

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
**777 North Capitol Street, NE**  
**Washington, D.C. 20002-4226**  
**(202) 962-3200**

**MINUTES OF THE**  
**TRANSPORTATION PLANNING BOARD**  
**September 20, 2006**

Members and Alternates Present

Nat Bottigheimer, WMATA  
Skip Coburn, District of Columbia Council  
Wally Covington, Prince William County  
Lyn Erickson, MDOT  
Andrew Fellows, City of College Park  
Brian Glenn, FTA  
Catherine Hudgins, Fairfax County Board of Supervisors  
Sandra Jackson, FHWA  
Michael Knapp, Montgomery County Council  
Julia Koster, NCPC  
Timothy Lovain, City of Alexandria  
Michael Lyles, City of Bowie  
Phil Mendelson, District of Columbia Council  
David Moss, Montgomery County  
Carol Petzold, Maryland House of Delegates  
Kathy Porter, City of Takoma Park  
Michelle Pourciau, DDOT  
Bruce Reeder, Frederick County  
Rick Rybeck, DDOT  
Art Smith, Loudoun County  
Paul Smith, City of Frederick  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
JoAnne Sorenson, VDOT  
Kanti Srikanth, VDOT  
Victor Weissberg, Prince George's County  
Patrice Winter, City of Fairfax  
Bill Wren, City of Manassas Park  
Chris Zimmerman, Arlington County Board

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MWCOG Staff and Others Present

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| Ron Kirby             | COG/DTP   |
| Michael Clifford      | COG/DTP   |
| Gerald Miller         | COG/DTP   |
| Bob Griffiths         | COG/DTP   |
| Wendy Klancher        | COG/DTP   |
| Debbie Leigh          | COG/DTP   |
| Deborah Etheridge     | COG/DTP   |
| Mark Moran            | COG/DTP   |
| Dusan Vuksan          | COG/DTP   |
| Daivamani Sivasailam  | COG/DTP   |
| Darren Smith          | COG/DTP   |
| Michael Eichler       | COG/DTP   |
| Andrew Meese          | COG/DTP   |
| Andrew Austin         | COG/DTP   |
| Heather Mueller       | COG/OPA   |
| Jeff King             | COG/DEP   |
| Jim Maslanka          | Alexandria  |
| Alex Verzosa          | City of Fairfax                                       |
| John Mason            | AMPO  |
| Faramarz Mokhtari     | Prince George's M-NCPPC                               |
| Emmet Tydings         | TPB Citizens Advisory Committee                       |
| Ian Beam              | MDOT  |
| Randy Carroll         | MDE   |
| Sharmila Samarasinghe | Department of Rail & Public Transportation – Virginia |
| Sam Zimmerman-Bergman | Reconnecting America/Center for Transit-Oriented Dev. |
| Shirley Williams      | Department of Homeland Security – FEMA                |
| Anthony Foster        | PRTC  |
| Sue Pennings          | Arlington   |
| Tamara Ashby          | Arlington County                                      |
| Michelle Roch         | FHWA  |
| Robin Grier           | VDOT  |
| Unwanna Dabney        | FHWA – VA Division                                    |
| Harry Sanders         | Action Committee for Transit                          |
| Tony Adams            | Transurban  |
| Rich Denbow           | AMPO  |
| Katherine Kelly       | City of Rockville                                     |
| Patrick Fleming       | MDOT  |
| Steve Yaffe           | WMATA   |
| Eric Peterson         | FHWA/US DOT   |
| Mike Lake             | Fairfax County DOT                                    |
| Harriet Dietz         | Lord Design, Inc.                                     |
| Stewart Schwartz      | Coalition for Smarter Growth                          |

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Allen Greenberg  
Caroline Cheng

Citizen  
Environmental Defense

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

Allen Greenberg spoke regarding Item 12 on the TPB's agenda for the day, "Briefing on Alternative Approaches for Strengthening the Linkages between Transportation and Land Use Planning", to respond to the options presented to the TPB. He said that despite local efforts to connect transportation spending and smart growth in the region, congestion trends are still in the wrong direction, and that concerns about how to fund regional incentive programs do not reflect the conclusions of many fiscal impact studies that transportation costs would be reduced if transportation investments and land use were closely coordinated. He said that the TPB should be focusing on achieving its own goals from the 1998 Vision and the goals arising from the Regional Mobility and Accessibility Study (RMAS) rather than focusing on the local efforts of TPB member jurisdictions. He endorsed Option 1 as described in the Item 12 presentation – initiating a grant program to fund capital projects that link transportation and land use goals – and commended Chairman Knapp for initiating discussion of the topic. Copies of his remarks were distributed for the record.

Caroline Cheng, speaking on behalf of Michael Replogle and Environmental Defense, noted that the TPB's study analyzing a scenario with a network of variably priced toll lanes indicated that tolls on newly built lanes would be very high without relieving congestion on existing lanes. She advocated expanding the study to examine the benefits of adopting open-road tolling on existing lanes and using proceeds to fund better transit service as opposed to adding new toll lanes. She noted that the study of the I-95/395 corridor included such an alternative, and that a high-performance corridor contracting approach to the corridor could be a key to minimizing adverse impacts on communities and the environment and ensuring compliance with federal and state environmental requirements. She said that management of existing road capacity would be a better way to actualize the TPB's January 2005 goals for a regional system of variably priced lanes, and that while Environmental Defense is encouraged that VDOT plans to study incorporation of transit in variably priced lanes on I-95/395, they still believe that further efforts are needed to address concerns about transit provision and adverse effects on sprawl, travel, and pollution. Copies of her remarks were distributed for the record.

Harry Sanders said that related to Item 12 on the TPB's agenda, he liked the idea of community outreach related to the RMAS including discussion of study findings facilitated by TPB staff. He said that related to Item 10, he was disappointed to see that the Anacostia Streetcar Project was going to be replacing a more extensive and frequent bus service, according to comments by the Access For All Advisory Committee on the 2006 Constrained Long-Range Transportation Plan, and said that he hoped the new project would result in a net gain in transit service rather than a loss. He said that both fixed-guideway and bus transit are important elements and that the region needs more of both. He also said that in regard to Items 11 and 12 on the TPB's agenda, he

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hoped that the RMAS and efforts to link transportation and land use planning through some kind of incentive program could be tied together, and hopefully encourage smart growth around transit stations in parts of the area that are lagging in such efforts.

Mr. Zimmerman said that he agreed with Mr. Sanders' statement about the need for both types of transit service. He noted that building fixed-guideway transit is one way to help ensure that transit service is not cut back in the future because it is a more permanent investment than standard bus service, and that this permanence does more to catalyze private investment in a transit corridor. He said that having fixed-guideway service ultimately will lead to more overall transit service in an area, including a feeder bus network.

Chairman Knapp noted that Montgomery County is proceeding with fixed-guideway projects, and said that he agreed with the comments as well.

Stewart Schwartz, with the Coalition for Smarter Growth, said that the Coalition was disappointed with the decision by the State of Virginia to proceed with elevated rail through Tysons Corner rather than a tunnel, and that the Coalition would continue to argue for the tunnel option because it is cost-effective and crucial for creating a walkable environment. Regarding the recent traffic impact study done by VDOT for the Dulles South area in Loudoun County, he said that VDOT had not included 33,000 additional proposed houses, so the impact on surrounding jurisdictions would be even more severe than the study indicated. Related to Item 12 on the TPB's agenda, he said that the idea of an incentive program fits well with the TPB Vision and the RMAS and provides an opportunity for the TPB to play a greater role in targeting transportation investments. He said that MDOT has set a good example with its own incentives for planning around transit stations, and that planning for Tysons Corner in Virginia represents a challenge the TPB can help address. He said that the Coalition strongly prefers Option 1 to fund both planning and capital investments, and that contrary to concerns about funding such a program, there is money available from various sources.

Chairman Knapp welcomed a new member to the TPB, City Alderman Paul Smith from the City of Frederick, which recently joined COG and the TPB as a member jurisdiction.

## **2. Approval of Minutes from the July 19, 2006 Meeting**

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

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

Mr. Miller gave the report of the Technical Committee in the absence of Mr. Canizales, the

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committee chairman. Referring to the report included in the mailout packet, he listed and briefly described the items on the TPB Agenda addressed by the Technical Committee:

- Regarding Item 7, the committee was briefed on the proposed membership of the TPB task force to develop the Human Services Transportation Coordinated Plan
- Regarding Item 9, the committee was briefed on the draft 2006 Constrained Long-Range Transportation Plan (CLRP), the draft FY 2007-2012 Transportation Improvement Program (TIP) documents, and the associated air quality conformity analysis, which were all released for public comment at the September 14 meeting of the Citizens Advisory Committee. This briefing included a presentation of new Web-based information regarding those materials.
- Regarding Item 11, the committee was briefed on the analysis and documentation activities for the RMAS scenario study and reviewed the proposed next steps.
- Regarding Item 12, the committee was given a review by TPB staff on current transportation and land use linkage activities in the region and options for strengthening them, and discussed potential next steps.

Mr. Miller said that in addition, the Technical Committee addressed six items not on the September TPB agenda:

- A final review of the financial plan to be included in the 2006 CLRP.
- A briefing on the final version of the progress report on capital funding needs.
- An update on activities regarding the request by the Fredericksburg Area Metropolitan Planning Organization (FAMPO) for allocation of federal formula transit funds.
- A briefing on a draft scope of work for review and assessment by a consultant of potential freight planning activities.
- A proposal by the Bicycle and Pedestrian Subcommittee to sponsor a one-day workshop to review a manual from the Institute of Transportation Engineers on planning and design of major urban thoroughfares.
- An overview of results of TPB staff analysis of a potential regional network of variably priced lanes.

There were no questions about the report.

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

Referring to the report included in the mailout packet, Mr. Tydings reported that the CAC met on September 14. He said that the committee received a presentation by TPB staff on the new website and information materials associated with the 2006 Constrained Long-Range Transportation Plan (CLRP) and FY 2007-2012 Transportation Improvements Program (TIP), and was pleased that the new plan documentation incorporated many of the recommendations the CAC has made about making plan information more accessible to the public. He said that CAC members looked forward to working with TPB staff on further improvements to the CLRP

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website, and would continue to push for more opportunities for the public to review information about the CLRP and its performance prior to its approval by the TPB.

Mr. Tydings said that the CAC had also been briefed on efforts by TPB staff to bring the initial phase of the Regional Mobility and Accessibility Study (RMAS) to a close and move toward implementation steps that would improve linkages of transportation and land use in the region. He said that the CAC continues to hope to see a composite scenario come out of the RMAS process that would guide prioritization of projects regionally for inclusion in the CLRP, and potentially guide selection of projects in an incentives program.

Mr. Tydings said that the CAC also discussed its priorities for the remainder of the year, and that these priorities focused on RMAS and associated public outreach. He said that CAC members have helped identify several target groups and organizations for RMAS outreach presentations. He also said that the CAC hopes to play a greater role in guiding the remaining steps of the RMAS process.

Chairman Knapp said that he has noticed a consistent theme of needing to do more for transportation without actually raising additional money.

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

Referring to the mailout packet, Mr. Kirby said the Steering Committee met on September 8 and acted on three resolutions amending the FY 2007-2012 TIP. These included:

- Approval of inclusion of funding for the Georgetown Metro Connection Shuttle Bus at the request of DDOT.
- Approval of inclusion of upgrades to a truck enforcement area on Route 9 in Loudoun County and construction of a segment of the Battlefield Parkway in Leesburg, as requested by VDOT.
- Approval of inclusion of Potomac River Gorge preservation activities through the Federal Roads Mitigation Project, as requested by FHWA.

Referring to the letters packet, Mr. Kirby noted that it included a letter from MDOT commenting on the effort under Item 12 to secure additional resources to link transportation and land use, a letter signed by Chairman Knapp and Ms. Petzold to USDOT requesting clarification about inclusion of high-occupancy toll lanes (HOT) in federal transit funding formulas, a proposed new USDOT policy on HOT lanes published in the Federal Register on September 7, and a letter from VDOT discontinuing the kiosk program within the Commuter Connections program. Mr. Kirby also drew attention to five resolutions included in the packet that were just received from the Frederick Area Metropolitan Planning Organization (FAMPO) concerning the allocation of federal transit formula funds in the Washington Urbanized Area. He reviewed the current allocation of funds and said the resolutions state their position regarding the sharing of these

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funds. He said that a response to the FAMPO resolutions will be prepared for TPB approval in the coming months.

Ms. Petzold moved on behalf of the TPB Value Pricing Task Force to convert the TPB letter regarding the classification of HOT lane mileage in federal transit funding formulas into comments on the Federal Register notice of policy statement by the USDOT. She said that the proposed policy statement did not address all of the positions of the task force or deal with all the questions raised. She said that placing the letter in the public record in this manner would make it available to more people for their consideration.

Ms. Erickson seconded the motion.

Mr. Zimmerman asked if the Federal Register item makes specific references to the projects in this region, if the item represents a proposed policy on the part of USDOT, and if there is any other indication of what the implications could be for facilities in this region.

Mr. Kirby said that a representative from USDOT had been present at that morning's meeting of the Value Pricing Task Force and had helped explain the proposed policy. He said that the most important issue for the TPB is that the notice says that if an existing high-occupancy vehicle (HOV) lane is converted to a HOT lane and high levels of service are maintained and monitored, then credit can still be claimed for fixed-guideway bus miles under the federal transit formula, but that the same would not be true for new lanes constructed as HOT lanes, or existing regular lanes converted to HOT lanes. He said that the letter from the TPB task force asserts that all variably priced lanes should qualify for credit in federal transit formulas regardless of whether they are existing or newly constructed lanes.

Mr. Zimmerman said he thought USDOT may have it backwards with such a policy. He said that a new facility is almost unambiguously an improvement for transit, as opposed to converting existing HOV lanes to HOT, which is potentially a risk to overall transit service performance. He asked for clarification on the standard for transit performance a HOT lane has to meet in order to still qualify as a transit facility eligible for formula funds.

Mr. Kirby said that USDOT requires that service levels and performance standards be monitored, and that it be demonstrated that transit service is not impeded by conversion to HOT. He said that the notice in the Federal Register represents a step forward in that it at least allows for transit service to qualify for formula funds if the HOT lanes result from conversion of existing HOV lanes, but it needs to go further to include all variably priced lanes.

Mr. Zimmerman said he understood the desire to preserve access to the transit funding, but was also concerned about ensuring that the facilities continue to function effectively as transit facilities. He said he was concerned that federal language about transit service not being "impeded" could be interpreted in different ways, including possibly allowing for some degradation of service.

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Mr. Kirby said that the monitoring requirement should be useful in making sure that free flow conditions and performance of transit service are maintained.

Mr. Zimmerman said that while he appreciates the language requiring that toll revenues be used for transit purposes, he thinks the policy should be clear about not allowing for any degradation of transit service as a result of conversion to or construction of HOT lanes.

Ms. Hudgins said that the key issue is how the phrases “free flow” and “degradation of service” end up being defined, and it seems that using “free flow” as a standard could involve more risk to performance of transit service.

Chairman Knapp asked if the TPB would serve as the monitor of the performance of the lanes.

Mr. Kirby said that the TPB would be monitoring conditions, and noted that maintenance of free flow is central to the concept of variably priced lanes.

Chairman Knapp said that the issue of defining and using “free flow” and/or “degradation of service” in standards would need to be clarified.

Mr. Zimmerman said that if Chairman Knapp understood the meaning of the letter to be that there would not be degradation of transit service on any such facility, he would support the motion.

Chairman Knapp said that he did interpret the letter as such, but said that the TPB would have to make sure to be clear on the issue going forward.

The motion was passed unanimously.

## **6. Chairman’s Remarks**

Chairman Knapp welcomed another new member of the Board, Mr. Timothy Lovain from the City of Alexandria.

Chairman Knapp spoke briefly about Items 11 and 12 on the agenda, the Regional Mobility and Accessibility Study (RMAS) and transportation/land use linkages. He said that the goal of the recent discussion regarding these two items has been to explore ways for the TPB to take a more proactive role. He said among other concerns raised by TPB members has been the important issue of money, and whether or not any new money would be available from the state governments. He said that the letter sent to the governors and the mayor in August was meant to make them aware of TPB discussions and get their feedback. He said that although the response



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has not been definitive in support of moving forward, it has also not been completely dismissive of the ideas being proposed.

Chairman Knapp said that work by TPB staff in summarizing efforts by local jurisdictions demonstrates that much activity is already underway in implementing the principles and goals discussed by the TPB. He said the question is how to build off of these efforts, maximize their impact, and make them more of a regional priority, including the possibility of reallocating resources or finding additional resources to encourage such efforts. He emphasized that the intent was never to imply that local jurisdictions were not working in this direction, but to look at elevating individual efforts to a regional scale.

Chairman Knapp said that he thinks consideration of regional implementation strategies fits in with a sentiment he has heard from TPB members and at the COG Board Retreat in July during discussion of Envision Greater Washington: namely, that further studies and plans are not necessary because we know what we need to do, we just need to do it, and get the resources in place to make it happen.

## **7. Appointment of Members of the Human Service Transportation Coordination Task Force**

Chairman Knapp recognized Ms. Porter for serving as the chair of the Access for All (AFA) Advisory Committee and thanked her for agreeing to a new role as chair of the Human Service Transportation Coordination (HSTC) Task Force. He also noted that Ms. Hudgins would be taking over as chair of the AFA Committee, and thanked her for assuming that new responsibility.

Ms. Hudgins thanked Ms. Porter for her work with the AFA Committee and said she hoped the committee could continue with the same level of effort.

Ms. Klancher explained the resolution (R4-2007) before the TPB, saying that it would approve the membership for the new HSTC Task Force which the TPB created in an action at its July meeting. She said that the July action established for the TPB a role for itself in developing a coordinated plan for program funding from three federal programs, serving as the designated recipient for two of those programs, the Job Access Reverse Commute (JARC) and New Freedom programs, and running the competitive process for distribution of those designated funds. She said that since the July TPB meeting the TPB had been officially designated by the District of Columbia, Maryland, and Virginia as the recipient of the JARC and New Freedom funds, by way of official letters included in the mailout packet.

Ms. Klancher said that she had put together a list of members for the HSTC Task Force with help from the TPB Technical Committee and the Demand Responsive Steering Committee, which has

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representation from human service agencies. Referring to a list that was distributed at the meeting, she outlined the membership of the task force and noted that there were three remaining gaps to be filled. She said that the task force would likely meet in early October and then develop a draft coordinated plan that would be considered for approval by the TPB in February or March along with a framework for the competitive selection process, which would begin in the spring for FY2006 funds.

Mr. Zimmerman noted that Ms. Porter was not included on the membership list and asked if she needed to be included.

Ms. Klancher said that the position of chair of the committee is appointed by the chair of the TPB, so it was not necessary to include Ms. Porter in the list to be approved by a vote of the Board.

Ms. Hudgins moved to approve Resolution R4-2007, and the motion was seconded.

Mr. Art Smith asked why there was not a human service agency representative on the list from Loudoun County.

Ms. Klancher said that there was no representative from Loudoun County on the task force because the county is not part of the urbanized area for which the funds are designated.<sup>1</sup>

The motion to approve Resolution R4-2007 was passed unanimously.

#### **8. Approval of Amendment to the FY 2006-2011 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for a Feasibility and NEPA Study of the I-95/395 Public Private Transportation Act (PPTA) High Occupancy Toll (HOT) Lane Project as Requested by the Virginia Department of Transportation (VDOT)**

Ms. Sorenson first addressed a new amendment pertaining to Intelligent Transportation Systems (ITS) projects, and analysis of implications of actions of the Base Realignment and Closure (BRAC) Commission. Referring to a draft amendment distributed at the meeting, Ms. Sorenson said she would provide some detail about it since it was a last-minute amendment to the TIP. She said that the amendment was necessary at this time because VDOT had the opportunity to use some FY06 federal funding that would no longer be available at the end of the month. She said that the first item in the amendment would fund expansion of ITS technology and include monitoring of traffic conditions, detection of incidents, and traveler information. She said that

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<sup>1</sup> Ms. Klancher was incorrect in stating that Loudoun County is not part of the Washington DC-MD-VA urbanized area. Portions of Loudoun County are part of the urbanized area, and a Loudoun County human service agency representative will be added to the Human Service Transportation Coordination Task Force membership.

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the second item would fund additional traffic impact analysis and other analyses of the implications of BRAC.

Ms. Sorenson moved adoption of Resolution R6-2007 and the motion was seconded by Mr. Snyder.

Mr. Lyles asked if study by VDOT regarding economic development associated with BRAC would be from the standpoint of a particular position by community groups or if it would be a completely objective study.

Ms. Sorenson said that the study was fact-finding and informational in nature.

Mr. Snyder said that he strongly supported both items, and noted that the ITS item in particular is related to Item 13 on the agenda and consistent with management and operations goals in applying new technologies to improve the transportation system.

The motion to approve Resolution R6-2007 was passed unanimously.

Ms. Sorenson then explained the amendment pertaining to I-95/395 HOT lanes, referring to a PowerPoint presentation that was distributed at the meeting. She listed the cost of the project and said that the amendment would fund environmental and feasibility studies that accompany the HOT lane proposal. She noted that there is no money available for the project itself, hence the exploration of a public/private partnership. She said that the activities that would be funded under this amendment would give VDOT more information to use in evaluating the proposal by Fluor/Transurban.

Ms. Sorenson referenced a memo, copies of which were distributed at the meeting, from the Virginia Secretary of Transportation to the Director of the Department of Rail and Public Transportation (DRPT) that outlines the process VDOT will follow in conducting necessary studies and conducting appropriate public involvement. She said that the DRPT would be establishing a committee, headed by the DRPT director, of major stakeholders to provide feedback in this process. She also noted that attached to the memo was a list of different activities, interests, and concerns VDOT has identified, all of which are planned to be addressed through the work proposed in the TIP amendment. She said that the target completion dates for the northern and southern phases of the project are 2010 and 2012.

Ms. Sorenson moved to approve Resolution R5-2007, and the motion was seconded.

Mr. Fellows asked how the list of stakeholders had been determined and if the DRPT Director had somehow reached out to local jurisdictions in that process.

Ms. Sorenson said that the stakeholder list is still open for additions, and that the initial list was based on comments from the Northern Virginia Transportation Authority (NVTA). She said that

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the Director has been instructed to proceed with the first meeting of the stakeholders group and that outreach would likely continue from there.

Mr. Lovain said that the City of Alexandria has some concerns about the HOT lane proposal, particularly dealing with potential degradation of transit service and incident management issues, and that he appreciates the creation of the stakeholder committee as part of the study.

Ms. Pourciau said she appreciated the level of involvement that the District of Columbia has had since the early stages of the process, especially partnering on discussions of the endpoints of the corridor and making it interact seamlessly with the District's road network. She asked for clarification on the endpoints described in Ms. Sorenson's presentation, as they did not fit with her impression of the results of past discussions.

Ms. Sorenson said that the endpoints of the corridor she described had been officially agreed to by FHWA, and matched up with the boundaries of the 14<sup>th</sup> Street Bridge project and other projects in the immediate vicinity to avoid gaps or overlap. She said that the same thing would be done with FAMPO at the other end of the corridor.

Ms. Hudgins said that she was happy to see that the proposed amendment reflected concerns raised by NVTA, Fairfax County, and other jurisdictions, including citizen concerns passed on by the public officials. She said that the project is likely to be the beginning piece of a regional network and it is good at this early stage to be inclusive of all needs and concerns so that the end product addresses the overall multi-modal need. She said that the TPB should work to ensure that outreach takes place throughout the process so as to enhance the opportunity for the project to move forward.

Ms. Sorenson said that the DRPT Director was excited about the outreach and stakeholder participation directive.

Mr. Zimmerman said that he was pleased with the response from VDOT, especially given the concern of localities about how transit provision seemed to have become less of a focus as the proposal has taken shape. He said that localities have become increasingly worried that the best outcome may be equivalent transit capacity, and that there is a risk of actual degradation of transit service if free flow cannot be maintained on the toll lanes. He said that the formation of the stakeholder committee is a good step but that the TPB also needs to be explicit about the goals of the project.

Mr. Zimmerman referenced the text distributed by Ms. Sorenson of a resolution adopted by NVTA with unanimous support and moved to amend TPB Resolution R5-2007 by attaching to the end of it the text of the NVTA resolution, with the phrase "Be it further resolved that . . . ." He proposed including the text from the NVTA resolution beginning "The state and Fluor/Transurban should work . . ." through the last bullet.

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The motion to amend the resolution was seconded and passed unanimously.

The motion to approve Resolution R5-2007 as amended passed unanimously.

Mr. Snyder asked for a few minutes to speak on Agenda Item 13 because he had to leave before that item would be presented. He said that John Mason, who once chaired the TPB, would be making a presentation on the importance of transportation management and system operations. He noted that about 50 percent of the congestion on the nation's highways is a result of non-recurring incidents. He asked that a future TPB meeting include as an agenda item a complete report as to what the transportation agencies are doing in terms of system management and operations and what the TPB's Management, Operations and Intelligent Transportation Systems (MOITS) Task Force is doing on this important topic.

Chairman Knapp thanked Mr. Snyder and said the Board would try to determine how to schedule his request.

### **9. Briefing on the Draft 2006 Constrained Long-Range Plan (CLRP) and FY 2007-2012 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis**

Referring to the mailout material, Mr. Kirby briefed the Board. He noted that the Board was briefed in the spring on this year's major new projects and studies, which he briefly listed. He said that staff has been working very hard to improve documentation on the plan and called attention to the new plan brochure and new website on the CLRP and TIP. He noted that the plan was well within the mobile emissions budgets in the out-year forecasts, but the performance information does show a substantial increase in lane miles of congestion going into the future as a result of the fact that vehicle miles of travel are increasing at a 45 percent rate and lane miles at 16 percent.

Regarding conformity, Mr. Kirby called attention to Exhibits 7 and 8, which show the forecasts of emissions out through 2010, 2020 and 2030, for Volatile Organic Compounds (VOC), Nitrogen Oxides (NOx), and for PM2.5 particulate emissions. He emphasized that forecasted emissions are well within the budgeted amounts. However, he noted that new State Implementation Plans (SIPs) are currently under development to meet the new 8-hour ozone standards and the PM2.5 standards, and that these new SIPs would include tighter budgets.

Ms. Smyth, referring to Exhibit 3, asked to what the label "Fairfax County Freeway" refers.

Mr. Kirby explained that this was simply a generic label for a freeway located in Fairfax County.

Chairman Knapp said that while it is important to provide more information on the Internet, it was also important not to completely eliminate paper documentation.

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## **10. Briefing on the TPB Access for All Advisory Committee Comments on the 2006 CLRP**

Chairman Knapp introduced Ms. Porter and said this would be her last outgoing activity for the Access for All Committee.

Ms. Porter gave a briefing on the Access for All Committee's comments on the 2006 CLRP. She said the AFA annually presents comments on the long-range plan to the TPB.

Ms. Porter's comments provided detail on the following points:

- Improving Transit Information and Pedestrian Access
- Improving MetroAccess Materials and Service
- Addressing concerns about the new CLRP.

Vice Chairman Pourciau thanked Ms. Porter for a great presentation and for her leadership on the committee. As a point of clarification, she said the Anacostia Streetcar is not intended to replace any bus service.

Ms. Porter said she appreciated hearing that information and would convey it to the committee.

Mr. Bottigheimer expressed his appreciation to Ms. Porter and said he wanted to note some activities at WMATA that are responsive to the committee's concerns. He described initiatives that are going on between Metro and Fairfax County, Montgomery County, and Alexandria to improve bus stops. He said that Metro will be completing a bus stop data inventory in December that looks at bus stops throughout the District of Columbia and Prince George's County, which will complete the inventory of bus stops region-wide. He said that WMATA will be working with TPB this year on the development of a Geographic Information Systems (GIS) architecture for transit planning in the region. He said that WMATA is currently rewriting the customer guide for MetroAccess, which will be translated into Spanish.

In response to Vice Chairman Pourciau's comment, Mr. Bottigheimer noted that WMATA would be discontinuing the W9 bus service in the Anacostia area by the end of the month due to its low ridership, and that the W4 bus service will continue to serve the same stops as the W9.

Ms. Porter said the AFA Committee was concerned about the W9 line because it is needed to get to jobs. She thanked WMATA for its attention to bus stops.

Related to Item 9, Mr. Kirby said he wanted to note that the public comment period on the plan and conformity began on September 14<sup>th</sup>, when materials on the plan were presented to the Citizen Committee meeting and placed on the TPB website. He said the comment period would

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close on October 14, and the TPB would be asked to approve the CLRP, TIP and conformity assessments at its next meeting on October 18.

## **11. Status Report on the Regional Mobility and Accessibility Study**

Referring to his memorandum, Mr. Kirby briefly summarized the status of the Regional Mobility and Accessibility Study. He said that the first phase of the study has been completed and is being documented. He said that most of the results of this study were presented to the TPB early in the year, and staff has done public outreach on these results. He said that five scenarios have been completed, which were summarized in the memo. He said they are essentially variations on two themes: 1) get housing and jobs closer together, and 2) get everything closer to transit stations. He said all the scenarios improve the regional performance in terms of reducing vehicle miles of travel and lane miles of congestion, and all the scenarios present opportunities for coordinating land use and transportation planning to improve overall system performance.

Mr. Kirby noted that the study results have been summarized in various presentations and also in the Region magazine. He said that staff would produce a brochure on Phase 1 of the study along with a detailed technical report.

Mr. Kirby said that Phase 2 would include analyses of a regional network of variably priced lanes. The next step will also include an extensive outreach effort underway this fall, including a second round of the Community Leadership Institute.

Chairman Knapp said he welcomed any suggestions from Board members regarding methods for increasing public awareness of the study.

Ms. Sorenson asked for the date when the technical report would be released.

Mr. Kirby said it would be released in the fall of 2006.

## **12. Briefing on Alternative Approaches for Strengthening the Linkages Between Transportation and Land Use Planning**

Mr. Kirby referred to a PowerPoint presentation included in the mailout packet and reviewed options for TPB action presented at past TPB meetings. He summarized concerns that had been raised by TPB members and drew attention to an additional memorandum in the mailout that presented an overview of efforts by local and state jurisdictions in the region to link land use and transportation. He emphasized that a regional initiative would build off of the TPB Vision and the Regional Mobility and Accessibility Study (RMAS), and would seek to give more momentum to activities underway in each jurisdiction. In particular, he mentioned planning for

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the West Hyattsville Metro Station as the kind of activity that the TPB could encourage and support.

Mr. Kirby pointed out the potential benefits of a regional initiative, and presented a staff proposal that takes a phased approach to implementation of a regional program to support local efforts. He described the proposal as an expanded version of Option 3 from previous presentations, and said that it calls for the TPB to serve as a regional “clearinghouse” for documenting transportation and land use linkage activities and to begin funding technical assistance to support local transportation/land use planning efforts out of its own budget. He said that options 2 and 1 to fund planning and capital projects, respectively, through a regional grant program could be implemented later as demand warrants.

Mr. Fellows asked if Mr. Kirby could give an estimated timeline for the phased implementation of the three options.

Mr. Kirby said that if the Board approved of the phased approach, further details about implementation including timing and budget could be presented at the October TPB meeting.

Mr. Paul Smith said that as a new member of the TPB he was pleased to see the Board considering how to assist local jurisdictions in this manner, and said that Frederick City has a particular problem with an interchange bottleneck that requires a regional response.

Chairman Knapp asked Mr. Kirby to present to the TPB at its October meeting more details about implementation of the proposal, including a timeline.

### **13. Briefing on Regional Management and Operations Strategies and Performance Measurement Concepts**

Mr. Mason, referring to a PowerPoint presentation that was included in the mailout packet, briefed the TPB on regional transportation system management and operations strategies and performance measurement concepts called for in SAFETEA-LU, and on the role of metropolitan planning organizations like the TPB in advancing these strategies and concepts. Mr. Mason said that he was speaking on behalf of the Association of Metropolitan Planning Organizations (AMPO). He highlighted the aspects of the TPB Vision dealing with management and operations strategies, described some activities in other regions, and explained shifts in how performance is measured in transportation planning. He credited the TPB for its track record of collaborative planning, and urged the TPB to develop regional performance measures from the point of view of the transportation customer, invest in management and operations solutions, and produce an annual report to the users of the region’s transportation system.



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Mr. Mendelson asked Mr. Kirby about the status of CapCom, and when the TPB might receive a report on maintenance and operations activities.

Mr. Kirby said that he could provide an update on CapCom and would later present a summary of management and operations activities and performance measurement in the region. He noted that the TPB has done extensive work on measuring the performance of the region's transportation system, including for example the freeway monitoring program. He said that work on a regional agreement for the CapCom program was in the final stages and that the District of Columbia, Maryland, Virginia, and WMATA were all working hard on the agreement. He noted that MDOT has put forward advance funding to support initial work by the contractor while the details of the agreement are being finalized. He said that he hoped to be able to report more progress on the agreement at the October TPB meeting.

Mr. Mendelson asked if MDOT would be one of the funding agencies for the program

Mr. Kirby responded that MDOT would be one of the funding agencies.

Mr. Mendelson said that more would be expected from MDOT for the program to move forward.

Mr. Kirby said that the initial contribution was just to start moving forward.

Mr. Mendelson said that it shows MDOT's good faith toward the program.

Mr. Kirby said that there is federal and state money committed that the TPB will be able to mobilize as soon as the agreement is signed.

Mr. Mendelson asked if the TIP amendments regarding CapCom were coming up for a vote in October.

Mr. Kirby said that some amendments to the TIP regarding CapCom have already been approved so money is available, and that additional items related to CapCom would be included in the new TIP, which will be presented for approval by the TPB at the October meeting. He said that he would draw attention to the items related to CapCom at that time.

Mr. Mendelson said that he hoped to know the status of the multi-agency agreement before he voted on the new TIP with new items pertaining to CapCom.

Mr. Meese said that there is no impediment to the agreement moving forward except making sure that it is acceptable in relation to laws of the two states and the District of Columbia.

Mr. Mendelson pointed out that the agreement appeared to be very near completion a year ago. He asked for a report to be given on CapCom at the October TPB meeting, and asked Mr. Kirby when the broader report on management and operations activities would be given.

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Mr. Kirby said that it would take a few months, because it would require consultation with the Management, Operations and Intelligent Transportation Systems Policy Task Force headed by Mr. Snyder. He said the report would use Mr. Mason's comments as a framework for assessing progress in the region.

Chairman Knapp asked Mr. Kirby to try to have the report ready in November or December.

Mr. Mendelson asked if there is a TPB meeting scheduled in December.

Mr. Kirby said that there is a TPB meeting scheduled for December 20.

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

There was no other business.

#### **15. Adjournment**

Chairman Knapp adjourned the meeting at 2:02 pm.