

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
May 16, 2007**

Members and Alternates Present

Nat Bottigheimer, WMATA
Deborah R. Burns, FTA/Wash. D.C. Metro Office
Robert Dorsey, City of Rockville
Andrew Fellows, City of College Park
Jason Groth, Charles County
Susan Hinton, National Park Service
Catherine Hudgins, Fairfax County Board of Supervisors
Sandra Jackson, FHWA
Charles Jenkins, Frederick County
Julia Koster, NCPC
Timothy Lovain, Alexandria City Council
Michael Lyles, City of Bowie
Michael May, Prince William County
Phil Mendelson, DC Council
Sam Minnitte, MDOT
Emeka Moneme, DDOT
David Moss, Montgomery County
Eric Olson, Prince George's County Council
Kathy Porter, City of Takoma Park
Mark Rawlings, DDOT
Rick Rybeck, DDOT
C. Paul Smith, City of Frederick
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
Kanti Srikanth, VDOT
Mick Staton, Loudoun County
Patsy Ticer, Virginia Senate
Harriet Tregoning, DC Office of Planning

Victor Weissberg, Prince George's County
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
Nick Ramfos
Wendy Klancher
Debbie Leigh
Deborah Etheridge
Andrew Meese
Andrew Austin
John Swanson
Darren Smith
Sarah Crawford
Daivamani Sivasailam
Jazmin Marie Casas
Michael Eichler
Paul DesJardin
Dave Robertson
Heather Mueller
Jeff King
Peter Harnik
Ben Dendy
Robin Marlin
William G. Thomas
Randy Carroll
Allen Muchnick
Ian Beam
Betsy Massie
Bruce P. Heppen
Bill Dowd
Audrey Clement
Stewart Schwartz
Robert Morgan
Miriam Rollin
Carey Campbell
Jason Rylander
Anthony DiMaglio

COG/HSPPS
COG/EO
COG/OPA
COG/DEP
Maywood Community Association
The Vectre Corporation
TPB/CAC – DC Representative
Reed Smith LLP
MDE
ACST
MDOT
PRTC
WMATA
NCPC
Green Party of VA
Coalition for Smarter Growth
Citizen, ACST Board
Citizen, ACST member
Citizen
Arlington Coalition of Sensible Transportation
Citizen

Dennis Jaffe	Tysons Tunnel
Mary Kay Davis	Arlington resident
Al Francese	Centreville Citizens for Rail
Michael J. Hatchell	Fluor
Gary Groat	Fluor
Bob Owolabi	Fairfax County DOT
Alex Verzosa	City of Fairfax
Darryn Paterson	Transurban
Jennifer Aument	Transurban
Tim Young	Transurban
Larry Cloyed	VDOT
Jeff Cole	Fluor
Carol Kachadoorian	WMATA
Tom Biesiadny	Fairfax County/DOT
Tamara Ashby	Arlington County
Angelica Betts	Prince William County
Monica Backmon	Prince William County/DOT
Rick Canizales	Prince William County/DOT
Christine Hoisington	Maywood Citizen
Tom Culpepper	City of Alexandria
Dennis Morrison	VDOT
John Mason	Citizen
Sarah Vilms	Citizen
Eric Cicorretti	Citizen
Eric Goodman	Citizen
John Townsend	AAA Mid-Atlantic
George Coling	Citizen
Bob Chase	Northern Virginia Transportation Alliance
Adam Tuss	WTOP Radio
Famarz Mokhtari	M-NCPPC-Prince George's County
Unwanna Dabney	FHWA-VA
Irene Rico	FHWA-VA
Eric Weiss	Washington Post

1. Public Comment on TPB Procedures and Activities

Chair Hudgins asked the speakers to take two minutes when presenting their comments because of the large number of speakers present.

Mr. Grow of the Greater Washington Board of Trade spoke in support of two projects on the agenda for inclusion in the air quality conformity analysis for the 2007 CLRP and the FY 2008-

2013 TIP: the I-95/I-395 HOT Lane Project and the I-66 Spot Improvements. Copies of his remarks were submitted for the record.

Ms. Carillo of D.C. Language Access Coalition and Multicultural Community Service spoke in support of the Access for All Advisory Committee's report entitled "Improving Language Access to Transit in the National Capital Region." She urged the TPB to endorse this report and the recommendations therein. Copies of her remarks were submitted for the record.

Ms. Vilms of the Arlington Coalition for Sensible Transportation spoke in opposition to the inclusion of the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP. Copies of her remarks were submitted for the record.

Mr. Ciccoretti, an Arlington resident, asked the TPB not to consider the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP without first considering the impact to the community or transportation alternatives. Copies of his remarks were submitted for the record.

Ms. Clement of the Green Party of Virginia spoke in opposition to the inclusion of the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP. Copies of her remarks were submitted for the record.

Mr. DiMaglio, a Falls Church resident, spoke in support of the tunneling option for the Metrorail extension to Dulles International Airport, stating the positive impacts of tunneling for development along the Tysons Corner corridor.

Mr. Jaffe of TysonsTunnel.org read a resolution that was passed on April 27, 2007, by the Prince William County Democratic Committee in support of tunneling under Tyson's Corner when Metrorail is extended to Dulles International Airport.

Mr. Morgan spoke in opposition to the inclusion of the I-66 Spot Improvement project in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.

Mr. Rylander of the Arlington County Transportation Waycroft Woodlawn Civic Association Advisory Commission asked the TPB to deny the off-year amendment of the CLRP and not include the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP.

Mr. Goodman, an Arlington resident, urged the TPB to protect the Custis bicycle trail, and not include the I-66 Spot Improvement project in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP.

Ms. Rollin, an Arlington resident, urged the TPB to reject the inclusion of the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and FY 2008-

2013 TIP, or significantly modify the proposal from VDOT. Copies of her remarks were submitted for the record.

Mr. Muchnick of the Arlington Coalition for Sensible Transportation spoke in opposition to the inclusion of the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP. He referred the TPB to a letter submitted by Mr. Schwartz of the Coalition for Smarter Growth. Copies of his remarks were submitted for the record.

Mr. Harnik of the Maywood Community Association urged the TPB to consider alternatives before including the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.

Mr. Chase of the Northern Virginia Transportation Alliance spoke in support of including the I-95/I-395 HOT Lanes project and the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP. Copies of his remarks were submitted for the record.

Mr. Townsend of AAA Mid-Atlantic felt that safety concerns of the HOT lanes project have been adequately addressed by VDOT over the past month and asked the TPB to include the I-95/I-395 HOT Lanes project in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP. Copies of his remarks were submitted for the record.

Mr. Coling, an Arlington resident, urged the TPB to reject the VDOT proposal to include the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP.

Ms. Davis, an Arlington resident, spoke in opposition to including the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP.

Mr. Campbell urged the TPB to oppose the inclusion of the I-95/I-395 HOT Lanes project in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.

Mr. Mokhtari of the Westover Village Civic Federation spoke in opposition to the inclusion of the I-66 Spot Improvements project in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.

Chair Hudgins thanked the speakers for their comments.

2. Approval of Minutes of January 17, 2007 Meeting

Chair Hudgins asked for a correction to the minutes: page 17, first paragraph, change “likes” to

“lies”:

“Chair Hudgins sought to clarify that Mr. Kirby was saying that the greater risk *lies* in moving forward without clarity versus delaying a month in order to get clarity on the projects in question.”

On page 22, Mr. Zimmerman remarked that there was a request for a weighted vote, which is represented in the minutes. However, he noted that the results of this vote were not included in the minutes before discussion of Item 13.

Mr. Kirby clarified that the results of the weighted vote were listed after Item 13, on page 24, as well as in an attachment to the minutes.

Mr. Zimmerman said this chronological reflection of the weighted vote in the minutes was acceptable.

Mr. Zimmerman made a motion to approve the minutes of the April 18, 2007 meeting of the TPB as amended. The motion passed unanimously.

3. Report of the Technical Committee

Mr. Harrington provided the TPB with a summary of the Technical Committee Meeting held on May 4, 2007. He directed the TPB to the meeting highlights and reported that the Committee reviewed the following items on the TPB Agenda:

- Item 7: VDOT briefed the Committee on clarifying information provided in response to questions raised at the April 18 TPB meeting on the Virginia project submissions for inclusion in the air quality conformity assessment for the 2007 CLRP and FY 2008-2013 TIP. The Committee suggested modifications to several of the VDOT responses.
- Item 8: TPB staff briefed the Committee on the work tasks and revised schedule for conducting the air quality conformity assessment of the 2007 CLRP and FY 2008-2013 TIP.
- Item 9: Staff briefed the Committee on the draft work scope and schedule for an air quality conformity assessment of an amendment to the 2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 340 and Jefferson Technology Park in Frederick County.
- Item 11: The Committee was briefed on the Access for All (AFA) Committee's recommendations to improve transit information for persons with a limited understanding of English.

Mr. Harrington summarized the following informational items presented to the Committee. Staff updated the Committee on activities to develop TPB responses to the Fredericksburg Area

Metropolitan Planning Organization (FAMPO) resolutions presented to the TPB on September 20, 2006, which outline its policies with respect to the allocation and sharing of FTA formula funds for the Washington urbanized area. Staff gave a status report on the six Transportation/Land Use Connections (TLC) Pilot Program technical assistance projects to be completed by June 30, 2007. The Committee was briefed on the development of the Congestion Management Process (CMP) which is required by SAFETEA-LU, and on a draft outline of the CMP report which is to be included in the 2007 CLRP. Staff briefed the Committee on observations and recommendations from the evaluation of TPB public involvement activities which will inform the TPB Participation Plan. Staff also briefed the Committee on the draft final report of the consultant study for enhancing consideration of freight in regional transportation planning.

4. Report of the Citizen Advisory Committee

Mr. Larsen, the Chairman of the Citizen's Advisory Committee (CAC), briefed the TPB on the May 10 CAC meeting. He said that Chair Hudgins attended this meeting and shared her vision for the TPB and CAC and what she hopes to accomplish during her tenure as Chair of the TPB. Chair Hudgins laid out some guiding principles for her work including: 1) the need for multimodal transportation systems, 2) a belief that design must be comprehensive with respect to access, capacity, pedestrians, and location; 3) the need for projects to be environmentally friendly, including appropriate landscaping and streetscaping; and 4) the need to broadly define the term "stakeholders" to reflect the true breadth of the community. Chair Hudgins and the CAC members discussed these principles and how the CAC could support TPB efforts.

Mr. Larsen reported that Mr. Kirby provided information about items on the TPB agenda, including the project submissions for the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP.

Mr. Larsen said the committee continued its discussion of the development of the new Participation Plan, which is required under SAFETEA-LU. TPB staff presented some background on inputs and key themes that the plan will address. Staff then led the committee in a short exercise to help them identify and discuss different types of constituencies who should be addressed through the TPB's participation activities.

Mr. Larsen mentioned the upcoming session in June of the Community Leadership Institute, which will focus on transportation issues faced by the region's foreign-born population. He asked TPB members to recommend for this session community leaders who work with immigrant communities within their jurisdictions.

Chair Hudgins thanked the CAC for their warm welcome and said she looks forward to attending another CAC meeting in the future.

Mr. Fellows asked where the Community Leadership Institute would be held.

Mr. Larsen confirmed that it will take place June 20 and June 23 on the first floor of the COG offices.

5. Report of Steering Committee

Mr. Kirby reported that the Steering Committee reviewed and approved the TPB agenda but did not take any other actions at its meeting on May 4. He asked Mr. Mason, the Chairman of the Council of Government's 50th Anniversary effort, to describe the forum to be held on May 30 at the George Washington University Marvin Center.

Mr. Mason provided the TPB with information about the 50th Anniversary Forum, which will review the previous 50 years of COG activities and talk about what the region might look like by 2057. He provided the TPB with formal invitations, mentioning that Ms. Tregoning will be one of the panelists during the morning session of the forum. The forum will feature Mr. Downing of the Washington Post and Mr. Vance of NBC-4. He encouraged the TPB members to attend.

Mr. Kirby directed the TPB to the letters packet, which contained a letter from COG Executive Director Mr. Robertson congratulating Muriel Bowser on her election to the District Council. A letter from the Council Chairman said Ms. Bowser will be joining the TPB. He pointed out a series of correspondence between the TPB, VDOT and the Macerich Corporation, owner and manager of the Tysons Corner Center, regarding the Beltway HOT lanes project. Mr. Kirby expressed appreciation to WMATA General Manager Mr. Catoe, who, in a letter to the TPB, committed \$150,000 in FY 2008 to the Street Smart Campaign on behalf of WMATA. Mr. Kirby referred to a letter from MDOT Secretary Porcari expressing his satisfaction with the development of the newly established Metropolitan Area Transportation Operations Coordination (MATOC) Program Steering Committee. He said Secretary Porcari urged that an executive committee be established to oversee MATOC.

Mr. Kirby summarized a press release announcing the formation of a COG Climate Change Steering Committee. He said staff has prepared mobile emissions estimates of carbon dioxide, which appear to be growing steadily along with vehicle miles of travel, unlike nitrogen oxides and volatile compounds which are declining significantly over time. Mr. Kirby highlighted the media advisory on Bike to Work Day.

6. Chairman's Remarks

Chair Hudgins did not have any remarks.

7. Review of Comments Received and Approval of Project Submissions for the 2007 Constrained Long Range Plan (CLRP) and FY 2008-2013 TIP.

Mr. Kirby reviewed a handout with additional comments on the project submissions that had been received since the TPB packet was mailed on May 9. Included in these comments was a letter from Congressman Moran registering concern with regard to the I-66 spot improvements. He said that the May 15 response from VDOT assured Congressman Moran that these concerns are being addressed.

Mr. Kirby described a comment from the Citizens Advisory Committee addressing the absence of a congestion management form required by VDOT for the I-66 spot improvements project. VDOT has since submitted the completed congestion management documentation, which was attached to the handout materials. He said VDOT also submitted this form for the I-95/I-395 HOT lanes project. He said the information on both forms was taken directly from the project submissions and contains no new information.

Ms. Sorenson then briefed the TPB on the mailout item that includes a the letter to Chair Hudgins from Mr. Morrison, Northern Virginia District Administrator for VDOT, responding to the comments raised by TPB members at the April meeting on the I-95/I-395 HOT Lanes project and I-66 Spot Improvements project. She then said that the handout material addresses the comments made at the TPB Technical Committee meeting on May 4. She reviewed each of the 14 comments and VDOT's responses. She noted that the bold font shows text to be added to the CLRP forms for each project. She said that the congestion management form for the I-66 project could be found on page 12, and the form for the I-95/I-395 project could be found on page 17.

Ms. Sorenson then referred to each of the 14 comments and summarized the VDOT responses as follows:

Comment 1: She said the concern raised by the TPB for reserving the expanded HOT lane for busses will be addressed and analysis of this option would be shared with the Transit Advisory Committee (TAC), a group created by the Secretary of VDOT to look at transit plans on the I-95/I-395 corridor.

Comment 2: She said language was added to the project submission to clarify that the TAC and VDOT will develop transit and park and ride recommendations for the northern segment of the I-95/I-395 HOV/BUS/HOT lane project, and the transit and park and ride plans will be submitted to the TPB as inputs to the 2008 CLRP/Conformity update.

Comment 3: She said that any potential loss in fixed guideway revenues in the event that the implementation of the project fails to comply with the FTA's 2/11/07 Federal Register will be reimbursed to the current designated recipient.

Comment 4: With regards to whether the operation of the facility might prevent HOV-3 from using the facility for free, she said that the facility will be operated and HOV occupancy and toll payment enforced in a manner that complies with the statutory requirements of the Commonwealth.

Comment 5: She said the Incident Management Plan developed for the project will be shared with the CTB, TPB and NVTA for their review, thus providing an opportunity for interested parties to review this document.

Comment 6: She said that similar to the incident management plan, the Congestion Management Plan developed for the project will be shared with the CTB, TPB and NVTA for their review.

Comment 7: She said this response addresses the safety concerns expressed by TPB members regarding the shoulder widths on the facility. VDOT believes it will be possible to develop a design which provides adequate shoulders on both sides south of the Capital Beltway and an adequate shoulder on one side of I-395. She said preliminary designs of the facility will be shared with all the stakeholders, including CTB and NVTA, as part of the design review process. She noted that VDOT's design practices emphasize safety and that all the designs and design exceptions have to comply with FHWA requirements and oversight.

Comment 8: She said that to ensure free-flow conditions on the facility, target speeds of 55 inside the Beltway and 65 outside the Beltway would be set for the facility. She said these target speeds were determined through the traffic modeling and correspond to a maximum flow rate of 1,600 vehicles per hour, per lane, thus meeting the objective of maximum travel time savings for all users, including transit.

Comment 9: With regard to extending HOT lanes across the 14th Street Bridge, she said FHWA-EFL is currently working on the Draft Environmental Impact Statement (EIS), which will result in alternative improvement scenarios to be evaluated. She said FHWA has indicated that the Steering Committee for this effort will determine what scenarios will be modeled. She added that in the unlikely event that the alternative scenarios tested as part of the EIS do not include extending the HOT lanes across the 14th Street Bridge, VDOT will work with stakeholders in determining how best such a scenario can be evaluated.

Comment 11: She said the TAC will work with the City of Alexandria to evaluate the benefits of a bus only ramp from northbound HOV/Bus/HOT lanes to Seminary Road and recommend whether to include such a ramp in the project's final design.

Ms. Sorenson summarized the VDOT responses to the I-66 Spot Improvement project as follows:

Comment 12: She said the spot improvements designs would not preclude the planned Metrorail extension to Dulles and/or the construction of a third Metrorail track. She added that engineering design drawings for the project would be shared with the CTB, NVTA and local jurisdictions to demonstrate that the planned extension of Metrorail to Tysons Corner or a third Metrorail track will not be precluded.

Comment 13: In response to questions about the future of parkland and the Custis Trail, she said that engineering design drawings will be shared with the CTB, NVTA and local jurisdictions to demonstrate that these spaces will be maintained.

Comment 14: She said adequate shoulders will be maintained throughout the facility without degrading safety. She added that as preliminary designs are completed, they will be shared with all stake holders, including the CTB, TPB and NVTA.

Ms. Sorenson made a motion to adopt resolution R21-2007 to approve the submissions for inclusion in the air quality conformity analysis for the 2007 CLRP and 2008-2013 TIP. The motion was seconded.

Mr. Zimmerman addressed VDOT's responses to the TPB's comments on the I-66 Spot Improvements project. He noted comments from citizens during the public testimony who expressed that this is a project created not by planning, but rather by an appropriation. He said that much of the effort in recent weeks on the part of the TPB member jurisdictions has been to ensure that the facility is planned before it is constructed. Mr. Zimmerman read from the letter from Congressman Moran to the TPB that outlined the Congressman's concerns with the spot improvements:

- "I am concerned that this project is the prelude to building a third lane on I-66 inside the Capital Beltway and bypassing the necessary environmental review requirements,"
- "As you know, the long-term solution to traffic delays and congestion on I-66 inside the Capital Beltway rests with the success of the future Dulles rail project. As such, preservation of the right-of-way within the I-66 corridor for future transit options needs to be preserved."
- "It is absolutely essential that we protect the integrity of neighborhoods affected by I-66."

Mr. Zimmerman said many of these concerns were echoed during public comment, and that VDOT understands these concerns, as demonstrated through the earlier responses.

Ms. Sorenson agreed.

Mr. Zimmerman asked for clarification that VDOT assures the TPB that the spot improvements project would have no impact on the trails.

Ms. Sorenson said this is correct.

Mr. Zimmerman, referring to Congressman Moran's letter, asked if the spot improvements are simply a prelude to the widening of I-66 or whether they are just spot improvements. He asked if there will be no further widening of I-66, do the spot improvements stand on their own as an improvement to the facility?

Ms. Sorenson responded that the spot improvements stand on their own as an interim solution to some of the choke points that are found on I-66 inside the Beltway. She said the long-term solution is to do an in-depth multimodal study of the corridor, including an examination of rail, bus, HOV, HOT, roadway widening, and other improvement options to reduce congestion.

Mr. Zimmerman said he was glad to hear that the long-term plan for the corridor is a study of all the alternatives to reduce congestion. He said he was concerned whether this study would occur, and when it will begin. He provided a letter from VDOT Secretary Homer to the Chairman of Arlington County's Board stating that VDOT will move forward with a long-term study of the I-66 corridor inside the Beltway and commits to making funds available with a minimum of \$1.2 million. The letter says this study will also convene a stakeholder working group to include the relevant parties, including the District Department of Transportation and WMATA.

Mr. Zimmerman distributed proposed amendments to the project submission form and the resolution. He said he had spoken to VDOT staff about the amendments and that they are consistent with the letter received from the Secretary.

Mr. Zimmerman made a motion to amend Ms. Sorenson's motion, and add the language from the distributed amendments. This motion was seconded by Ms. Ticer.

Chair Hudgins asked if there was any discussion.

Ms. Smyth asked if the letter from Secretary Homer to the Arlington County Board could be included as part of the amendment, demonstrating the funding commitment of VDOT to perform a long-term study of the corridor.

Chair Hudgins said the resolution would indicate this commitment and a copy of the letter would be attached.

Mr. Jenkins asked for clarification about the conversion of HOV lanes to HOT lanes on I-395, and the ability for HOV-3 vehicles to continue use of these lanes.

Ms. Sorenson responded that there are currently two HOV-3 lanes. She said that after the project is completed, there will be three HOT lanes, which HOV-3 and busses will be able to use free of charge.

Mr. Jenkins asked how the technology planned for this facility will recognize that an HOV-3 vehicle should not be charged, but that a single-occupancy vehicle using the HOT facility should be charged a fee.

Ms. Sorenson said that police currently handle enforcement of the HOV lanes to ensure that 3 people are in each car.

Mr. Olson asked if the project submissions to be voted on during this item include the Intercounty Connector and the UM Connector.

Chair Hudgins said these projects are part of the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.

Ms. Tregoning asked if the letter from Secretary Homer dated May 15 is intended to articulate a funding commitment to the long-term study of the I-66 corridor, as she does not see the words "funding" or "commitment" in the letter.

Mr. Zimmerman quoted the letter: "The state and federal funds available for the study would be a minimum of \$1.2 million. The work will be undertaken by DRPT, with the assistance of VDOT and consultants."

Chair Hudgins clarified that the commitment to the funding is at the bottom of the letter and that Secretary Homer addresses the study in the beginning of the letter.

Ms. Tregoning asked Ms. Sorenson if she also understands this to be a funding commitment from VDOT.

Ms. Sorenson said that the letter represents a funding commitment.

Chair Hudgins asked for a vote on the amendment to the original motion. The amendment to the motion passed unanimously.

Mr. Snyder asked if it was in order to address the overall CLRP.

Chair Hudgins responded that it was.

Mr. Snyder asked Ms. Sorenson to clarify that there will be two shoulders on I-95, one shoulder on I-395, and one shoulder on I-66.

Ms. Sorenson responded that Mr. Snyder was correct, except that for on I-66, there will be two shoulders.

Mr. Snyder clarified that, throughout all facilities, at least one shoulder would be available for

motorists who have breakdowns, for law enforcement, and for other legal other activities.

Ms. Sorenson said that is correct.

Mr. Snyder said that both the I-95/I-395 HOT lanes project and the I-66 Spot Improvement project have progressed dramatically as a result of TPB activities, both during and between the April and May meetings. He said his number one concern is safety and that he believes that safety is now adequately addressed in the documents. He said it is absolutely critical that the region gets the maximum use out of the existing transportation system capacity and that he feels the two projects do that. In terms of protection of the environment, he said some important concessions were made by VDOT, including that the Custis Trail will not be affected in any way. He said he does not feel that either of these projects induce demand, but that they try to meet the existing demand.

Mr. Snyder added that he feels it is better to make use of existing roadways than to acquire more land to build new roadways. He said that he does not believe neighborhoods will be adversely impacted because the project will add capacity to the highways and should reduce cut-through traffic on secondary and neighborhood streets. He also feels that long-term transit capabilities in the project areas have been advanced. He said that the public input process for both projects over the long term has been improved as a result the TPB discussions. He said he is impressed with the notion that we are going to continue to engage in long-term planning involving transit and alternatives to single occupancy vehicles in the project areas.

Mr. Snyder said he believes that the project submissions package is worthy of TPB consideration. He noted that the region ranked second or third as the most congested in the nation and fifth as having the greatest amount of road rage. He said the two rankings are directly related to one another other, as well as other environmental and safety concerns, and he now believes that these projects will help the region address all of these things.

Mr. Moneme agreed with Mr. Snyder and said that the TPB has a package of project submissions that reflect the region's needs. He thanked Mr. Zimmerman for his leadership efforts in making sure the concerns raised by the TPB regarding the I-95/I-395 and I-66 projects are reflected in VDOT's proposal. He said he believes that the points made about induced demand are true and that the elements of transit incorporated into the projects represent the solution this region needs. He said that in the District there is a limited amount of right-of-way on which to build roads for a limited amount of vehicles. He said that transit is the best, most cost effective solution for the congestion issues, not just in the District, but also in the suburbs.

Mr. Lovain shared Mr. Zimmerman's concerns about the substance and process of the I-66 spot improvements project, but he said he appreciates VDOT's assurances on the preservation of the trails and the commitment to a long-range multimodal study. He said he believes there is risk associated with the I-95/I-395 HOT lanes project, but that if the facility is well-constructed, it offers great promise to increase the throughput on the new facility and the general purpose lanes.

He said he appreciated the assurances from VDOT on the Seminary Road exit, given that the City of Alexandria has expressed concerns about the appropriateness of an exit at this location.

Mr. Mendelson commented that I-95/I-395 and I-66 feed into the District of Columbia. He asked if VDOT is working with the District to mitigate any impacts occurring from the I-395 facility improvements and 14th Street Bridge specifically.

Ms. Sorenson said that representatives from the District participate on a committee with VDOT to address the impacts from the I-95/I-395 project on the various facilities involved.

Mr. Mendelson asked if an EIS would be required for the I-95/I-395 project.

Ms. Sorenson responded that the NEPA document has not been completed and that there will be a public meeting during the summer.

Mr. Mendelson asked if the District is involved in the NEPA process.

Ms. Sorenson believes the District is being consulted on this matter as a cooperating agency. She said that as the multi-modal long term study is developed for I-66, a working group will be formed and will certainly include the District, WMATA, and Northern Virginia jurisdictions.

Mr. Mendelson asked if an EIS would be required for the I-66 project.

Ms. Sorenson said that VDOT is considering conducting a feasibility or alternatives analysis and that would predate any NEPA document.

Mr. Mendelson clarified that the District would not be involved in that effort, but would participate through the long term study working group.

Ms. Sorenson responded that is correct.

Mr. Mendelson asked how VDOT could assure the safety concerns when some shoulder widths are planned to be reduced and some shoulders would be eliminated completely.

Ms. Sorenson said that there will be a single shoulder on I-395 and both shoulders will remain on I-95 south of the Beltway. Where shoulders would have to be reduced, there will be lane control in the event that a disabled vehicle occupies the shoulder. She said all designs will be brought before the NVTA, the CTB and FHWA for review to ensure there are no safety problems.

Mr. May thanked VDOT and staff for working very diligently to provide the TPB with this additional information. He said that Prince William County remains concerned with the proposed project submissions and has decided that a system that currently works for the County's commuters will be put at risk. He said that he believes this risk outweighs any potential rewards.

He again thanked the staff, but said Prince William County will not be able to support the project. He said his opposition to Item 7 is based solely on the I-95/I-395 HOT lanes project and that the County very much supports other projects in Item 7.

Ms. Tregoning expressed her appreciation to VDOT and all the local jurisdictions who have worked hard over the past month to develop a better understanding of what these projects entail and to provide assurances that many of the concerns have been satisfactorily addressed. She said her biggest concern is that the planning process preceding this project approval was incomplete. She mentioned the long term solution as being an in-depth, multimodal analysis of the I-66 corridor, which contains the areas proposed for the spot widenings. She asked if VDOT can assure the TPB that there will be no future spot widening proposals until after the long term study has been completed.

Ms. Sorenson said she can assure the TPB that after this spot widenings project is completed, the next task will be to complete the alternatives analysis.

Mr. Olson said he had asked earlier about the inclusion of the Intercounty Connector and the UM Connector in the Item 7 project list. He said the Prince George's County Council has been on the record against both projects and that he would not be able to support the inclusion of these projects in the air quality conformity analysis.

Chair Hudgins said the motion on the table is on the resolution, which includes the amendment and letter from VDOT Secretary Homer.

Mr. Snyder asked if the meeting minutes from this and the April meeting and any other relevant written documents be attached to this resolution.

Chair Hudgins said this would be possible.

Mr. Zimmerman said that as the TPB prepares to act on this resolution, he said he continues to have concerns about the projects and wanted to remind all present that this step is not the conclusion of the CLRP process. He said discussions will continue regarding all concerns and the TPB will have a chance to weigh in on these projects in the future. He said he has hope that all concerns will be addressed before any of the projects move forward to construction.

Chair Hudgins called for a vote on resolution R21-2007 as amended. As there were some dissenting votes, she called for the vote to be recorded. Resolution R21-2007 carried, with Mr. Fellows, Mr. May, Mr. Olson, and Ms. Tregoning registering votes in opposition to the resolution and with an abstention from Mr. Bottigheimer.

Chair Hudgins thanked the TPB for their cooperation and commented that it was important that the process for approving the projects for air quality conformity analysis be deliberative. She noted that this was an important step for the TPB to decide in what direction to move,

considering the challenges the region faces in the future. She said she appreciated the involvement from the community and the TPB members helping to reach this point, and she thanked VDOT for their input.

8. Approval of Scope of Work for the Air Quality Conformity Assessment for the 2007 CLRP and 2008-2013 TIP

Mr. Clifford provided an overview of the scope of work required to prepare the travel demand forecasts, mobile source emissions and subsequent air quality conformity assessment of the 2007 CLRP and the associated FY 2008-2013 TIP. The scope contains the necessary technical tasks, public comment, and interagency consultation required to assess conformity of the plan and program and it is on a schedule leading to TPB adoption in December.

Mr. Clifford addressed the items in the mailout package, including a memorandum to the TPB dated May 4 that details the scope of work, and comments and responses from the public comment period. He pointed out a letter from Chair Floreen of the Metropolitan Washington Air Quality Committee (MWAQC) to TPB Chair Hudgins regarding the scope of work. The MWAQC letter supports the technical approach and also urges maintenance of commitments to Transportation Emissions Reduction Measures (TERMs). He recommended that the TPB response simply state that the TPB appreciates MWAQC's support and concurs with the need to maintain TERM commitments over time.

Mr. Dorsey moved to approve the scope of work for the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP. Mr. May seconded this motion, which passed unanimously.

9. Approval of the Scope of Work for an Air Quality Conformity Assessment of an Amendment to the 2006 CLRP and FY 2007-2012 TIP to Include Construction of an Interchange at US 340 and Jefferson Technology Park in Frederick County, as Requested by the Maryland Department of Transportation (MDOT)

Mr. Minnitte said this item was brought before the TPB in April as a notice item. He said the public comment period for the amendment to the 2006 CLRP and 2007-2012 TIP closed with no comments received. He mentioned that area residents expressed concerns, which the State Highway Administration will address and bring before the TPB at the June meeting.

Mr. Minnitte made a motion to approve the scope of work for the air quality conformity analysis for an amendment to the 2006 CLRP and 2007-2012 TIP to include construction of an interchange at US 340 and the Jefferson Technology Park in Frederick County. Mr. Smith seconded this motion, which passed unanimously.

10. Approval of Amendments to the FY 2007-2012 TIP that are Exempt from the Air Quality Conformity Requirements to Revise Project Funding Sources for 28 Projects, as Requested by the Virginia Department of Transportation (VDOT)

Ms. Sorenson reviewed some of the projects included in this funding revision package. She said that revisions to the project funding sources for these 28 projects resulted from redistribution of funding from other projects. She said none of the funding revisions for the 28 projects affects air quality conformity.

Ms. Sorenson made a motion to adopt Resolution R23-2007 to approve amendments to the FY 2007-2012 TIP that are exempt from the air quality conformity requirements to revise project funding sources for 28 projects as requested by VDOT. Mr. Snyder seconded this motion, which passed unanimously.

11. Endorsement and Transmittal of the Access for All (AFA) Advisory Committee Report and Recommendations on Improving Language Access to Transit Information

Chair Hudgins commented on the Access for All Advisory Committee (AFA), which she chairs, and its efforts to improve transit access for limited English speakers. She noted the TPB endorsement of the Access for All report on improving transit information for limited English speakers in 2003. She commented on the challenges to provide easy to understand information on bus and rail services, whether it was for the general public or for a diverse population. Chair Hudgins said that since the time of the 2003 TPB endorsement, WMATA has made many strides towards improving language access and has accomplished the following:

- A video has been produced in four languages on how to use the Metro system.
- A Spanish greeting has been added to the WMATA general information line.
- Metrobus schedules were redesigned so that information is provided in English and in Spanish.
- WMATA has made system wide Metro Rail announcements in Spanish.
- The Metro pocket guide was translated into two additional languages.
- WMATA plans a pilot program to teach frontline employees functional Spanish.

Chair Hudgins said that WMATA has started work on a language access plan and said it will provide a good opportunity to address Access for All concerns and recommendations.

Chair Hudgins introduced Ms. Propeack, the chair of the subcommittee.

Referring to a PowerPoint handout, Ms. Propeack presented short, medium and long term recommendations from the report for WMATA system wide and hot spot areas that would improve language access to transit information. She said the largest language presented by

limited English proficient communities in the area is Spanish. She said that because the data is from the 2000 Census, it is likely that limited English speakers are an even larger portion of the region's population. She said limited English speakers are three times more likely to travel by bus than the general population and have higher rates of pedestrian accidents.

Ms. Propeack said that AFA reconvened in November 2006 and reviewed barriers for limited English speakers. The barriers identified are: transit related materials not widely distributed at bus stops, buses and rail stations; customer service and cultural sensitivity; not enough outreach to community leaders who can help transit agencies with LEP issues; and the point of contact for language access at WMATA is not widely known.

Ms. Propeack summarized the report's recommendations for three hot spot locations: Langley Park, MD, Columbia Heights, D.C., and Baileys Crossroads, VA.

Within six months:

- All bus stops should have current schedules.
- All translated material should be distributed at Metro Rail stations.
- Local transit agencies should advertise materials through ethnic media outlets.

Within a year:

- WMATA and local jurisdictions should create additional translated materials.
- WMATA should partner with local businesses, schools and community based organizations, distribute materials, sell passes, and provide training. She mentioned that these institutions are anchors for information in these communities.
- WMATA should recruit bilingual front line employees.

Within one to three years:

- WMATA should ensure that front line employees speak basic words and greetings in major languages spoken in the hot spots.
- WMATA should develop a pilot that uses symbols and or landmarks in place of languages.
- WMATA should try a pilot where volunteers or customer service agents provide assistance at bus transfer stations or highly used routes and/or bus stops.

Ms. Propeack summarized the report's recommendations for system wide improvements.

Short term and system-wide recommendations:

- WMATA has a video on how to use the Metro system that is translated to four other languages. This video should be converted to digital format and posted online.
- WMATA should ensure that MetroAccess users who do not speak English can get information about the service, apply, and speak with reservationists.
- WMATA should develop a language access plan and AFA would like to review the draft.

Long term and system-wide recommendations:

- WMATA and local transit agencies should incorporate successful strategies from the “Hot Spot” pilot program.
- WMATA should install information kiosks at busy Metro rail stations that provide information on how to use the system in different languages.
- WMATA should provide the online trip planner in languages other than English.

Ms. Porter thanked Ms. Propeack for agreeing to take on the role as chair of the subcommittee again. Ms. Porter also acknowledged Wendy Klancher and TPB staff for an excellent job.

Mr. Snyder said both the report and recommendations were excellent. He then shared a story about a trip in China where subway instructions were in Chinese and English. He said that there is a global precedent for having multilingual instructions in transit systems. He said it will be challenging to have every conceivable language but agreed that pictures and graphics would be much more comprehensible.

Chair Hudgins agreed with Mr. Snyder and said that universal symbols go a long way.

Ms. Porter made a motion to endorse the report and recommendations on improving language access to transit information, and transmit them to the WMATA Board and local transit agencies. The motion was seconded and carried unanimously.

INFORMATION ITEMS

12. Report on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

Mr. Farrell briefed the Board on a proposal to expand the program to two campaigns. One campaign will be in the Fall of 2007 and the other in the Spring of 2008. He said that a total of about \$600,000 would be needed to carry out both campaigns. The current budget is \$400,000, which covers one campaign. He then reviewed possible sources for additional funding including increased federal funds provided through the states, increased TPB member contributions, and increased private sector sponsorship. He noted that WMATA recently agreed to provide \$150,000 dollars for fiscal year 2008. He said letters were sent out on February 28, 2007 to local government jurisdictions at a suggested level of five cents per capita, with a response requested by July 1, 2007. The total amount of local money requested is \$207,800.

Mr. Farrell summarized the current funding commitments. To date, he said Arlington County responded with a letter offering to double its contribution for fiscal year 2008, to \$20,200, provided that other TPB members also increase their contributions. He noted that Loudoun County has indicated that it will not participate. He said other TPB members have not yet

provided written responses to TPB. He said he anticipates that the jurisdictions that have provided major funding in the past will likely provide a commitment.

Mr. Farrell commented that the program is of good value and the survey results show that there was a good level of campaign awareness. He noted that law enforcement participation is up to 15 agencies and believes two campaigns per year would have significantly more impact than one. Due to the increase in pedestrian deaths associated with the return to standard time when it gets dark earlier, he noted that a campaign in November would be desirable.

Mr. Zimmerman said he believes that the Street Smart campaign should be implemented at a level that will have an affect. He stated that Arlington County is willing to contribute and increase its contributions for the campaign. He said that some jurisdictions are either not contributing or are relying on federal funds. He said he believes the program could really save lives and change behaviors. He then asked TPB members to go back to their respective jurisdictions and consider dollar amount contributions.

Chair Hudgins said that most people do not travel only within their own jurisdictions, and safety around the region is really what we are trying to achieve as well as pedestrian safety awareness.

Mr. Moneme supported Mr. Zimmerman's comments about a real commitment to the program. He said drivers and pedestrians should be focused on safety. He said he is committed to the program and based on the per capita requested for the District, it has paid its fair share. He said that he is looking internally to see what can be done to meet the challenge and is looking for others to participate.

Chair Hudgins stated that she would send reminder letters to the TPB member jurisdictions to encourage participation and to meet the July 1 deadline.

Chair Hudgins thanked Mr. Farrell for his presentation and said she is looking forward to hearing the responses.

13. Briefing on the Freight Railroad Realignment Feasibility Study

Referring to a PowerPoint handout, Mr. Dowd reported findings from the Freight Railroad Realignment Feasibility Study that addresses problems posed by the location and configuration of the mainline freight railroad through the monumental core. These problems include security concerns of proximity to government and national symbolic sites, impact on neighborhoods, and issues for freight and passenger rail operations. He said the purpose of this study is to determine the feasibility of relocating a freight rail line away from the Monumental Core, and estimate the general cost and benefit of potential corridors.

Mr. Dowd then explained that the study was sponsored by the District Department of

Transportation (DDOT) and the National Capital Planning Commission (NCPC). The study was funded through the U.S. Department of Homeland Security (DHS) and under an Urban Area Security Initiative (UASI). He explained that the project was coordinated with the Interagency Security Task Force (a subset of NCPC), Federal Railroad, Transportation Security Administration, Maryland Department of Transportation, Metropolitan Washington Council of Governments and others. The project also met with owners and operators of the service such as Amtrak to gather information that would be beneficial to their operations.

Mr. Dowd emphasized that this study was done to address potential security issues with a freight rail line that travels within close proximity to the U.S. Capitol building, Smithsonian Institution, the Navy Yard, and federal agency headquarters with a total of more than 100,000 federal employees.

Mr. Dowd said that several transportation issues were also addressed such as the strained capacity from sharing a track between freight and passenger service, single tracking effects on flow of traffic through the system, clearance limitations and single tracking of the Virginia Avenue Tunnel.

Mr. Dowd pointed out two major bottlenecks identified in the Mid-Atlantic Rail Operation Study conducted by the I-95 Corridor Coalition, which is a coalition of state highway agencies from Virginia to Maine. These bottlenecks are found in Washington and are problematic for the rail industry. He also pointed out that there is a tremendous commute growth on the region's rail network and that freight operation experiences marginal or moderate growth. He then went through feasible alternatives: a DC tunnel entering from the south in the Potomac Yard and two alignments to the east.

Mr. Dowd summarized his presentation by restating that alternatives proposed in the presentation would greatly reduce the risk of terrorist attacks by removing freight rail away from the monumental core and away from population densities. Other benefits for realignment, he explained, would decrease travel time and lower shipping costs for freight, thus making the transport of all freight rail more attractive and helping remove trucks from the roadway. He said that the study identified viable alternatives with costs of realignment from four to five billion dollars. He said that the next steps would include a NEPA analysis to find out impacts and determine mitigation issues.

Mr. Mendelson said he thought the original impetus of the study was to move hazardous cargo away from the District and the regional core. He said the proposals that reroute freight cargo through Maryland will not be supported by the Maryland delegation, including Congressman Hoyer, who is involved in this issue. He said that he believes the fundamental problem is hazardous material, which can be rerouted, potentially through a western alignment. He said he has been told that some hazardous cargo has been rerouted to the northern line through the District, but that this cannot be confirmed.

Mr. Dowd responded that the study completed its initial task and looked at rerouting all freight, which includes hazardous materials. He explained that the study was not intended to look at other complex issues such as how hazardous material is transported, which is a small portion of the freight that is being transported. He added that rail transport of hazardous materials is safer than transport of those materials by truck. He said the study looked at alternatives that would solve the security problem.

Mr. Mendelson said that he understands hazardous materials are more at risk when routed near a prime target, but that does not change the fact that the Maryland delegation does not want these materials routed through Maryland.

Mr. Dowd responded that further study is warranted. He said he believes that further communication is needed about transfer of risk.

Mr. Mendelson said he would like to know what additional work is being done.

Mr. Fellows said that the problem lies in the scope of the report and not the report itself. He mentioned the proposal that was passed in the District of Columbia and is in court and wondered if it would take federal action to solve the problem of hazardous cargo moving through the District on rail lines. He asked if the cost proposed for the western alignment corresponds to the cost of laying new tracks or the cost to the rail line used for transporting the freight.

Mr. Fellows noted his concerns with chemical cargo traveling through heavily populated areas instead of lower populated areas. He said that College Park sent a letter in support of the District because freight goes right through College Park, which shares the same issues as the District.

Mr. Dowd restated that the study objective was to reroute all freight and that the right of way and high cost to double track on the western alignment are issues that have to be considered.

Mr. Fellow asked if the TPB would be included in this discussion in the future.

Mr. Dowd replied that the TPB would be included in further discussion of the feasibility study. He said a detailed study would be needed to provide more information about the selection of the alternatives. He said each of the alternatives solved the security problem and would address the capacity problem for both freight and commuter traffic. He emphasized transportation benefits that would be achieved by rerouting freight traffic.

Ms. Porter said Takoma Park also sent a letter in support of the District efforts, as Takoma Park is also located along the proposed freight line. She suggested that the TPB recommend another alternative where only hazardous materials would be rerouted to the western line, since they are only a small portion of the total freight.

Mr. Dowd responded that would probably not be a feasible alternative.

Chair Hudgins pointed out the role of the TPB in understanding member jurisdiction's concerns and the need to ensure that they are addressed as a primary part of the study and resolution.

Mr. Kirby said it would be appropriate to have another item at a subsequent meeting to provide an opportunity for further discussion.

Chair Hudgins said that she hopes that there would be some other way to provide input to the discussion.

Mr. Kirby said that Mr. Dowd heard these comments today and that he could return prepared to provide responses.

Mr. Fellows said the TPB should be included in future conversation and that he believes that the benefits of increased commuter traffic on the potential additional rail lines in this corridor would be an opportunity to get people out of their cars.

Mr. Dowd said he would be happy to share the information that came out of the study to help work towards solving the problems; however, the contract for this study is closed. He noted that NCPC would be happy to contribute to ongoing discussions.

Mr. Moneme mentioned that DDOT supported this study and thanked NCPC for carrying it out. He said that there was not enough attention paid to the western alignment in the study. He said he believes some rerouting of hazardous cargo is already occurring on the western alignment. He would like to know what the basis was for determining which alternatives were viable. He believes this information will help frame the discussion going forward.

Ms. Tregoning stated that there are a lot of concerns dealing with safety, transportation, and terrorist risks, as well as the conflict between growing freight and commuter rail traffic. Referencing the transportation reauthorization coming up in 2009, she said security issues and enhanced rail along the eastern seaboard are major issues for Congress and will potentially be issues for the bill. She suggested a strategic approach with Maryland that involves Baltimore.

14. Other Business

There was no other business.

15. Adjournment

The meeting was adjourned at 2:25 p.m.