity agreements over the years, along with associated concerns about safety and enforcement issues. He said there seems to be a continued interest among the regulatory community in working on this deadheading issue, through the formalization of reciprocity agreements.

Mr. Rust asked what role the private operators will have in the Taxicab Regulators Task Force.

Ms. Klancher said the regulators have discussed how private operators could be included and decided to develop a draft reciprocity agreement that will be circulated to interested parties, including the local jurisdictions that have to adopt the reciprocity agreement and the private operators that would be regulated by it. She said the group has already briefed the TPB Private Providers Task Force about the proposal Taxicab Regulators Task Force, which could be an avenue through which to involve the operators.

Mr. Zimmerman said he thinks it is appropriate for the regulators to discuss the issue of a reciprocity agreement first, and then perform outreach efforts to involve the operators and drivers of the taxicabs. He noted that often the interests of the taxicab drivers themselves are not the same as the operators.

Mr. Zimmerman moved approval of R1-2008, a resolution establishing the Regional Taxicab Regulators Task Force. Ms. Winter seconded the motion.

Mr. Snyder said he was pleased to see the mission statement in the resolution state the following: “Explore the possibility of developing standards to improve the quality of service for taxicab customers.” He said he notices dramatic differences throughout the region in the quality of the vehicles, the quality of the drivers, and the environmental efficiency of the vehicles, and hopes this task force can contribute to raising the quality of service to the highest feasible levels. He also believes input from the industry is important.

Chair Hudgins noted that there are different agencies within the jurisdictions that handle these issues and that the TPB must ensure that they reach out to all agencies within the jurisdictions that are part of the regulation of taxicabs. She then called for a vote.

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The motion passed unanimously.

## **8. Briefing on Dismissed Complaint Against TPB in the Intercounty Connector (ICC) Lawsuit**

Mr. Kirby noted that the mailout packet contains a memorandum he wrote that summarizes the chronology by activities associated with the lawsuit filed by Environmental Defense and the Sierra Club and the key issues that were part of the complaint against the TPB, as well as the responses the COG/TPB legal team made to their complaints. He said he tried to distill this information in a PowerPoint presentation, which represents a summary of the memorandum and other attachments.

Mr. Kirby said the complaint was filed on December 20, 2006, by Environmental Defense and the Sierra Club. He said the 105-page, 592-paragraph complaint was filed against the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Metropolitan Washington Council of Governments (COG), and the TPB, regarding actions that were taken concerning the Intercounty Connector (ICC) Highway in Maryland. He said of the 39 counts in the complaint, 7 were against COG/TPB. He said that on June 13, the plaintiffs voluntarily dismissed all the counts against COG/TPB, as described in a two-page statement in the mailout packet.

Mr. Kirby detailed the specifics of the 7 complaints against the TPB and the responses to the complaints by the COG/TPB legal team. He noted that this was the first time the TPB has been sued and has had to engage lawyers during his tenure. He said the issues are fairly generic and could apply to a lot of different projects, so he believes it is important to be aware of the complaints. Mr. Kirby concluded his presentation by recognizing COG General Counsel Lee Ruck, who assisted the TPB in engaging legal assistance and can answer legal questions about the lawsuit. He also recognized COG Executive Director David Robertson, who helped secure funding for the legal assistance. He added that COG was able to recover most of the cost from insurance arrangements.

Chair Hudgins thanked Mr. Ruck, Mr. Robertson and other COG staff for their support.

Mr. Rust noted that it seems clear from the explanation provided by Mr. Kirby that the TPB was in the right, which is why the plaintiffs withdrew their case. He asked if there was any recourse to recover the funds that were expended.

Mr. Ruck said there was not.

Chair Hudgins noted that while this lawsuit was filed against TPB actions on the ICC, it could be relative to any type of item that may come before the TPB. She said it was good to hear the

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positions, explanations, and responses as to why the case was dismissed.

## **9. Briefing on Responses to TPB Comments on the Freight Railroad Realignment Feasibility Study**

Mr. Dowd said he presented to the TPB in May the findings of the Freight Railroad Realignment Feasibility Study and will follow up today on the conversation generated at the May meeting. He said the Study was completed in April 2007, and was an Urban Area Security Initiative (UASI) Study that was funded through the District Department of Transportation (DDOT) and managed by the National Capital Planning Commission (NCPC). The Study evaluated the feasibility of relocating freight rail services out of the District, away from the monumental core. He summarized the conclusions of the Study, namely that relocation is feasible, but additional study would be needed if relocation is pursued to look more specifically at what the impacts would be and how they would be mitigated. He said a byproduct of the Study was the finding that there is a significant regional rail congestion problem that ought to be addressed.

Mr. Dowd provided a list of interested parties that the NCPC briefed while concluding the Study. He said discussion of the Study focused on two issues: security and regional rail transportation issues. He described several issues pertaining to security, including rerouting all freight traffic, rerouting only hazardous materials, and shipment of hazardous materials on the Metropolitan Branch Line in the District. He said that of the freight passing through the monumental core, only shipments of coal for the Capitol power plant end in the District; the other freight shipments originate and reach their final destination outside of the District. He added that hazardous materials comprise a small percentage of that freight. He said while he does not have the specific details, NCPC believes about 8 percent of the freight shipped through the District is in the category of hazardous materials, with a smaller percentage being toxic inhalation hazards, which is of extreme concern.

Mr. Dowd said the Transportation Security Administration (TSA) is in the process of implementing a “virtual fence” project, which will look at ways to create a more secure monumental core, including cameras, motion detectors, lights, and other techniques to inhibit an attack on the freight lines. He acknowledged the ordinance passed by the DC Council banning the transport of hazardous materials through the District, which is currently in the Court system. He concluded discussion on security issues by saying that NCPC believes the toxic inhalation hazards are possibly being voluntarily rerouted by CSX.

Mr. Dowd described the regional rail transportation issues outlined in the Study, including conflicts between freight and passenger rail and how the TPB can and should be involved in this discussion moving forward. He said there is a significant bottleneck in Washington, predominantly caused by the capacity constraints on the Long Bridge crossing the Potomac River, which has two tracks shared between passenger and freight, and the Virginia Avenue

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Tunnel is single-tracked with a low clearance, not allowing for efficient, double-stack containers. He said regional commuter rail will become increasingly important as the region continues to grow, with concurrent increased demand for track use into the District. He said that of the significant bottlenecks on the East Coast, Washington is one and Baltimore is the other; he recommended both be examined simultaneously in the future.

Mr. Dowd described the next steps NCPC identified from the Study. He said next steps for security include the TPB receiving a briefing from TSA on the virtual fence project, and the consideration of additional studies that look at alternate solutions to addressing security concerns. He detailed the next steps for regional rail transportation issues, including the TPB receiving a briefing from the I-95 Corridor Coalition, which is a group of state highway and law enforcement agencies along the I-95 Corridor from Maine to Florida. He said that in 2002 the Coalition completed the Mid-Atlantic Rail Operations Study (MAROpS), which recommended 71 infrastructure improvements to address infrastructure concerns at a cost of \$6.2 billion.

Mr. Zimmerman thanked the NCPC for the work it did on the Study. He acknowledged that many people working in transportation at the local level may not be involved with freight issues. He said freight is a significant issue at the regional level, and many of the key issues are addressed in the Study, including the ability of the passenger rail providers to adequately service the demand of customers. He said it is imperative that this issue be discussed at the regional level and is concerned about the next steps for the TPB and whether they cover every aspect of freight shipping the TPB should be involved in. He said that the TPB should find a way to advocate for freight to be addressed by the people who can make changes, including the federal government and the I-95 Corridor Coalition. He said it seems important to brief the congressional delegation and suggested that the TPB write a letter asking Congress to consider funding additional rail security studies, but noted that it is important to get beyond studies and figure out what needs to be implemented. He asked what other agencies should be involved in raising consciousness about the need to restructure freight through the Baltimore-Washington area.

Chair Hudgins said there is some action the TPB could take, but that she wanted to hear all questions first.

Mr. Mendelson said he continues to be concerned and frustrated about the discussion of freight traffic through the District. He believes that the two focal areas – security and regional rail transportation – are quite different and have gotten confused. He said the purpose for the Study from the TPB's standpoint should be dealing with the capacity issues of freight moving through the area. He said that he is not sure that he wants the freight rerouted, noting the Study contains realignment in the title. He said he would like to see options that relieve the bottlenecks on the Long Bridge and the Virginia Avenue Tunnel. He also said that alternative routes should be examined to handle additional capacity when needed, but noted that other jurisdictions do not want hazardous materials moving through their communities.

Mr. Olson asked if CSX and other freight shippers have been looking at improving the

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bottlenecks, or do they expect the federal government to fix that problem.

Mr. Dowd replied that he believes freight shippers are looking at the bottlenecks. He said the MAROpS was coordinated with them and they realize the constraints on their service provision. He clarified that the NCPC Study looked at security issues, but also addressed capacity issues.

Mr. Olson noted the possibility of coordinating with freight shippers. He spoke about the virtual fence study and mentioned a concern about trains being sabotaged from a distance outside of these measures.

Mr. Dowd said he believed that represented realistic concerns with the virtual fence theory, but that the strategies developed through the TSA work would serve to reduce possible attacks.

Ms. Tregoning drew a connection between this discussion and some work happening in the COG Metropolitan Development Policy Committee (MDPC). She said MDPC is preparing a work plan and response to a request by the COG Board for regional visioning. She said one of the items that will come up at the COG Retreat at the end of the month is consideration to create a “mega-region,” from Baltimore to Richmond to address some of these issues, though not exclusively related to transportation. She said it would be important to engage a larger community to examine these issues.

Mr. Moneme said that MAROpS and the Northeastern Rail Operations Study (NEROps) are frameworks in place for the regions to work together to deal with freight issues along the I-95 Corridor. He said he thinks it would be useful for the TPB to have a place at the table when discussing transportation reauthorization to advocate for freight issues to become one of the major policy issues. He said the freight shippers are interested in capacity issues, but will not spend any more money than they have to, so he believes it will come to the federal government taking responsibility for improvements. He said the TPB needs to determine what they want the outcome to be and to be part of the advocacy for these issues.

Mr. Weissberg asked what the cost was of fixing the Long Bridge and the Virginia Avenue Tunnel under the MAROps. He also asked what the cost of the recommendations was in the NCPC Study, and if higher, should the TPB focus on the MAROps recommendations.

Mr. Dowd said he does not have a breakdown of the individual MAROps components. He said it would be advantageous to invite the I-95 Corridor Coalition to explain their recommendations, which focused solely on freight movements. He said MAROps recommendations would probably cost less, as they were to expand the Long Bridge and increase capacity in the Virginia Avenue Tunnel, which would have impacts on the District. He said it was not possible to make a direct comparison between the studies because the objectives were different.

Mr. Weissberg noted the advantage of looking at improvements in Baltimore and Washington simultaneously.

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Mr. Dowd said he thinks that it is worth exploring that concept.

Ms. Porter said Takoma Park is concerned about freight traffic, as there is a line that carries both freight and passenger rail through its community. She said they are supportive of the actions taken by the DC Council. She said that security issues are important to Takoma Park, and she understands the political issues involved in rerouting freight, namely that no one wants to have hazardous materials routed through their communities. She noted that it is a good idea to move hazardous freight away from heavily populated areas. She said she hopes the study of security issues looked beyond potential terrorist threats, saying she believes it is more likely for accidents to release hazardous materials than a terrorist attack. She said both actions should be considered.

Mr. Dowd said population densities were examined as part of their Study, and noted that it did not address the likelihood of different types of attacks. He said he appreciated Ms. Porter's point, and noted that the highest population densities on the considered alignments are along the existing alignment.

Mr. Fellows said College Park is also located along a current freight alignment, which includes chemical cargo. He said the City has tried to work with CSX on local issues, which has been challenging. He asked Mr. Dowd to clarify if CSX is participating in MAROps, and what the extent is of the north-south participation in MAROps.

Mr. Dowd said MAROps was a subset of the I-95 Corridor Coalition, and included Delaware, Maryland, New Jersey, Pennsylvania, and Virginia.

Mr. Fellows said he appreciated the NCPC presentations, as the press coverage of the Study was confusing and blended the issues of the Study and the ordinance passed by the DC Council. He said it would be advantageous to have a briefing from the TSA on security issues, as well as by the I-95 Corridor Coalition on MAROps. He added that the TPB should create a forum or working groups to convene with those participating in MAROps to address regional rail issues.

Chair Hudgins asked if TPB staff should provide a report on how the TPB might set up a forum to work with MAROps.

Mr. Kirby suggested that the TPB request a presentation from the I-95 Corridor Coalition. He said this Coalition has been engaged in the federal legislation and is advocating for an I-95 Corridor component in the next reauthorization.

Mr. Fellows added that he believes there is value to rerouting freight carried on the highways to the rail system. He believes this is a strong reason for the TPB to advocate for expanding freight rail traffic in the region, and ensure the safety of this freight and the infrastructure on which it is carried.



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Mr. Snyder said the security discussion should be brought forward to the entities at COG that deal with security issues, and that funding for rail safety studies and projects should be brought to the UASI committees' attention, which is an existing, elaborate process. He commented that safety and security concerns should be at the forefront, and noted the discussion of the Metropolitan Area Transportation Operations Coordination (MATOC) Program Steering Committee at a meeting held before the TPB meeting that day. He said that the Maryland and Virginia regional agencies and transportation system operators should be included in the process before the TPB recommends an action plan. He said TPB staff should develop a set of next steps for the TPB, advising them on their appropriate role in freight issues.

Mr. Bronrott asked about EMS and first-responder readiness in the event of an accident or attack on the rail lines, and how the TPB should be involved with this specific issue.

Chair Hudgins said at this point, it would be helpful for TPB staff to review the comments and options and present the TPB with possible recommendations for action.

## **10. Briefing on Visualization of the Constrained Long Range Plan (CLRP) and Land Use Information**

Mr. Eichler said that SAFETEA-LU calls for states and MPOs to use visualization techniques to strengthen public participation in the planning and project delivery process, with the purpose of aiding the public understanding of proposed plans. He said that traditionally the TPB has produced brochures of projects and studies with maps and other graphics in them. He commented that this information has also been available online, but that it can be tedious to view the detailed information for the projects. He said TPB staff has developed a new system using Google Earth to show projects in the CLRP, which he would demonstrate for the Board.

Mr. Eichler demonstrated the start-up page on the CLRP website, which shows a user how to navigate the Google Earth experience, including examples of how projects are represented in Google Earth, with different colors for roadway and transit projects and studies. He said there are many layers that can be controlled by the user, including roads and jurisdictional boundaries. He added that the CLRP visualization using Google Earth includes activity centers with current and projected numbers of employment and households.

Mr. Eichler showed the key features of the Google Earth tool to the TPB. He demonstrated how to navigate the tool, and explained the association between projects and studies and their representative shapes in Google Earth. Using the Dulles Corridor Rapid Transit project as an example, he showed how to get information about the project, including all information that is submitted to the TPB for review, images, and links to websites that contain more information. He noted that the project information available through the CLRP Google Earth tool is provided by the transportation implementing agencies.

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Mr. Eichler said this tool is an initial step towards providing the public with access to a variety of information. He added that it can be used to access CLRP performance data, accessibility analyses of the CLRP, and congestion maps. It can be demonstrated at the TPB outreach activities to encourage the public to access all of the information in the CLRP. He closed by noting that it could be used to visualize the Regional Mobility and Accessibility Scenario Study and access information on the different transportation improvements and land-use projections.

Chair Hudgins commented that this visualization is exciting.

## **11. Briefing on the Draft TPB Participation Plan**

Ms. Crawford reviewed the Draft TPB Participation Plan that was included in the TPB mailout packet. She said the Participation Plan includes recommendations from the Evaluation of the TPB's Public Involvement Activities performed through a consultant earlier in the year. She noted other inputs were the SAFETEA-LU federal requirements, lessons learned since adoption of the current Public Involvement Process in 1999, and recommendations from the various TPB committees staff met with during the development of the Plan. She added that the Plan was designed to fulfill the federal requirements, including consulting with interested parties during its development. She said that under SAFETEA-LU, MPOs have been encouraged to create a proactive participation strategy, which is different from previous transportation reauthorizations that were more regulation- and requirement-based.

Ms. Crawford said the recent Evaluation Report on the TPB's Public Involvement Activities provided recommendations centered on the realization that TPB serves constituencies with different informational needs and that materials need to be tailored to each constituency's level of knowledge about the TPB. She said the Plan identified some continuing challenges to participation, which include describing how participation will be used in the TPB's decision-making process; helping participants understand the TPB planning cycle; being strategic in prioritizing the TPB's limited resources; and continuing to provide participation opportunities for the region's underserved communities.

Ms. Crawford said the Participation Strategy describes three constituencies to which TPB staff will tailor outreach efforts and transportation planning materials in an annual participation program. The first is the Involved Public: those who know about the TPB and participate in the TPB process. She described several ways the TPB can support their contributions. The second is the Informed Public: those who may understand local and regional transportation planning, but may not be familiar with the TPB. She said the TPB should inform and educate this group so they will be more likely to participate in TPB activities. The third is the Interested Public: anyone in the region who uses the transportation system. She said the TPB should simplify regional transportation planning for this majority constituency and provide them with materials

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that are easy to access and understand.

Ms. Crawford said that while the Participation Plan describes the goals and objectives to guide the annual participation program, the Plan itself is not focused on specific programming so that it will remain relevant until the next reauthorization. She noted that the Participation Policy contains the policy statement from the 1999 Process, new policy goals, and the amended participation activities that reflect items recently added to the outreach program.

Ms. Crawford detailed some of the TPB's current efforts on engaging participation. She highlighted the TPB's outreach meetings on the scenarios, the Community Leadership Institute, and the visualization of the CLRP described in the previous item, which all aim to further assist the public in understanding the role of the TPB. She noted that the goal of the Plan is to document current activities that contribute to participation in the TPB and further develop an annual program that is centered on the goals outlined in the Participation Plan. She said the Participation Plan is on schedule for adoption by the TPB in November.

Chair Hudgins said that this is a really important effort.

Ms. Porter congratulated TPB staff on this effort and encouraged staff to continue producing materials that are accessible to people who are not knowledgeable about regional transportation issues. She noted that many people are concerned with traffic issues, and do not think regionally about transportation. She said she feels some TPB documents that have related regional issues to local concerns are very good and effective.

## **12. Briefing on the Draft Report and Feedback Summary for TPB Scenario Study Outreach Activities**

Mr. Smith gave a PowerPoint presentation that summarized TPB staff outreach efforts surrounding the Regional Mobility and Accessibility Scenario (RMAS) Study and reviewed a draft report summarizing feedback from those efforts. He provided an overview of the Scenario Study and related outreach activities, and referred Board members who might want more background on the Scenario Study to the appendices of the draft report and the "What If" brochure about the study.

Mr. Smith said that most participants at outreach meetings agreed on the transportation and land use factors causing regional congestion, and that there was some consensus on a strategy of trying to alleviate congestion by concentrating growth in activity centers served by transit. However, audiences identified many challenges and concerns about implementation of this strategy. These challenges included housing affordability as a driver of land use patterns and municipal fiscal motivations encouraging job growth above housing. He said audiences feared that government would not provide adequate infrastructure, especially road and transit capacity,

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to accommodate a strategy of concentrated growth, with many saying that localized side effects would outweigh the potential benefits of such a regional strategy. He said audiences talked about the need for a commitment on the part of local jurisdictions to accommodate growth with adequate transportation infrastructure, especially transit capacity.

Mr. Smith concluded his presentation by listing eight opportunities for TPB action, among which are communicating a cohesive message about regional challenges related to growth, advocating for more funding for transportation improvements, providing more tools for localities to “do density right”, and improving the process through which transportation projects are prioritized in the region. He said the next steps would be to consider the recent CAC recommendations and the public feedback to determine future Scenario Study activities. He noted that there are several common themes between the CAC recommendations and the feedback report. He said that after considering these themes and recommendations, staff recommends creation of a TPB committee or task force to provide policy stewardship for the future of the scenario study and related regional activities that might stem from the study.

Chair Hudgins, referring to the last slide of the presentation, said that she had talked to Mr. Knapp and that he had agreed to lead a TPB task force that would address the CAC recommendations and the feedback from the Scenario Study outreach effort. She asked that staff work with Mr. Knapp to provide the Board with more details on how the committee or task force would be established and the purposes it would serve.

### **13. Status Report on the Transportation/Land-Use Connections (TLC) Pilot Program**

Ms. Crawford provided a status report on the Transportation/Land-Use Connections (TLC) Pilot Program, noting that the TPB would receive a full report in the fall, once the evaluation of the pilot phase has been completed. She said that the TLC Program was developed to support key strategies of the Regional Mobility and Accessibility Scenario (RMAS) Study. She described the two components of the TLC Program: a Regional Clearinghouse website and the Technical Assistance program.

Ms. Crawford said the Regional Clearinghouse was launched in June and contains national best practices and strategies on transit-oriented development, as well as a staff-populated database of regional examples of dense development techniques. She provided an overview of the website, demonstrating the national strategies section and the regional database, noting that staff from other jurisdictions have been asked to review the website. She said that information and products from the Technical Assistance projects will be posted on the website as they are completed.

Ms. Crawford said there were five location-specific projects and a sixth public presentation completed as part of the pilot phase of the Technical Assistance program. She briefly described the location-specific projects:

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- A scoping study was completed for a Revitalization Strategy for the District of Columbia, focusing on the neighborhood surrounding the Potomac Avenue Metro Station; the scope of work is online.
  - A pedestrian study was conducted for M-NCPPC on an intersection in Takoma Park and Langley Park which will inform the Takoma/Langley Crossroads Sector Plan.
  - Urban roadway classifications were developed for Charles County to implement more dense, walkable communities in the St. Charles Urbanized Area
  - A study researching appropriate levels-of-service in and around transit-oriented development is being completed for Fairfax County
  - A scope of work was developed for Prince William County to secure funding for a planning study to analyze the impacts of the Base Realignment and Closure (BRAC) decision.

She said the sixth project, a public presentation, was developed from several applications that requested an educational presentation to assist their community in understanding different types of density. She noted how this project addresses some of the feedback on density concerns the TPB received during the RMAS Study outreach efforts described in the previous item.

Ms. Crawford described some staff observations of the pilot phase, and said that the TPB staff would be conducting an assessment of the program by contributing staff at the participating jurisdictions and the consultants. She said the assessment will inform the next round of funding for the TLC Program. She added that the TPB has been selected to participate in the Virginia Department of Transportation (VDOT) Multimodal Grant Program, noting that VDOT selected five of the eight original TLC project applications in Northern Virginia for funding.

Chair Hudgins said she felt the TPB has had a good outcome from a small investment of funding and she hopes this program will continue to allow the TPB to learn and share best practices from which the entire region may benefit.

#### **14. Other Business**

There was no other business.

#### **15. Adjournment**

Chair Hudgins adjourned the meeting at 2:10 p.m.