

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
February 21, 2007**

Members and Alternates Present

Deborah R. Burns, FTA
Nat Bottigheimer, WMATA
Andrew Fellows, City of College Park
Charles Graves, DC Office of Planning
Catherine Hudgins, Fairfax County Board of Supervisors
Sandra Jackson, FHWA
Charles Jenkins, Frederick County
Julia Koster, NCPC
Michael Knapp, Montgomery County Council
Timothy Lovain, Alexandria City Council
Michael Lyles, City of Bowie
David Moss, Montgomery County
Eric Olson, Prince George's County Council
Rick Rybeck, DDOT
JoAnne Sorenson, VDOT
C. Paul Smith, City of Frederick
Linda Smyth, Fairfax County
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
William Wren, Manassas Park
Chris Zimmerman, Arlington County Board

MWCOG Staff and Others Present

Ron Kirby
Michael Clifford

Jim Hogan	
Bob Griffiths	
Nick Ramfos	
Wendy Klancher	
Debbie Leigh	
Deborah Etheridge	
Andrew Meese	
Erin Morrow	
Sarah Crawford Fusarelli	
Michael Eichler	
Darren Smith	
Dave Robertson	COG/EO
Jim Maslanka	Alexandria
Alex Verzosa	City of Fairfax
Mark Rawlings	DDOT
Bill Orleans	PG ACT
Bob Owolabi	Fairfax County DOT
Al Francese	Centreville Citizens for Rail
Allen Greenberg	DC Citizen
Harry Sanders	Action Committee for Transit
Robin L. Marlin	CAC/TPB
Jack Requa	WMATA
Lisa Farbstein	WMATA
Unwana B. Dabney	FHWA-VA
Randy Carroll	MDE
Michael W. Nixon	MDOT

1. Public Comment on TPB Procedures and Activities

Mr. Greenberg commented on the Live Near Your Work Program, an initiative of Commuter Connections. He highlighted what he believes to be the positive aspects of the program, namely providing technical resources to employers to encourage their employees to move closer to their jobs through benefits and incentives. However, he said that the Live Near Your Work Program lacks tangible and substantial regional incentives for employees to do what the program is promoting. Specifically, he said that the TPB should be stronger in adopting and generously funding cutting edge regional programs, similar to those promoted in the November 2006 Citizen Advisory Committee (CAC) resolution to the TPB. Mr. Greenberg provided an example of a possible incentive, a one-time housing purchase grant of \$5,000 - \$10,000, or a housing rent voucher, for employees who move within a mile of their job. He lauded the Transportation / Land-Use Connections Program as an important first step, but urged the TPB to be stronger in its efforts to support the Live Near Your Work Program. Copies of his remarks were submitted for

the record.

Chair Hudgins thanked Mr. Greenberg for his input.

Mr. Sanders of the Action Committee for Transit urged the TPB to review the recommendations of the CAC's Regional Mobility and Accessibility Study (RMAS) in greater depth. In his opinion, the significance and quality of the recommendations deserve additional consideration beyond discussion at the TPB meeting. He recommended that a TPB member could chair the CAC and RMAS, similar to the way that Mayor Kathy Porter has chaired the TPB Access for All Committee. Mr. Sanders felt the RMAS is important because it analyzes the connection between land-use and transportation, as well as the regional benefits the transportation projects proposed. He used the proposed Purple Line project to emphasize a project that has some community opposition, but regional benefits to accessibility and mobility.

Chair Hudgins thanked Mr. Sanders for his comments.

2. Approval of Minutes of January 17, 2007 Meeting

Mr. Zimmerman moved to approve the minutes of the January 17, 2007 meeting of the TPB. The motion was seconded by Mr. Knapp and passed unanimously.

3. Report of the Technical Committee

Mr. Harrington provided the TPB with a summary of the Technical Committee Meeting held on February 2, 2007. He highlighted four items heard by the Technical Committee that will be presented to the TPB during the meeting, including the submittal of transportation control measures to the SIP and submission of projects for the 2007 Constrained Long Range Transportation Plan (CLRP). In addition, the FY 2008 Unified Planning Work Program (UPWP) and the FY 2008 Commuter Connections Work Program were discussed at the Technical Committee, with attention focused on the impact of the new federal requirements in SAFETEA-LU on the TPB Work Program.

Mr. Harrington also summarized the informational items discussed at the Technical Committee meeting. He noted that the committee has continued to work with staff on ways to visualize the CLRP, including using Google Earth to show the locations of projects in the CLRP. He said that TPB staff also provided information about activities on improving congestion management processes and environmental mitigation.

4. Report of the Citizen Advisory Committee

Mr. Tydings, 2006 CAC Chairman, presented the report in the absence of 2007 CAC Chairman

Mr. Larsen. He explained that in lieu of a report on the monthly meeting of the CAC, he would be providing the TPB with a summary of the committee's recommendations regarding the Regional Mobility and Accessibility Scenario Study (RMAS). Mr. Tydings explained that the recommendations would be presented in the form of three overarching goals that relate to ten recommendations for implementation. Referring to a PowerPoint presentation, he described the recommended goals for the RMAS as the following:

- To influence project selection and local land use decisions that promote regional planning.
- To raise awareness with decision-makers and citizens about regional challenges.
- To effectively use public outreach to inform future scenario planning activities, including the development of regional priorities and identification of implementation strategies.

Mr. Tydings expanded upon these goals, focusing on 10 recommendations for their implementation, including:

- Make available the study findings, including the brochure and "What If" presentation, to elected officials and local planning efforts.
- Support and expand the Transportation / Land-Use Connections (TLC) Program.
- Expand outreach to educate the public and raise awareness of regional challenges. This includes presentations to organized citizen groups and neighborhood committees, as well as outreach organized by the TPB.
- Establish a process for gathering public input and conveying it back to the TPB for the development of refined, new, or composite scenarios. Essentially, create a feedback loop for public input to be received and discussed among decision-makers.
- Provide public-friendly information on the TPB's variably priced lane scenario as quickly as possible.
- Move forward with developing and refining scenarios. The CAC suggests the study continue, working towards the refinement of additional scenarios and phases.
- Use the RMAS scenarios to develop a plan of regional priorities not constrained by available funding, potentially used as a benchmark for understanding project selection for the CLRP.
- Develop useful analysis of existing scenarios to provide more detail on which actions could be most effective. Drilling down into the current scenarios could provide more detailed and meaningful information for discussion.
- Analyze a scenarios or scenarios that assume the conversion of exiting general purpose lanes to variably priced lanes.
- The TPB should establish a working group to oversee future phases and steps to implement the study. This group could be comprised of current members of other committees, including the CAC, Access for All Advisory Committee, and the Joint Technical Working Group for the RMAS.

Mr. Tydings offered some final comments about follow-on from Phase I of the RMAS. He reported that the CAC is concerned about how public input will be solicited, how it will be

reported, and how this input will be made available to decision-makers. He also questioned if the Study has sufficiently examined scenarios for all modes of transportation, a task which the CAC believes is ripe for action. He urged the examination of more dramatic scenarios that are beyond current local and state plans. He said that the working group recommended by the CAC should address these issues, as well as a timeline for the completion of the Study.

Chair Hudgins thanked Mr. Tydings for his presentation of the CAC recommendations, noting that the recommendations are timely in addressing some of the challenges articulated in the RMAS.

Mr. Zimmerman commended the CAC on the usefulness of the recommendations. He proposed that staff develop a plan for implementation to ensure that these recommendations are not shelved. He said that many of the recommendations could be implemented immediately, while others will require a plan for action over the long term. He cited the Access for All Advisory Committee and its stewardship by Ms. Porter as a model for continued work on the RMAS. He said that a similar effort is appropriate in this circumstance.

Chair Hudgins agreed that it would be appropriate for staff to prepare recommendations for action on the items expressed by the CAC, focusing on the role of the TPB.

Mr. Zimmerman moved that the TPB refer to staff the development of a plan for implementation of the CAC recommendations of the RMAS. Mr. Rybeck seconded the motion, which passed unanimously.

Chair Hudgins departed from the agenda to acknowledge the service and contributions to the TPB of former DDOT Director Michelle Pourciau. Mr. Rybeck provided a brief summary of Ms. Pourciau's commitment to regional initiatives through her participation with the TPB. He said that she helped the TPB develop a vision plan and supported the concept of activity centers as places within the region that can accommodate growth. He also mentioned that Ms. Pourciau actively supported the value pricing task force and other technical efforts.

Ms. Pourciau spoke briefly about her appreciation of the opportunity to work with the TPB.

5. Report of Steering Committee

Mr. Kirby reported that the Steering Committee did not have any action items for consideration at its last meeting, but did review the agenda for the TPB meeting. He said that the committee discussed the January 23 announcement of the Secretary of the Virginia Department of Transportation regarding the availability of land use and multi-modal planning grants. He said that this grant program could complement the efforts of the TLC Program and provide for a funding source for continuing these efforts in the region's Virginia jurisdictions. Mr. Kirby said he has been encouraged by VDOT to apply for this funding as a way of increasing resources

available to the TLC Program. He said that Secretary Homer has indicated a continuing interest in the concept of greater coordination between transportation and land use policies.

Mr. Kirby detailed the ground rules of the new VDOT program, and said that he anticipates favorable consideration by VDOT of the TPB's application given that the TLC pilot program is already in place. He said that the first step in the application process was to submit a grant letter of interest by March 1, 2007, and that selected applicants will be contacted by March 19, 2007, with the request to submit a formal application by April 13, 2007. He said that funding would be available toward the end of the fiscal year.

Mr. Kirby recommended that a TPB letter of intent propose that the TPB would use the funding to continue the technical assistance portion of the TLC program in Virginia after July 1, 2007. The TPB letter would emphasize that the structure of the TLC program is in place and is expected to continue beyond this fiscal year using regional planning funds. Mr. Kirby noted that a difference between the TPB's funding of the program versus the Virginia grant program's funding is that the Virginia program requires a 10-percent match from local governments that receive assistance.

Mr. Kirby requested the Board's approval for staff to send a letter of intent to Virginia for the funding. He said that he will report on the status of the application at the March 21 TPB meeting. He added that perhaps the TPB can look toward Maryland and the District of Columbia for additional program funding if the TLC pilot program is successful and the Virginia grant application results in more funding for projects in Virginia.

Ms. Winter moved that the TPB send a letter of intent as recommended by Mr. Kirby for funding through the Virginia grant program. Mr. Fellows seconded the motion, which passed unanimously.

Mr. Fellows asked if there was a way to encourage Maryland and the District of Columbia to make similar funds available for the TLC program.

Mr. Kirby noted that Mr. Knapp as 2006 TPB Chair had sent a letter to all three state-level administrations inquiring about the possibility of funds to support the TLC Program.

Mr. Knapp mentioned that he had been in contact more recently with the Maryland Transportation Secretary, who is interested in the TLC program conceptually, but that the discussion has not moved towards establishing a source of funding.

Mr. Fellows asked that the TPB send a follow-up letter to the Maryland and District of Columbia administrations.

Chair Hudgins said that barring any objection, she would contact these administrations on behalf of the TPB at a point in the future when a letter could note the progress made with the TLC

program and in securing additional funding for the program from Virginia.

6. Chairman's Remarks

Chair Hudgins called attention to pedestrian and bicycle safety as an issue of paramount importance to the TPB. She noted a memorandum from WMATA General Manager John Catoe directed to the WMATA Board Chair and members of the Board. She said that this memorandum announced a bicycle and pedestrian workshop to be held on March 6, 2007, focusing on strategies for pedestrian and bicycle planning and how to work with local jurisdictions in the region to implement these strategies. She said that the topic is particularly significant given the recent pedestrian tragedies in the region.

Chair Hudgins introduced WMATA Chief Operating Officer, Jack Requa, and asked him to comment on WMATA's efforts to address pedestrian and bicycle safety.

Mr. Requa emphasized that safety is the top priority at WMATA. He said that WMATA is saddened by recent events and is taking steps to minimize these tragedies in the future, but noted that the safety record at WMATA is comparable to other major urban systems. He said that Mr. Catoe sent a letter to all Metro bus drivers reaffirming the agency's commitment to safety, and that he would be requiring all Metro bus drivers to go through refresher training once a year. In addition to increasing accessibility to street supervisors, safety officers and facilities, he said that WMATA has rolled out the "See More - Accident Awareness Program" in Virginia, for which units are installed in the buses to alert drivers of potential accidents. Buses in the District of Columbia are being fitted with strobe lights to increase awareness that the bus is approaching. He said that WMATA is working with its union to improve every aspect of safety within the system, and that both WMATA and the union are concerned with the negative publicity the agency is receiving.

Chair Hudgins thanked Mr. Requa for his time and said that she appreciates the efforts WMATA is continuing to make in terms of safety for both the operators and for the pedestrians and cyclists in our community.

ACTION ITEMS

7. Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2007

Mr. Rybeck made the nominations for the District of Columbia at the request of Mr. Mendelson, who could not be present at the meeting. He nominated Grace Malakoff, Merle Van Horne, and Robin Marlin to continue as members of the CAC, and nominated Joseph Bowser and Vera Abbot to serve as alternates.

Mr. Knapp moved to accept the 2007 CAC nominations. Mr. Lyles seconded the motion, which passed unanimously.

Mr. Fellows asked for an additional month to make the CAC appointments for Maryland. He said that he had identified some of them but had not yet completed a slate of members and alternates, and would rather make the nominations all at once instead of piecemeal. He said he would get names and contact information for the individuals to be nominated to Mr. Swanson so that they can be invited to the next CAC meeting in advance of their formal nomination.

8. Approval of Letter to the Metropolitan Washington Air Quality Committee (MWAQC) Concerning Review of New Transportation Measures Under Consideration for the Region's 8-Hour Ozone State Implementation Plan (SIP), and the Establishment of 2010 Mobile Emissions Budgets to Help Meet Contingency Requirements for the SIP

Mr. Clifford summarized the recent correspondence between the TPB and the MWAQC, and the draft letter with attachments before the TPB for approval, referring to the materials in the mailout packet. He said that Mr. Kirby had described the January 12 letter from the MWAQC and the December 20 letter from the TPB at the January TPB meeting, and had provided background at that time on the issue of transportation measures included in the SIP. He noted that the January 12 letter accepted the TPB's offer of assistance and forwarded a list of potential transportation measures for the TPB's review.

Mr. Clifford said that since the January TPB meeting, the MWAQC had sent a second letter seeking the TPB's assistance in meeting a contingency requirement for the SIP, which would go into effect if the region fails to attain the 8-hour ozone standard by 2010. He said that the request will impact the mobile emissions budgets that the TPB will be required to adhere to in future air quality conformity assessments. He said that in response to this request, TPB staff prepared a 2010 mobile source emissions inventory, presented the results at the February meeting of the TPB Technical Committee, and subsequently drafted the letter before the TPB for approval.

Mr. Clifford summarized the letter, noting that it details how the draft mobile source budgets are derived and recommends that any new transportation-related initiatives be reserved for use as transportation emissions reduction measures (TERMs) in the air quality conformity assessment process. He also described the schedule for review and approval of the SIP, highlighting the small window of opportunity for the TPB to comment. He said that the draft letter also was modified to indicate the inclusion in the mobile budgets of a NO_x credit of up to nine tons per day based on fleet turnover, responding to a request by the MWAQC.

Chair Hudgins asked if the NO_x change meant that any amount up to nine tons would be possible for inclusion, but that the entire amount may not be necessary to satisfy the contingency

requirement.

Mr. Clifford said that was correct.

Mr. Lyles moved to approve the draft letter from TPB Chair Hudgins to MWAQC Chair Floreen with the amendment as described by Mr. Clifford. The motion was seconded, and passed unanimously.

INFORMATION ITEMS

9. Update on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program

Mr. Meese briefly reviewed the purpose of the program, describing it as a regionally oriented program to improve technological systems for data sharing, enhance standard operation procedures and notification practices, and provide more timely and accurate transportation information to the public, especially during incidents. He noted that in addition to the TPB, MATOC participants include DDOT, MDOT, VDOT, and WMATA, and that funding for the activity was designated in SAFETEA-LU by Congressman Moran.

Mr. Meese said that since he reported on the program at the January TPB meeting, the agreement documents to fund and guide the program had to be revised again based on requests from attorneys for the involved parties. He said that the new version of the agreement was still awaiting signatures from Maryland officials, who had signed the previous version, as well as some additional signatures by procurement and financial officials in Virginia and the District of Columbia. He said that the remaining steps in formalizing the program include the appointment by the involved agencies of members and alternates to the MATOC Steering Committee, and for that committee to have its first official meeting at which it will elect a chairperson and adopt a charter and bylaws. He also said that once the necessary signatures are in place, COG will re-advertise for contractor support for MATOC as soon as possible.

Mr. Meese also drew attention to a flyer distributed at the meeting for the Baltimore-Washington Regional Traffic Signals Forum on March 14. He said that the target audience for the forum is technical personnel, but that the Board was being notified since the TPB is an official sponsor of the event along with the Baltimore Regional Transportation Board.

Chair Hudgins asked if the consultant hiring process must be held up pending the remaining signatures.

Mr. Meese said that the MATOC Steering Committee would have to approve the new Request for Proposals after all the signatures are in place.

Mr. Lovain suggested that the TPB plan a work session that could include members of the TPB who are interested in MATOC activities.

Mr. Meese said that members of the MATOC Steering Committee have discussed the possibility of having a special work session with interested Board members at an appropriate time in the future. He said that there has already been much technical work related to the issue of operations coordination that interested Board members could review and use to discuss possible improvements.

10. Briefing on TPB Regional Value Pricing Study, and on Potential Urban Partnership Agreements with the US Department of Transportation

Mr. Kirby noted that the Value Pricing Task Force held a meeting prior to today's TPB meeting, and that the new chairman of the task force is Mr. Zimmerman. He summarized discussion from the Task Force meeting, including a review of the briefing given to the TPB at its January meeting about newly issued regulations regarding allocation of Federal Transit Administration (FTA) formula funds. He noted that the Task Force has been concerned for some time about whether the FTA would include high-occupancy/toll (HOT) lanes converted from existing high-occupancy vehicle (HOV) lanes as fixed-guideway transit mileage for the purpose of FTA formula funding allocation.

Mr. Kirby said that the regulations issued by FTA took the position that existing HOV lanes with transit service already included in FTA funding formulas would continue to be eligible following conversion to HOT lanes, while HOT lanes converted from general-purpose lanes and newly constructed HOT lanes would not be eligible for FTA formula funds as fixed-guideway transit mileage, regardless of the level of transit service provided on those lanes. He said that although the TPB had sent a letter encouraging FTA to count such facilities in formula calculation, the FTA determined that such a policy would constitute too big of a change in the way transit funds are distributed nationwide for the decision to be made administratively.

Mr. Kirby clarified his response to a question at the January TPB meeting regarding the possibility of creating new HOT lanes only after briefly managing the new lanes as HOV and then converting them to HOT, in order to ensure that the converted lanes would continue to be eligible for inclusion in the FTA formula calculation. He said that the new regulations include a footnote that allows for such HOT lanes to be included in formula calculation only if the HOV lanes from which they were converted were present in the National Transit Database for at least three years and that public transit on those lanes accounts for at least 50 percent of passenger miles. He said that in theory, this means that a facility such as the ICC could be built and operated for three years as HOV and then converted to HOT, and still qualify for FTA formula funds provided that the transit share condition is met.

Mr. Kirby also clarified another issue discussed at the January TPB meeting: how maintenance of non-impeded transit service performance would be guaranteed on HOT lanes. He said that the FTA regulation requires that free-flow traffic conditions be preserved, and that SAFETEA-LU institutes monitoring procedures by public or private HOT lane managers for demonstrating compliance. He said that the monitoring requirements for HOT lanes converted from HOV lanes are more stringent than those that apply to existing HOV lanes already in the FTA formula.

Chair Hudgins asked if a certain system of monitoring infrastructure is required for determining compliance with the FTA conditions.

Mr. Kirby said that there are specific procedures written into federal law as part of SAFETEA-LU, and they are quite detailed and demanding.

Mr. Zimmerman thanked Mr. Kirby for the clarifications, and said that as he understands it, the FTA regulation creates a somewhat perverse incentive in that new lane facilities that might introduce new transit service and improve the overall transit system cannot get the benefit of FTA formula funding, while existing lane facilities that serve transit could wind up being degraded but maintain their inclusion in the FTA formula. He said that he has concerns about adverse impacts on transit service, even with the monitoring requirements in place. He said that the Congress may eventually want to remedy this incentive situation but for the time being, it will affect planning for several facilities in the region.

Chair Hudgins noted that an incident on I-66 this morning had caused severe congestion in the shoulder lane, which is dedicated to buses. She said that she was concerned about the possible impacts on transit service performance of adding cars on a regular basis to such lanes currently dedicated to transit.

Mr. Kirby reviewed a presentation given to the Value Pricing Task Force on a study being conducted by TPB staff with funding from FHWA. He said that the funding allows for more in-depth work with HOT lane scenarios, building off work that has been done through the Regional Mobility and Accessibility Scenario Study. He said the work has included adding, subtracting, and modifying various facilities in the proposed network. He noted that analysis is underway of the impacts of transit bus service operation on the toll lane network, and that such service tends to attract HOV users, freeing up more capacity for toll-paying drivers. He said that TPB staff would report further on study results in the coming months.

Mr. Kirby also referred to a Federal Register notice, which was included in the mailout packet, that invited states and Metropolitan Planning Organizations to participate in the Urban Partnership program with the USDOT as a way of accelerating major value pricing projects. He said that the program makes available to selected applicants funding for value pricing technology initiatives. He said that after discussing the program with state DOTs, local government staff, and elected officials, he had recommended to the Task Force that rather than applying for grants through the program, the TPB would simply offer to be involved with any applications from the

region's jurisdictions as a "participating party" as outlined in the Urban Partnership program materials. He said that in this manner, the TPB and the Task Force could offer a regional perspective on projects and the insights from the ongoing value pricing study. He said that applications for the Urban Partnership program are due to USDOT by April 30, and he would share more information with the Board at future meetings about possible TPB involvement in any applications.

Mr. Lovain noted that the Urban Partnership program had received additional funding under the most recent budget proposed by President Bush, and could end up being a \$400 million program.

Mr. Kirby said that the concept and the federal program seem to be gaining momentum and support, and that there is clearly significant interest in this region. He said that while the TPB will want to be proactive in assisting implementing agencies with any applications, as the level of money through the federal program goes up it becomes less appropriate for the TPB itself to apply for grants that would involve actually operating value pricing infrastructure.

Mr. Zimmerman pointed out that the Value Pricing Task Force is in need of additional participation, especially from parts of the region where ideas for value pricing systems have gone from being only theoretical to increasingly realistic in the near term. He especially encouraged participation from the City of Alexandria and Prince William County.

Mr. Knapp expressed interest in serving on the Task Force.

Mr. Zimmerman said that the Task Force would be delighted to have participation from any TPB members, and asked if TPB staff could do further outreach to encourage participation by elected officials and transportation professionals who may not be present at the TPB meeting.

Mr. Knapp said that although he understood Mr. Kirby's statement about the TPB not wanting to get involved in operations by applying for a grant through the Urban Partnership program, he thinks the TPB could play a proactive role identifying regional priorities and going to work with implementing agencies to move forward with those priorities. He said that could perhaps even involve the TPB taking the lead in trying to secure funds for implementation, though not in actually operating systems.

Mr. Kirby said that the intention of the TPB's offer to be a participating party in any applications from the region was to play such a role in facilitating implementation. He said that the TPB can play a role in several important bridging issues such as linking bus service to management of highway lanes, since they are operated and maintained by different agencies. He said that the TPB could also focus on the linkage between value pricing projects and land use, including the regional activity centers.

Mr. Zimmerman noted that one of the initial goals of the task force five years ago was to establish a set of value pricing principles or best practices for the region, a task that has largely

been accomplished. He said that the TPB can play a role in disseminating that information and emphasizing principles such as making bus service an integral part of a value priced road system.

Chair Hudgins said it was important to note that the TPB's work on value pricing over the past few years had indeed produced guidelines for these efforts that would be helpful as they move forward.

11. Status Report on Project Submissions for the Air Quality Conformity Assessment for the 2007 Constrained Long Range Plan (CLRP) and FY 2008-2013 Transportation Improvement Program (TIP)

Mr. Kirby noted that the deadline for project submissions had previously been extended to February 23, but that no further extension of the deadline is anticipated. He said that one major project expected to be submitted is the I-95/395 HOT Lanes project. He said that it is still unclear if any BRAC-related projects will be submitted this year because of uncertainty about funding for such improvements. He noted that he understood that the land use changes associated with BRAC will be reflected in the new cooperative forecasts, but that corresponding transportation improvements are not yet ready to be advanced to the CLRP and TIP.

Chair Hudgins said that discussions continue in Fairfax County about the implications of the land use shifts and that they continue to be told that the changes will be moving forward, but there is uncertainty at this point about funding and timing of transportation improvements.

Mr. Kirby said that a full report on the submissions for the CLRP and TIP received by February 23 would be presented to the TPB at the March meeting.

12. Review of Draft FY 2008 Unified Planning Work Program (UPWP)

Referring to the mailout draft and the handout presentation, Mr. Kirby briefed the Board on the draft UPWP. He explained that 80 percent of the planning funding for the basic program is derived from federal sources, which comes through the states by formula. The states provide a ten percent match, and then COG, through local government dues, provides the remaining ten percent. He said the funding level for this year is about \$11,749,000, which is about the same as the current fiscal year.

Mr. Kirby said that considerations for this UPWP draft include new federal requirements under the 2005 SAFETEA-LU legislation, the federal certification review of March 2006 and additional initiatives that have recently been launched. He noted that the new federal metropolitan planning regulations were released on February 14, 2007, which was the first time these regulations have been updated since 1993. He said that the new regulations and

SAFETEA-LU have broadened the roles of the TPB in a number of ways that are reflected in the draft UPWP.

Mr. Kirby said it appears that \$504,600 would have to be removed from the draft budget to reflect recent information from VDOT regarding FHWA funding. He said the final budget will reflect this reduction and include carryover funding from FY 2007.

Mr. Kirby described the FY2008 UPWP structure and the new activities under each of the seven sections. He concluded by describing the review process, which will include a final review by the Technical Committee in March and approval by the TPB, which is scheduled for March 21, after which time it will be sent to the federal agencies for approval so that work can begin on July 1.

Mr. Bottigheimer asked how the TPB could work with transit agencies to examine how the growing road congestion in the region affects bus operating and scheduling costs.

Mr. Kirby suggested that the new regional bus planning subcommittee would be the appropriate group to look into this issue.

13. Briefing on Draft FY 2008 Commuter Connections Work Program (CCWP)

Referring to the handout and briefing material, Mr. Ramfos briefed the Board on the FY 2008 Commuter Connections Work Program. He gave some background on the program and described some of its benefits in reducing emissions and congestion. He provided detail on the program's forecasted impacts. Describing new activities for FY 2008, he said that the program is developing regional Transportation Demand Management (TDM) software and making it more Web friendly for local jurisdictions, as well as for the general public and employers. He said Commuter Connections has also launched the "Live Near Your Work" regional education campaign this fiscal year, which will be continued into FY 2008. He also described some data collection activities that would be undertaken.

Mr. Ramfos said that the program's cost would be reduced by about one million dollars from FY 2007 to FY 2008. The reduction is largely due to the large startup for Phase One of the TDM software. He noted that the kiosk program has also been scaled back in Northern Virginia and in the District of Columbia. Finally, he described the review process for the work program, which was listed in his presentation. He noted that the Technical Committee will be briefed again at its meeting in March and the document would be presented to the TPB for approval on March 21.

Chair Hudgins noted that the Commuter Connections program has been shown to be an extremely effective program.

14. Notice of Proposed Amendments to the FY 2007-2012 TIP that are Exempt from the Air Quality Conformity Requirement to Realign Project Funding, as Requested by the District of Columbia Department of Transportation (DDOT)

Mr. Rybeck noted that as a result of staff turnover at DDOT, his office has observed that some of the elements of their most recent TIP submissions were not properly aligned with their latest plans and policies.

15. Notice of Proposed Amendments to the FY 2007-2012 TIP that are Exempt from the Air Quality Conformity Requirement to Realign Project Funding, as Requested by the Virginia Department of Transportation (VDOT)

Ms. Sorenson said that the Federal Highway Administration had asked VDOT to request these technical corrections.

16. Other Business

There was no other business.

17. Adjournment

The meeting was adjourned at 1:52 p.m.