

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

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
June 15, 2005**

Members and Alternates Present

Phil Mendelson, D.C. Council  
Catherine Hudgins, Fairfax County Board of Supervisors  
Kathy Porter, City of Takoma Park  
JoAnne Sorenson, VDOT-NOVA  
Ron Spalding, MDOT  
David Moss, Montgomery County DPWT  
Damon Harvey, DDOT  
Lora Byala, WMATA  
Bill Wren, City of Manassas Park  
Bruce Reeder, Frederick County  
Skip Coburn, DC Council  
Rick Canizales, Prince William County  
Brian A. Glenn, FTA  
Debbie Lipman, WMATA  
Carol Petzold, Maryland House  
David F. Snyder, City of Falls Church  
Robert Werth, Diamond Transportation  
Ludwig Gaines, City of Alexandria  
Andrew Fellows, City of College Park  
Cicero Salles, Prince George's County  
Rick Rybeck, DDOT  
Mick Staton, Loudoun County Board of Supervisors  
Harry J. Parrish, Virginia House  
Christopher Zimmerman, Arlington County Board of Supervisors  
Kathy Porter, City of Takoma Park  
Julia Koster, NCPC  
Sandra Jackson, FHWA  
MWCOG Staff and Others Present

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Ron Kirby	COG/DTP
Michael Clifford	COG/DTP
Gerald Miller	COG/DTP
Bob Griffiths	COG/DTP
Jim Hogan	COG/DTP
Nick Ramfos	COG/DTP
Andrew Meese	COG/DTP
Wendy Klancher	COG/DTP
Jill Locantore	COG/DTP
Debbie Leigh	COG/DTP
Deborah Etheridge	COG/DTP
Daivamani Sivasailam	COG/DTP
Michael Farrell	COG/DTP
Anant Choudhary	COG/DTP
Dusan Vuksan	COG/DTP
Jim Yin	COG/DTP
Dave Robertson	COG/EO
Paul DesJardin	COG/HSPPS
Joan Rohlfis	COG/DEP
Jeff King	COG/DEP
Heather Nalbone	COG/OPA
Steve Kania	COG/OPA
Sharmila Samarasinghe	DRPT - Virginia
Deborah Burns	FTA – Washington Office
Stewart Schwartz	Coalition for Smarter Growth
Dennis Jaffe	TPB/CAC
Unwanna Bellinger	FHWA – Virginia Division
Famarz Mokhtari	M-NCPPC
Randy Carroll	MDE
Nicole Lewis	Arlington DOT
Alex Hekimian	M-NCPPC-Montgomery County
Tom Biesiadny	Fairfax County DOT
Al Francese	Centreville Citizens for Rail
Ken Reid	LOWER
Michelle D. Martin	MDOT
Lyn Erickson	MDOT
Ann-Drea Hensley	COG/DEP
Lauren McCreary	COG/OPA
Heather Greenfield	AP
Xuefong Wang	
Bob Chase	Northern Virginia Transportation Alliance

## **1. Public Comment**

Ken Reid, representing two groups Land Owners Opposing Wasteful Expenditures on Rail and [notollincrease.com](http://notollincrease.com), spoke about the recent series of articles in the *Washington Post* regarding the Metro system. He said the Washington Metropolitan Area Transit Authority (WMATA), needs to be held publicly accountable for its mismanagement. He said more attention needs to be paid to emerging public transit alternatives to heavy rail.

Responding to the first speaker, Harry Sanders, Action Committee for Transit, called attention to the recent *Washington Post* editorial which said that WMATA does need more oversight but that does not discount the fact that the system also needs dedicated funding. On another matter, he said he was disturbed by a recent *Post* article saying that Maryland was considering extending Metro to BWI Airport. He said it was more important to provide links like the Purple Line that would serve transit-dependent people on the eastern side of the region. Copies of his remarks were distributed for the record.

Responding to the first speaker, Stewart Schwartz, Coalition for Smarter Growth, said that congestion delays in the Washington region would be 50 percent longer had it not been for the region's transit investments. On another matter, he commended the Council of Governments and the Transportation Planning Board for analyzing the impact of the Department of Defense (DOD) proposed base realignments. He said the TPB should work very closely with VDOT and MDOT to analyze the costs of new transportation infrastructure. He said the proposed realignments would contradict the goals to reduce traffic and air pollution, preserve open space, and protect the Chesapeake Bay. He said those goals were enshrined in the TPB Vision. Copies of his remarks were distributed for the record.

Bob Chase, Northern Virginia Transportation Alliance, said the proposed base realignments would move 25,000 jobs, which is a relatively small number compared to the regional total of 2.6 million jobs. He said that areas losing jobs, such as Crystal City and Walter Reed, will readjust. He said the growth in the suburbs and outer suburbs could not be reversed and he expressed concern that the Regional Mobility and Accessibility Study is not looking at transportation solutions that might address that growth. Copies of his remarks were distributed for the record.

## **2. Approval of the Minutes for the May 18th, 2005 Meeting**

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

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

Referring to the handout report, Mr. Mokhtari said the Technical Committee met on June 3. The committee reviewed five items on the TPB's agenda:

- The committee was briefed on the final version of the Commuter Connection Work Program.
- The committee was briefed on the final transportation conformity rule amendments, and the draft work scope for conducting the conformity analysis for PM2.5 for the 2005 Constrained Long-Range Plan (CLRP) and FY2006-2011 Transportation Improvement Program (TIP).
- The committee was briefed on the COG/TPB analysis of the Base Realignment and Closure (BRAC) proposals.
- The committee reviewed the TPB letter of May 18 to the Metropolitan Development Policy Committee (MDPC) expressing its interest in looking at the balance of jobs and households within the region. The committee also talked about the June 8 joint meeting with the MDPC and planning directors.
- The committee was briefed on the air quality conformity assessment for the 2005 CLRP and the companion FY2006-2011 TIP.

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

Referring to the handout report, Mr. Jaffe said the CAC met the previous Thursday.

The meeting included a presentation from Barry Miller of the D.C. Office of Planning. The presentation provided an overview of regional land use and transportation challenges from the perspective of the District of Columbia. The presentation was particularly relevant given the District's concerns regarding the Round 7.0 Cooperative Land Use Forecasts' jobs/housing imbalance.

The CAC also discussed the base realignment proposals. Paul DesJardin of the COG staff briefed the committee on the COG/TPB analysis of the proposal. Stewart Schwartz, CAC member and executive director of the Coalition for Smarter Growth, expressed concerns that this proposal would work against the policies and goals expressed in the TPB Vision, particularly the focus on activity centers and mixed-use, transit-friendly development. Bob Chase, executive director of the Northern Virginia Transportation Alliance, downplayed the effects of the base realignment proposal and noted that it would be difficult to change the proposal anyway.

Mr. Jaffe said the CAC has established two working groups, which have started work this month. The groups are working on 1) CLRP and TIP information and analysis, and 2) the Regional Mobility and Accessibility Study.

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Mr. Jaffe said the CAC had received letters from the Maryland and Virginia departments of transportation and from Mr. Mendelson in his capacity as chairman of the TPB. He said the letters were sent in response to Mr. Jaffe's letter in April calling for a high-level meeting to expedite the establishment of the CapCom Program and Center. He said the committee looked forward to the TPB work session on CapCom that will be held prior to the July 20 TPB meeting.

Speaking as an individual, Mr. Jaffe reflected on the Washington Post series, noting that Metro does need to be more open and respectful to the needs of customers. He said it is also a plain fact that the system needs a more reliable funding source. He said that a number of the Metro board members do stand out as being particularly accessible to citizens.

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

Referring to the mailout material, Mr. Kirby said the Steering Committee met on June 3 and acted on two resolutions to amend the TIP with exempt projects that were requested by the Virginia Department of Transportation.

Referring to the letters packet, Mr. Kirby called attention to a letter from the Federal Highway and Transit Administrations informing the TPB that those agencies will be conducting their three-year certification of the TPB's process in September.

Mr. Kirby noted a letter from Stewart Schwartz of the Coalition for Smarter Growth congratulating the TPB on the Street Smart pedestrian/bicycle safety campaign.

Mr. Kirby noted letters from the Maryland Department of Transportation and the Virginia Department of Transportation responding to Dennis Jaffe's inquiries about the status of the CapCom proposals. Mr. Jaffe had discussed those letters in his report and they were also included in the CAC report.

Referring to the handout material, Mr. Kirby called attention to a fax received that morning from the federal transportation agencies, which announced approval of the air quality conformity determination for the 2004 CLRP and FY2005-2010 TIP. He also called attention to a letter from Earth Justice, which questioned aspects of that conformity finding, along with a letter he had sent responding to the concerns in the Earth Justice letter. Mr. Kirby thanked Sandra Jackson of the Federal Highway Administration (FHWA) and Debbie Burns of the Federal Transit Administration (FTA) for their assistance in addressing the questions that had been raised.

Mr. Kirby said it was important to note that effective that day, the one-hour ozone standard had been revoked and the 8-hour standard was now in effect for air quality conformity.

Mr. Kirby said that on May 24, the Private Providers Task Force held its annual meeting with all

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of the transit agencies and representatives in the region. He asked Robert Werth, chairman of the Private Providers Task Force and member of the TPB, to comment on that meeting.

Mr. Werth said this annual meeting is an important way for private providers to keep abreast of opportunities for interaction between the private sector and the public sector for transit provision. He noted the example of the new D.C. Circulator, which will be operated by a private contractor.

Ms. Porter said the Street Smart campaign had a very successful kickoff in Silver Spring. She said she appreciated the increased cooperation from law enforcement with this year's campaign.

Mr. Spalding thanked the federal agencies, Mr. Kirby and the TPB staff for their work on the conformity determination.

## **7. Approval of the FY 2006 Commuter Connections Work Program**

Referring to the mailout material, Mr. Ramfos said that the draft FY 2006 Commuter Connections Work Program (CCWP) was released on May 12 and distributed to the TPB at its May 18 meeting. On June 3, the draft was presented to the TPB Technical Committee, which recommended that the TPB approve the final draft.

A motion was made to approve TPB Resolution R21-2005 to approve the FY 2006 Commuter Connections Work Program.

The motion was seconded and was approved unanimously.

## **8. Briefing on the Transportation Conformity Rule Amendments for the new PM2.5 National Ambient Air Quality Standard, and Release for Public Comment of the Draft Scope of Work for Conducting the PM2.5 Conformity Analysis of the 2005 Constrained Long-Range Plan (CLRP) and FY 2006-11 Transportation Improvement Program (TIP)**

Referring to the mailout material, Mr. Clifford described the draft scope of work and provided some background on conformity requirements under the PM2.5 national ambient air quality standard. He said the EPA designation of the Washington Region as non-attainment for PM2.5 particulates became effective on April 5. While there are no guidance requirements at this point for the development of State Implementation Plans (SIP) for PM2.5, the first SIP to address PM2.5 will be due in 2008. Transportation planning requirements are affected immediately; there is a one year grace period within which conformity has to be demonstrated. Otherwise, a lapse in conformity will occur on April 5, 2006. Mr. Clifford said the mailout included two sets of documents containing information on two sets of regulations on PM2.5 issued by EPA.

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Mr. Clifford described aspects of the draft work program that were included in the mailout material. He noted that there are no existing mobile emissions budgets for PM2.5. He said that EPA has provided two options for evaluating PM2.5. One would essentially be a “build/no-build” comparison. The other would require a demonstration of action scenario emissions for each forecast year to be no greater than base year 2002 emissions. Staff recommended using the second option because it would be required for SIP development anyway.

Mr. Clifford said that staff was recommending the release of the draft work scope for a 30-day comment period.

Chairman Mendelson asked what the difference would be between the two options for evaluation. He asked if one would require more reductions.

Mr. Clifford said the difference between the two approaches was not clear. He said that substantial PM2.5 reductions would be expected through time through measures such as cleaner tailpipe standards. He said that a practical consideration was the modeling effort that would be required for the different approaches. He said a significant modeling effort would be required to create hypothetical baseline inventories, which would never be used again, whereas the 2002 analysis would serve a continuing purpose through time.

Hearing no objections, Chairman Mendelson said the draft work scope would be released for public comment as a matter of unanimous consent.

### **9. Briefing on the Department of Defense (DOD) Recommendations to the Base Realignment and Closure (BRAC) Commission and Approval of Work Program Task for Modeling the Transportation and Air Quality Impacts of the Proposed DOD Changes.**

Referring to the mailout material, Mr. Kirby introduced Mr. DesJardin of the COG planning staff. In the draft workplan, he noted that the Department of Transportation Planning staff would be responsible for task two, which would be modeling the transportation and air quality impacts of the proposed changes.

Mr. DesJardin said this analysis effort was on a fast track. After Secretary of Defense Donald Rumsfeld announced the BRAC recommendations on May 13, the COG board, with input from the TPB, asked staff to prepare an analysis of the effects of the recommendations on the Washington region. Mr. DesJardin described the work plan, which the COG board approved the previous week. He said the work plan included four tasks:

- Quantitative analysis of DOD proposed facility changes;
- Modeling the transportation and air quality impacts of the proposed DOD changes;
- Qualitative analysis (induced impacts of contractors who may choose to relocate

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- themselves into facilities or space adjacent to the DOD employees themselves); and
  - Design and security issues for non DOD federal agencies.

Mr. DesJardin said this is a very complicated analysis. The COG Board authorized staff to commission the services of a consultant. He said that Steven Fuller and John McClain of George Mason University had been contracted. He also said that the analysis efforts would be coordinated with the National Capital Planning Commission and the Northern Virginia Regional Commission, which have both looked into some of these issues in past years. He again emphasized that the work was proceeding quickly.

Chairman Mendelson asked for a clarification of what the board was being asked to approve.

Mr. Kirby said the board was being asked to approve work necessary for item two of the work program included in the handout. He said that under this task, TPB staff would look at transportation and air quality impacts for 2010 and 2020 and would provide the results of regional modeling work. The results would be provided to state and local transportation planners for their use in assessing local impacts. He emphasized that the results may not be large at a regional level, but the analysis might be more significant at specific locations, such as Walter Reed or Fort Belvoir.

Mr. Kirby said the analysis could be considered a new scenario under the Regional Mobility and Accessibility Study. He said the analysis for 2010 would be anticipated to be more dramatic than 2020, by which time considerable backfilling could be expected in locations that lost DOD related jobs. The analysis would provide regional data for vehicle miles of travel (VMT), transit use, emissions and other measures. The analysis would also include summaries for focus areas, which would be aggregations of traffic zones, for example, the locations surrounding Ft. Belvoir.

Mr. Kirby said that staff hoped to receive the inputs for land use for 2010 and 2020 by late June. The draft transportation analysis would be finished for the TPB Technical Committee meeting on July 8. It would be presented to the COG board on July 13 and to the TPB on July 20.

Mr. Staton asked how the analysis would estimate the number of contract workers that would resign.

Mr. DesJardin said George Mason had some experience with surveys for other federal DOD facilities, although those surveys may not be directly comparable. He said staff would defer to Mr. Fuller and McClain to provide estimates based on their best professional judgment.

Mr. Snyder said he was interested in the issue of cost for additional transportation infrastructure that might be needed. He said it was important to ask what the public costs would be to maintain levels of service if the DOD recommendations go ahead. He said the state and local governments typically end up carrying a huge burden in these situations.



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Mr. Kirby said this question showed why it was necessary to get the local planning staff involved. He said those staffs are looking on a regular basis at development impacts in their jurisdictions. He added that the COG board asked that information be provided about the costs of new or expanded capacity.

Vice Chairman Hudgins said she thought Mr. DesJardin had said the analysis would go beyond the COG/TPB region. She said she believed the study should be limited to the COG/TPB region.

Mr. DesJardin said he agreed with Vice Chairman Hudgins and that the study would in fact be limited to the COG/TPB region.

Mr. Salles asked if the results on July 20 would be in draft or final form.

Mr. DesJardin said a final written report with more detail and exhaustive findings will be produced at a later date, but the material available in July would be as complete as possible. He confirmed material would be sent out prior to the TPB meeting for the board to review ahead of time.

Ms. Petzold asked if consideration were given to making Walter Reed into a secure facility for the relocation of offices. She said transportation to Walter Reed would be inadequate for anything of that magnitude.

Mr. DesJardin said the analysis would look into the reuse of Walter Reed.

Chairman Mendelson said the question was really what kind of backfill would occur at Walter Reed. He said he did not have an answer.

Mr. Kirby said a hearing in the Washington region on the BRAC proposals had been tentatively scheduled for July 7. He said that hearing could include discussion of Walter Reed.

Ms. Petzold asked that an email be sent to the Board with information about the BRAC hearings.

Chairman Mendelson asked if the transportation and air quality analysis could be broken down by facility.

Mr. Kirby said yes, the study would designate areas like Walter Reed for study. These areas would be bigger than normal traffic zones, but not too large. Chairman Mendelson asked what that level of analysis would mean for a place like Crystal City, for example.

Mr. Kirby said the analysis would include traffic impacts within the focus areas. For Crystal City, the analysis might show drops in transit ridership. For Fort Belvoir, which would be on the receiving end of new jobs, additional traffic might show up. He said the next question might be

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whether the traffic impacts would be significant enough to justify widening an arterial road, for example, and how much that widening would cost. He said that kind of cost analysis might be possible if the numbers are clear enough and significant enough.

Mr. Spalding asked if the \$25,000 for the analysis, which was noted in the COG resolution, would come from the COG budget. He asked if that money was being used to pay for the consultant support.

Mr. DesJardin said both statements were correct.

Ms. Spalding asked if the transportation modeling for this work could be handled within the current TPB budget.

Mr. Kirby said the analysis was being done under the Regional Mobility and Accessibility Analysis, which is already funded. Some of the analysis of the HOT lane network was being deferred until next year.

A motion was made to approve TPB Resolution R22-2005.

The motion was seconded and was approved unanimously.

#### **10. Briefing on Activities of the Metropolitan Development Policy Committee (MDPC) to Evaluate the Impacts of the Draft Round 7.0 Cooperative Land Use Forecasts**

Referring to the mailout and handout material, Mr. DesJardin described recent efforts to evaluate the impacts of the Draft Round 7.0 Cooperative Land Use Forecasts. He said the Metropolitan Development Policy Committee (MDPC) in March gave an initial approval for the draft, Round 7.0 Cooperative Forecasts, but since that time concern has been expressed regarding the forecasts' imbalance between housing and jobs, particularly in the years after 2020, when the growth in jobs in the region is expected to dramatically outpace the growth in households.

Mr. DesJardin said the MDPC met on June 8 to discuss potential methods to address the jobs/housing imbalance, and he handed out a memorandum that described them. He said that three major items were discussed at that meeting:

- It was reported that household forecasts for 2030 could be accommodated, within current local plans, for Fairfax, Montgomery and Prince William counties.
- COG/TPB staff presented an analysis showing that even after taking into account 1) forecasted household growth in the "outer ring" jurisdictions just beyond the border of the Washington Metropolitan Statistical Area (MSA) and 2) projected increases in in-

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commuting from jurisdictions outside the TPB modeled area, there still remained a significant imbalance between projected jobs and households in the Round 7.0 forecasts.

- COG/TPB staff presented two options for addressing the jobs, workers and household imbalance: 1) proportionally reduce Round 7.0 employment forecasts to a level equal to the employment forecasts produced by the econometric model which guided development of the regional Round 7.0 forecasts; or 2) increase household forecasts in the TPB “modeled area” to provide enough workers to fill forecasted jobs.

Mr. DesJardin said staff intended to have the projections reconciled and presented to the MDPC for approval during their July 13 meeting. These forecasts would then become the official draft forecasts for use in the TPB’s air quality analysis.

Mr. Kirby thanked Mr. DesJardin and the planning directors for their efforts. He repeated that despite some new information, including increases in forecasted housing in three jurisdictions and inclusion of additional forecasted households in the TPB modeled area, there continued to be a significant jobs/housing imbalance.

Mr. Kirby noted that the planning directors were reluctant to reduce their employment forecasts, in large part because employment forecasts in the past have been low not high. He noted that the discrepancy between the econometric model and the forecasts might represent a justification for reducing the employment forecasts, and this point was now under discussion. He said that discussions were continuing regarding the opportunities to increase the housing forecasts within the region, particularly for 2020-2030, a period that local comprehensive plans may not cover.

Mr. Kirby said this issue could delay the conformity determination process, but he felt that addressing this issue was necessary and that the additional time was justified.

Mr. Rybeck expressed concern that this might become an exercise in tweaking data to try to get the imbalance reconciled. He said it seemed the imbalance was too large to be resolved in this way, and more importantly, he said this issue was too important to be resolved through this approach. He questioned whether it would be satisfactory to make the total regional numbers fit, even if the forecasts put jobs and housing at increasingly greater distances from each other. He said it was important to consider the policy implications.

Mr. Kirby said the efforts to address this issue were much more than an effort to get the numbers to fit. He said that the planning directors had not proposed across-the-board solutions, but instead had been looking individually at their jurisdictions and their specific concerns.

Mr. Rybeck said that theoretically the number of jobs could be decreased and the number of households increased to create the regional balance, but the problem of getting workers to jobs would still remain.

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Mr. Kirby said the first step was to make the forecasts consistent. However, he said that even when that is done, there will continue to be strong employment growth and not enough housing nearby.

Mr. Zimmerman said his concerns were similar to Mr. Rybeck's. He cautioned against solving this problem simply by making adjustments to the forecasts when in fact maybe the forecasts were indicative of a major problem. He said it was important to ask whether the forecasted job growth was realistic. If it is, he said it was important to consider the housing implications. He said one implication could be a continued rise in housing prices. Another implication might be that more workers move into fewer homes. He said that at some point, there would be pressure to create as much housing as the market is going to support, and then the question becomes, where will that housing be? He noted that the real world is not a perfect free market; it is influenced by policies. Therefore, it is important to ask what policies need to be developed. Overall, he said there should be opportunities to ask what the data is saying and not to simply try to make it balanced. He said this was not simply an imbalance on paper, but a real-life situation that regional leaders should be having a conversation about.

Mr. Staton said he wholeheartedly agreed with Mr. Zimmerman's comments. He asked if the housing forecasts include breakdowns by housing type.

Mr. DesJardin said the local governments provide the projections for a mix of single family and multi-family.

Mr. Staton said he was interested in the shifts in demand for different types of housing. He said he was interested in the commutes that people are willing to endure in order to have a certain type of housing. He said he was also interested in how different types of housing attract different types of workers.

## **11. Status Report on the Air Quality Conformity Assessment for the 2005 Constrained Long-Range Plan (CLRP) and FY200-2011 Transportation Improvement Program (TIP)**

Referring to the mailout material, Mr. Clifford briefed the Board on the status of this year's conformity assessment.

He said a number of tasks are proceeding in parallel, from network coding activities to the development of emissions factors and the preparation of travel demand forecasts. He said the analysis was waiting for the land use inputs, the Round 7.0 Cooperative Forecasts, which are currently being reviewed as discussed under Item 10 on the agenda. He said the process would be delayed, at least by one month.

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**12. Briefing on Recent Congressional Actions to Reauthorize the Transportation Equity Act for the 21st Century**

Mr. Kirby said Congress had still not passed a final bill although it appeared it was getting closer. He said a Conference Committee had been appointed. He said the total funding continues to be a problem because the President has said he will veto anything more than \$284 billion, and the Senate bill is higher than that level.

Mr. Kirby noted the TPB's continued interest in maintaining flexibility in the final legislation for tolling. He said staff would be monitoring the final bill.

Mr. Kirby said that Debbie Lipman from Metro had asked him to distribute a letter from Metro to Congressman Don Young regarding transit funding and, particularly, funding for Metro Matters.

Ms. Hudgins said it was important to take note of the letter from Metro, in particular the call for a raise in the transit benefit to \$155 per month, the same level as for parking.

**13. Adjourn**

There being no other business, the meeting was adjourned at 1:57 p.m.