

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
December 19, 2007**

Members and Alternates Present

Nat Bottigheimer, WMATA  
Bill Bronrott, Maryland House  
Deborah Burns, FTA  
Robert Catlin, City of College Park  
Ulysses Currie, MD Senate  
Lyn Erickson, MDOT  
Andrew Fellows, City of College Park  
Jason Groth, Charles County  
Catherine Hudgins, Fairfax County Board of Supervisors  
Sandra Jackson, FHWA  
Sakina Khan, DC Office of Planning  
Michael Knapp, Montgomery County Council  
Julia Koster, NCPC  
Timothy Lovain, Alexandria City Council  
Michael C. May, Prince William County  
Phil Mendelson, DC Council  
David Moss, Montgomery County  
Mark Rawlings, DDOT  
Rick Rybeck, DDOT  
C. Paul Smith, City of Frederick  
Reuben Snipper, Takoma Park  
David Snyder, City of Falls Church  
Linda Smyth, Fairfax County  
JoAnne Sorenson, VDOT-NOVA  
Kanti Srikanth, VDOT  
Patricia Ticer, Virginia Senate  
Victor Weissberg, Prince George's County  
Patrice Winter, City of Fairfax  
Bill Wren, Manassas Park  
Chris Zimmerman, Arlington County Board

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MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Jerry Miller	
Jim Hogan	
Bob Griffiths	
Nick Ramfos	
Wendy Klancher	
John Swanson	
Debbie Leigh	
Deborah Etheridge	
Andrew Meese	
Andrew Austin	
Beth Newman	
Darren Smith	
Sarah Crawford	
Monica Bansal	
Michael Eichler	
Michael Farrell	
Karin Foster	
Allen Muchnick	Arlington Coalition for Sensible Transportation
Jeff King	COG/DEP
Harry Sanders	Purple Line Now Coalition
Bill Orleans	PG ACT
Alex Verzosa	City of Fairfax
Lisa Quill	Charles County/VANGO
Greg McFarland	NVTC
Jennifer Aument	Transurban
Jeff Cole	Fluor
Ritch Viola	Arlington DOT
Bob Owolabi	Fairfax County DOT
Angelica Betts	Prince William County
Tom Biesiadny	Fairfax County DOT
Theo Ngongang	MDOT
Bob Owolabi	Fairfax County DOT
Anthony Foster	PRTC
Jim Maslanka	City of Alexandria

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

Mr. Sanders of the Purple Line Now Coalition reviewed projected ridership numbers released on December 3 by the Maryland Transit Administration (MTA), noting his belief in the need for this type of rail service from Bethesda to New Carrollton. He said he was concerned about the amount of time it took MTA to release this information, and noted that he believes other projects could suffer setbacks if there are delays in preparing this information. He suggested that a solution to project delays might be a best practices analysis tool that could assist in determining the value of large regional projects. He said he had hoped this type of analysis would come out of the Scenario Study, but now thinks it would be appropriate for states to develop such a tool. He said this might assist state agencies in determining which projects are most cost effective. Copies of his remarks were submitted for the record.

Mr. Muchnick of the Arlington Coalition for Sensible Transportation spoke in opposition to amending the 2007 Constrained Long Range Plan (CLRP) and FY 2008-2013 Transportation Improvement Program (TIP) to add the Virginia Department of Transportation (VDOT) I-66 spot improvements project. He said this project violates TPB objectives, ignores better performing and more cost-effective traffic management alternatives, fails to adequately analyze traffic and environmental impacts, and is opposed by Arlington residents. He said that the project would worsen regional traffic congestion, among other things. He said these changes were not mentioned in VDOT's March 2005 "Idea-66 Feasibility Study Final Report." He asked the TPB to require VDOT to report back in early 2008 on the results of the current spot improvement study, and to revisit the issue of whether the I-66 spot improvements should remain in the CLRP and TIP. Copies of his remarks were submitted for the record.

Mr. Chase of the Northern Virginia Transportation Alliance listed the good transportation improvements in Virginia, the District of Columbia, and Maryland during 2007. He noted there was only one Code Red violation registered for hot weather during the summer, and drew attention to the new energy bill enforcing higher Corporate Average Fuel Economy (CAFÉ) standards. He encouraged the TPB to approve the I-95/I-395 HOT lanes facility and the I-66 spot improvements projects. He said he believes hundreds of thousands of people will benefit from this type of progress. He emphasized the time it takes to build projects and said that many important improvements are needed and cannot wait decades for completion. Copies of his remarks were submitted for the record.

Chair Hudgins thanked the speakers for their comments.

## **2. Approval of Minutes of October 17, 2007 Meeting**

Mr. Mendelson made a motion to approve the minutes of the October 17, 2007 meeting of the TPB. Ms. Smyth seconded the motion, which passed unanimously.

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

Mr. Harrington provided the TPB with a summary of the Technical Committee Meeting held on December 7, 2007. He reported that the Committee reviewed the following items on the TPB Agenda:

- Item 9: The Committee was briefed on the comments received on the draft TPB Participation Plan and recommended that the plan be approved by the TPB.
- Item 10: The Committee reviewed drafts of a memorandum of understanding (MOU) that identifies the responsibilities of the TPB, state DOTs, and public transportation operators for carrying out the metropolitan transportation planning policies.
- Items 12 and 13: The Committee was briefed on the draft air quality conformity assessment of the 2007 CLRP and FY 2008-2013 TIP and on the 2007 CLRP and FY 2008-2013 TIP, and recommended both be released for public comment on December 13.
- Item 14: Staff briefed the Committee on a draft letter with proposed TPB responses to the Fredericksburg Area Metropolitan Planning Organization (FAMPO) resolutions presented to the TPB in September 2006. The Committee suggested several language changes to the draft TPB response and recommended the TPB be briefed on the proposed responses.
- Item 15: The Committee was briefed on the draft TPB procedures for an administrative modification or amendment to the CLRP and TIP between scheduled periodic updates that are consistent with DDOT, MDOT, and VDOT procedures.

Mr. Harrington said the Committee received briefings on the development of the State Implementation Plans (SIP) for Fine Particulate Matter (PM<sub>2.5</sub>), a draft policy report summarizing changing travel trends and commuting patterns in the Washington region, and on recent activities of the TPB Travel Forecasting Subcommittee.

Chair Hudgins asked the TPB to join her in recognizing Mr. Harrington's service as chair for the Technical Committee for 2007. She asked Mr. Harrington to come forward and receive a plaque expressing the gratitude of the TPB.

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

Mr. Martin, Vice-Chair of the Citizen's Advisory Committee (CAC), briefed the TPB on the December 13 CAC meeting. He noted that the CAC also met in November, despite the cancellation of the TPB meeting for that month. He said the 2007 Constrained Long-Range Plan (CLRP) and the FY 2008-2013 Transportation Improvement Program (TIP) were released for public comment at the December CAC meeting. He noted several recent improvements to public information regarding the plan, specifically the new webpage, and said the improvements are consistent with comments and recommendations that have been made by the CAC.

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Mr. Martin said the CAC was briefed on the TPB Participation Plan that the TPB is scheduled to approve under Item 9 on the Agenda. He noted that the CAC was actively involved in developing this plan, and said the implementation of the plan will be important.

Mr. Martin said the CAC elected six current members to serve on the 2008 CAC: Harold Foster and Larry Martin from the District of Columbia; Dan Malouff and Allen Muchnick from Virginia; and Todd Reitzel and Emmet Tydings from Maryland. He said the 2008 TPB officers are scheduled to nominate the remaining nine members of the 2008 CAC at the January 16 TPB meeting. He said the 2007 CAC will have its final meeting on January 10, and the 2008 CAC will have its first meeting on February 14.

Mr. Martin summarized a discussion between the CAC and representatives from MDOT on the update process for the Maryland Transportation Plan (MTP). He said Ron Spalding of MDOT noted that the new MTP is expected to reflect renewed commitment to smart growth principles. Mr. Martin noted that comments from the CAC included: MDOT should coordinate with the District and Virginia; the MTP should include policies to ensure preservation of the Chesapeake Bay; existing highway facilities should be used more efficiently; MDOT should develop planning goals and policies that will influence future growth, rather than reacting to projected growth; and MDOT should be cognizant of regional trends.

Mr. Martin said that over the course of the fall, the CAC has extensively discussed the new TPB Scenario Study Task Force. He said the CAC remains interested in seeing how the Task Force will connect the Scenario Study to the CLRP. He said the CAC also discussed the Value Pricing Scenarios, and considered a draft resolution that would reiterate a CAC recommendation from February 2007 that called upon the TPB to study a scenario that would focus mainly on converting existing lanes to variably priced lanes. He said the CAC will discuss this resolution further at the January meeting and possibly return with additional comments.

Mr. Martin provided the TPB with highlights of the November CAC debriefing on the FY 2008-2013 TIP Forum held as part of the CAC meeting on October 11. He said TPB staff indicated that they would use CAC feedback in determining how to conduct future forums. He noted one concern of the CAC, namely questioning the purpose of a public forum held at the end of the TIP development process. He said that past CAC recommendations have suggested that the TPB should hold an annual forum at the beginning of the CLRP/TIP cycle.

Chair Hudgins said she hoped the TPB would consider recommendations that suggest improvements for public input in the CLRP/TIP cycle.

Mr. Martin said the CAC would be happy to provide specific input on this matter in January.

Chair Hudgins thanked Mr. Martin for his report.

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## 5. Report of Steering Committee

Mr. Kirby said the Steering Committee acted on three items at its December 7 meeting. He said the first two items were amendments to the 2008 Unified Planning Work Program (UPWP). The first amendment added a small amount of additional Federal Transit Administration MPO funding from VDOT and MDOT, and the second added language to the Human Service Transportation Coordination Planning Work Activity to conduct an independent review of Metro Access. He said the third item was a TIP amendment from the Virginia Department of Transportation (VDOT) that included some enhancement projects, safety projects, and three transit projects.

Mr. Kirby referred the TPB to the letters packet that was included in the mailout. He noted the award the TPB received on November 8 at the National Capital Area Chapter of the American Planning Association for the Transportation/Land-Use Connections (TLC) Program. He referred to an exchange of letters between Chair Hudgins and Chair Floreen of the Metropolitan Washington Air Quality Committee concerning commitments of mobile emissions reductions that TPB has been asked to make to help meet the contingency requirements for the PM2.5 SIP, which was done without any problems. He noted a series of letters that request state matching funds for a regional clearinghouse project for transportation services for people with disabilities, older adults, and lower-income commuters. He said a proposal was developed by the TPB Human Service Transportation Coordination Task Force to seek use of some of the formula Job Access Reverse Commute (JARC) and New Freedom funds to support a regional clearinghouse. He said this issue would need to be evaluated with other proposals for use of this funding. He said he included in the packet a letter from the TPB to VDOT requesting another round of funding under the Multimodal Planning Grants Program to support the TLC Program.

Mr. Kirby noted the progress of the energy bill and said he included the July 17 letter from the TPB to the region's Congressional delegation as a point of reference. He said the letters packet includes information about the progress of the energy bill that includes the new CAFÉ standards, namely that the House passed the bill on December 18 and that the President is scheduled to sign it on December 19. He said he has heard there is general consensus that this is a major step forward in transportation, potentially reducing dependence on foreign oil and reducing greenhouse gases.

Mr. Snyder asked if the TPB would approve of Chair Hudgins sending a letter to the Congressional delegation expressing our appreciation for their work on the energy bill. He noted the work of TPB staff and other member jurisdictions in acting quickly to show support for this positive legislation.

Chair Hudgins noted a consensus on this matter and asked Mr. Kirby for a draft letter to the Congressional delegation.

Mr. Rybeck said that Item 14 on the agenda includes a briefing on a letter of response to the

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Fredericksburg Area Metropolitan Planning Organization (FAMPO) from its inquiry over a year ago, and he noted that the TPB may be ready to move on this item and suggested that it be moved to the action items.

Mr. Rybeck made a motion to amend the agenda to make informational Item 14 an action item. Mr. Zimmerman seconded the motion, which passed unanimously.

Mr. Zimmerman clarified that Item 14 would now follow Item 11 on the agenda.

Mr. Rybeck referred to the item in the letters packet concerning the HSTC regional clearinghouse, noting that there is \$75,000 budgeted for this activity, which he is concerned may not be enough funding for this activity. He encouraged TPB staff to examine attaching the new clearinghouse to the established Commuter Connections Clearinghouse. He feels this association would make the HSTC regional clearinghouse more effective, as well as potentially use more of the \$75,000 for content rather than development of the site.

Mr. Bottigheimer said this is an idea worth exploring and that WMATA staff would be able to assist in this effort. He added that people with special needs are the audience for this HSTC clearinghouse and any website used for this effort should be accessible and responsive to their particular needs.

Chair Hudgins agreed with Mr. Bottigheimer's comments and added that this could be an opportunity to make the Commuter Connections website more consistent with the accessibility goals of the HSTC clearinghouse. She also commented on the award the TPB received from the National Capital Area Chapter of the American Planning Association for the TLC Program, saying it was gratifying to accept this award on behalf of the TPB and acknowledge the work of the TPB in voting to continue funding for this program.

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

Chair Hudgins acknowledged First Vice-Chair Andrew Fellows, who will be leaving public office, for his important contributions to the TPB. She asked the TPB to join her in congratulating Mr. Fellows for his distinguished service to the citizens of the region as a member of the TPB from 2004 through 2007. She also acknowledged Robert Dorsey, Mick Staton, Sam Minnitte, and Michael Lyles as members of the TPB who would not be returning to service in that capacity in 2008.

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## **ACTION ITEMS**

### **7. Report of the Nominating Committee for Year 2008 TPB Officers.**

Mr. Zimmerman said he was joined by Mr. Knapp from Maryland and Mr. Moneme from the District of Columbia on the Nominating Committee. He reported that the Committee was nominating Phil Mendelson of the District of Columbia for 2008 TPB Chair, Charles Jenkins of Frederick County, Maryland, for First Vice-Chair and David Snyder of the City of Falls Church, Virginia, for Second Vice-Chair.

Mr. Zimmerman made a motion to elect the nominees as the 2008 TPB Officers. Ms. Winter seconded the motion, which passed unanimously.

Chair Hudgins thanked the members of the Nominating Committee, and also thanked the 2008 TPB Officers for accepting the responsibility to serve on the TPB.

Mr. Zimmerman noted that Chair Hudgins would assume a role on the Nominating Committee for selection of the 2009 TPB Officers.

Mr. Mendelson noted the tradition of thanking the outgoing Chair and presented Chair Hudgins with a plaque in appreciation of her service as 2007 Chair of the TPB. He added that Chair Hudgins performed her job ably and highlighted the importance of strong regional leadership on transportation in the region.

Chair Hudgins thanked the TPB members for their support and said the experience was very important to her.

### **8. Approval of Funding and Transmittal Letter for TPB's 2008 Membership in the Association of Metropolitan Planning Organizations**

Mr. Mendelson said the Association of Metropolitan Planning Organizations (AMPO) does important work in coordinating issues that MPOs face across the country. He said the TPB has been a member of AMPO for many years and that the resolution is to renew the TPB's membership.

Mr. Mendelson moved that the TPB send a letter and funding confirming the TPB's 2008 membership in AMPO. Mr. Rybeck seconded the motion, which passed unanimously.



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## **9. Approval of the TPB Participation Plan**

Referring to the mailout material, Mr. Swanson briefed the TPB on the draft Participation Plan, which the TPB was being asked to approve. He said the Participation Plan was required by the 2005 federal transportation reauthorization legislation (SAFETEA-LU) and replaces the TPB's 1999 Public Involvement Process. He said the Participation Plan was developed over the past year with significant input from stakeholders. He described the goals and strategic framework for the Participation Plan. He also briefly described some of the comments received during the draft document's 45-day public comment period. He said that the comments would be addressed during the Plan's implementation.

Mr. Zimmerman made a motion to approve TPB Resolution 8-2008 to approve the Participation Plan. Mr. Mendelson seconded the motion, which passed unanimously.

## **10. Approval of Execution of Memorandum of Understanding (MOU) Between the TPB, the State DOTs and the Public Transportation Operators on Metropolitan Transportation Planning Responsibilities for the National Capital Region**

Referring the mailout material, Mr. Miller explained that the board was briefed on this draft memorandum of understanding (MOU) in October. He said the MOU seeks to implement a planning requirement in the federal regulations requiring that the states, the MPO, and the public transit operators shall cooperatively determine, and establish in a written agreement, their mutual responsibilities for carrying out the transportation planning process. He said the MOU had been reviewed by the legal staffs of the affected agencies. He also said that the TPB Technical Committee and the Regional Bus Subcommittee had been briefed and offered comments on the MOU. He said that the main change since the October version was that the definition of transit operators has been clarified: under the planning regulations the term "transit operator" refers to an operator that is a designated recipient for funding from the Federal Transit Administration. He said the transit operators that will be asked to sign this agreement are the Maryland Transit Administration, the Virginia Department of Rail and Public Transportation, WMATA, and the Northern Virginia Transportation Commission, which is a designated recipient. The other signatories are VDOT, MDOT and DDOT.

Mr. Zimmerman moved to authorize Chair Hudgins to send copies of the MOU to the appropriate officials at the state DOTs and public transportation agencies for execution. Ms. Ticer seconded the motion, which passed unanimously.

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**11. Approval of the Amendments to the FY 2007-2012 Transportation Improvement Program (TIP) That is Exempt from the Air Quality Conformity Requirement to Reflect the Latest Funding Estimates for the Capital Beltway HOV/HOT Lanes Project and the I-66 Access and Flyover Ramp Project, and Add a Pavement Rehabilitation Project on I-495 and I-66 as Requested by the Virginia Department of Transportation (VDOT)**

Referring to the mailout material, Ms. Sorenson reviewed the project changes and the revised cost estimates. She explained that the current funding estimates for the Capital Beltway include \$157 million from Virginia state funds, \$1.1 billion from TIFIA private activity bonds funds, and \$346 million from the private entity that is going to build and operate the HOT lanes.

Ms. Sorenson moved approval of the amendment to the fiscal year 2007-2012 TIP that is exempt from air quality conformity requirement to reflect the latest funding estimates for the Capital Beltway. Ms. Ticer seconded the motion.

Mr. Snyder said that the increase in the project's cost from \$900 million to \$1.6 billion in a matter of a few short years was amazing. He asked what systems VDOT has in place to assure that all of these cost increases are legitimate and that they will be held down as much as possible.

Ms. Sorenson explained that some of the cost increases were not construction costs, but were financing costs. She said that in terms of the construction itself, every aspect of the costs are negotiated and that there will be oversight by VDOT and FHWA of the costs and the operation.

Ms. Ticer asked how long the construction would be.

Ms. Sorenson said it would be four years.

Ms. Ticer said she believed the project is worthwhile and had been extensively discussed when the TPB approved it. She said, however, that the increase was breathtaking. She said it showed that every time projects are delayed, money is lost. She said that in many cases, this effect is not fully appreciated. She said she still believed the project was innovative and the amendment should be supported.

Mr. Lovain asked how much of the cost increases was due to showing the dollars in year of expenditure rather than constant dollars.

Ms. Sorenson replied that she did not know.

Chairman Hudgins asked if there was any change in the scope of the project. She said she wanted to be sure that this amendment did not need to go through a public comment period.

Ms. Sorenson said that the project scope was the same and the new funding package was

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approved in principle by all the entities in September. She said that after four months of working out the details, officials at the Federal Highway Administration requested that these new funding levels be included in the TPB approved TIP by the end of the year.

The motion was approved unanimously.

## **12. Briefing on TPB Responses to the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) Policies on Allocating and Sharing Regional Transit Funds**

Mr. Kirby provided a PowerPoint presentation on a request received from the Fredericksburg Area Metropolitan Planning Organization (FAMPO) in September 2006, including the proposed TPB response. He said FAMPO passed a series of five resolutions on the allocation of federal transit funds that come to the Washington Urbanized Area by formula. He described how the Washington Urbanized Area expanded between 1990 and 2000 to include areas in the outer TPB member jurisdictions, as well as the northern portion of Stafford County, a member of FAMPO.

Mr. Kirby reviewed transit funding from the Federal Transit Administration (FTA), including the Apportionment Formula for the 5307 Formula Program. He explained the factors that comprise the two tiers of the formula calculation: the Fixed Guideway Tier and the Bus Tier, the latter of which has stimulated FAMPO's interest. He said the FTA provides funding based on the amount of bus service that is operated in the urbanized area, so to the extent that more people and more bus revenue miles are included in the urbanized area, the region receives a larger share of the federal transit funds. He said when the Washington Urbanized Area expanded into Stafford County, the TPB captured its population and population density, receiving more funding as a result.

Mr. Kirby reviewed the five requests made by FAMPO and the proposed TPB responses. He said that request "B" involves the continuation of the funding distribution to VRE, with which the TPB is in agreement. He said that in addition, he would suggest adding language to highlight the FTA 5309 Formula funds, some of which are also allocated to VRE. He said the next request, "C," concerns Virginia Department of Rail and Public Transportation apportionment of Section 5307 funds among small urbanized areas in Virginia. He said this funding is allocated by the state and is for transit needs in smaller areas, which does not affect the TPB.

Mr. Kirby reviewed request "D," which concerns how the Washington Urbanized Area may be structured in the 2010 Census. He said FAMPO requests that FAMPO staff work with the TPB, the Commonwealth of Virginia, the U.S. Census Bureau, and the U.S. Congress to assure that the Washington Urbanized Area terminate at the Prince William County and Stafford County border. He noted that if Stafford County is not included in the Washington Urbanized Area in 2010, formula funds attributable to their population will not come to the Washington Urbanized Area. He said he recommends the TPB respond that it will determine how to act on this issue once the

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results of the 2010 Census are available.

Mr. Kirby said request “A” is for FAMPO to receive directly the North Stafford bus service generated 5307 formula funds to help defray a portion of the costs of North Stafford County transit services. He added that request “E” is for the return of the federal section 5307 formula funds generated as a result of the population of the urbanized portion of Northern Stafford County to FAMPO for use in defraying a portion of the costs of providing transit services in that area. He said FAMPO received a letter in 2004 from the Federal Highway Administration (FHWA) and FTA stating that if FAMPO would like to access those funds, they could participate in the TPB process for project selection, as the TPB and WMATA determine how these federal funds are spent. He said that the 5307 formula funds are for the Washington Urbanized Area to be allocated for the entire area, not broken off in pieces based on population. He recommends the TPB respond citing the advice in the 2004 letter from FHWA and FTA, and adding three procedural points for participation in the TPB allocation process.

Mr. Kirby reviewed the three points. First, FAMPO must include the ridership generated by their bus service in the formula, which he says it is currently addressing. Second, WMATA passed a resolution on January 27, 2000, that dedicated the formula funds to supporting repayment of a TIFIA loan guarantee, which extends to 2010. He said that as a result of the WMATA resolution, transit systems in the region receive these funds only if WMATA has allocated to them 5307 funds attributable to their operations as of January 1, 2000. He said WMATA would have to change that resolution to reallocate funding for Northern Stafford County. Third, according to WMATA ridership numbers, residents of the FAMPO region make approximately 3,900 trips daily on Metro Rail, yet FAMPO does not contribute to the WMATA operating subsidy because they are not in the compact area. He said this issue should be factored into any request FAMPO may make for funding.

Mr. Rybeck made a motion to approve the TPB response to FAMPO’s request of September 2006. Ms. Winter seconded the motion.

Mr. Zimmerman said the TPB response to this request has been an issue, particularly among the Virginia jurisdictions, for quite some time, noting it was appropriate for the item to be moved from informational to an action item. He said the requests made by FAMPO were not in the interest of the TPB, as the federal money based on the population of the Washington Urbanized Area is already used to subsidize use of the Metrorail System by FAMPO residents. He said the 5307 formula funding is allocated to the Washington Urbanized Area because the U.S. Census shows that people living in jurisdictions outside the TPB region area are coming to the region on a daily basis. He noted that the TIFIA loan referred to in the January 2000 WMATA resolution is used to rehabilitate older rail cars so they may function effectively into the future. He said resolving to allocate the funds from this program allowed WMATA to move forward when there was little other funding available.

Mr. May asked whether the Potomac and Rappahannock Transportation Commission (PRTC)

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generated miles for the region under this calculation.

Mr. Kirby replied that PRTC does generate miles, and that PRTC receives some funds under a prior agreement with WMATA, but that he did not know how much.

Mr. May noted that Prince William County, Manassas and Manassas Park do contribute to WMATA even through they are not part of the compact, and that they are happy to work with the TPB in these matters and support the system.

Chair Hudgins noted that this action affirms the importance of the regional approach to developing transportation initiatives. She said it is critical for FAMPO to understand that its contributions provide for the benefits its citizens derive from traveling in the Washington region. She asked that Mr. Kirby include the language about the Section 5309 formula program in the last paragraph on page two.

The motion passed unanimously.

## **INFORMATION ITEMS**

### **13. Briefing on the Draft Air Quality Conformity Assessment for the 2007 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2008-20134 Transportation Improvement Program (TIP)**

Referring to the mailout material, Mr. Clifford said the conformity assessment analyzed the CLRP and TIP with respect to ozone, fine particle pollution (PM2.5) and wintertime carbon monoxide. He said the final report was available on the web and is several hundred pages long. He said the summary report was presented to the Technical Committee in December and was currently out for public comment. The conformity assessment was scheduled to come back to the TPB as an action item in January.

Mr. Clifford described the text and exhibits in the summary report. He noted that the summary section indicates that the results of the conformity analysis provide a basis for the TPB to determine that the CLRP and TIP are in conformity.

Chairman Hudgins noted the TPB's support for the new standards established in the new energy legislation, and called attention to the importance of reducing emissions.

Mr. Clifford commented that the effect of the new fuel efficiency regulations will be to further reduce the emissions from the vehicle fleet in the future.

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#### **14. Briefing on the Draft 2007 CLRP and 2008-2013 TIP**

Referring to the new draft brochure on the 2008 CLRP, Mr. Kirby called attention to the four major new projects included in this year's CLRP and described some of the studies that have been included. He noted that occasionally key dates for projects are changed in the CLRP. For example, the completion of the Intercounty Connector (ICC) was moved out from 2010 to 2012 in this year's update. He noted that all of this information can be found at the TPB website. He emphasized that it is much easier now for the public to search the plan and quickly find information on specific projects. He said the CLRP and TIP were scheduled to be approved by the Board on January 16.

Referring the mailout material, Mr. Kirby noted the schedule for next year's CLRP and TIP updates. He said the deadline for project submissions would be January 11 and information on the new submissions would be presented to the TPB for review at its January 16 meeting. He said the schedule had been accelerated for the next year with the goal of having it completed by July. He noted that a number of new Northern Virginia projects were expected in 2008. He also said that additional Maryland projects are expected because of the recent funding increase there. He said there also might be some land-use changes related the Base Realignment and Closure (BRAC) process.

Chairman Hudgins said the brochure was a very effective, public-friendly document.

Mr. Lovain said that on November 30, the mayor of Alexandria and he sent a letter to the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT) expressing opposition to a new exit ramp or transit station at the Seminary Road interchange as part of the I-95/395 HOV/HOT lane project. He said he wanted the assurance of VDOT and VDRPT that those agencies would respond to that letter before the CLRP and TIP approvals in January.

Ms. Sorenson said the agencies were working to provide a response.

Mr. Bronrott asked how the CLRP is fundamentally assembled: Does the TPB just compile what the jurisdictions are working on, or does the TPB influence what goes into the CLRP?

Mr. Kirby answered that it is both a top-down and bottom-up process. He said the TPB can send top-down signals to the implementing agencies about what some of the priorities are. He gave the example of the bicycle and pedestrian committee, which develops an annual list of priorities. He noted that the TPB does ensure that the regional planning process meets all federal requirements, such as air quality conformity and financial constraint. He noted that certain new projects are sometimes kept out of the plan at the time of the project submissions because those projects may not be quite "ready" in terms of financial feasibility or environmental requirements. Finally, he noted that it is important to ask whether any projects that are currently included in the CLRP as studies should be moving faster and what might be done to expedite them.

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Mr. Bronrott noted some of the emerging transportation demands that will result from the BRAC changes in Maryland. In particular he noted relocation of Walter Reed to the National Naval Medical Center which is surrounded by state roads that he said are already considered to be failing. He asked what assistance might be provided at such a location.

Mr. Kirby said he understood a number of localized studies had been performed at that location. He said the coming update cycle seemed to be an appropriate time for improvement projects at such a location to be moved into the CLRP and TIP in order to meet the demands of those new developments.

Ms. Sorenson said that she would look into the question of whether project submissions for next year's CLRP and TIP were considering BRAC changes.

Ms. Erickson said that in Maryland, new projects go into the MDOT Consolidated Transportation Plan (CTP) and then into the TIP.

#### **15. Briefing on Draft TPB Procedures for Processing Revisions to the CLRP and TIP**

Referring to the mailout material, Mr. Miller explained that staff had developed a set of procedures to document the process for revising the long range transportation plan or the TIP between the major updates. He said that under the new planning regulations the TPB has to clearly define the processes and the procedures that it is using to make administrative modifications and amendments to the TIP and the long-range plan.

#### **16. Other Business**

There was no other business.

#### **17. Adjournment**

The meeting was adjourned at 1:50 p.m.