

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, N.E.
Washington, D.C. 20002-4239**

**MINUTES
Board of Directors' Meeting
COG Board Room
June 8, 2005**

BOARD MEMBERS, ALTERNATES AND PARTICIPANTS PRESENT AND NOT PRESENT

***SEE ATTACHED CHART FOR ATTENDANCE**

STAFF

**David J. Robertson, Executive Director
Lee Ruck, General Counsel**

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Judith Davis called the meeting to order at 12:07 p.m. with a recitation of the pledge of allegiance.

2. APPROVAL OF MINUTES OF May 11th

Chair Davis offered an amendment to the minutes under action item number nine to include Greenbelt as one of the contributing jurisdictions to the Washington Area Housing Trust Fund.

Motion was made, seconded and carried unanimously to adopt the minutes, with amendment, from the May 11th meeting.

3. AMENDMENTS TO THE AGENDA

There were no amendments made to the agenda.

4. ANNOUNCEMENTS

Planning for the 2005 COG Board retreat is continuing. As previously noted, this year's retreat is being held at the Hyatt Regency Chesapeake Bay, located in Cambridge, Maryland, Friday, July 22 and Saturday, July 23. The retreat is a once-a-year event when COG's leadership revisits its priorities and focuses on the year ahead.

At the Board meeting in May, the Board approved a new awards program through the Washington Area Housing Partnership. The program was created to honor elected officials and agencies that have helped preserve and create affordable housing. Chair Davis announced that the first annual WAHP Best Practices Awards will be held in December and invited the Board to submit its nominations.

The Executive Director's performance evaluation will also be conducted during the retreat. A copy of the schedule, in accordance with the evaluation process approved by the COG Board, was included in the Board packets. Performance evaluation materials will be distributed to the board by Chair Davis by the end of June, including a questionnaire and self-evaluation/list of achievements from the Executive Director. Imelda Roberts, Director of Human Resources, will assist the committee by providing resource materials that the Board may need during this period.

5. EXECUTIVE DIRECTOR'S REPORT

David Robertson commended the Office of the D.C. Mayor on its efforts in hosting a regional summit with the Governors of Virginia and Maryland. COG, specifically Mr. Robertson, was asked to brief the officials on issues related to gang violence. Both governors and the mayor made commitments to assist COG in securing assistance from the federal government.

The signing of a memorandum of understanding to establish an Interstate Air Quality Council was a highlight of the summit. The Council will provide general oversight and policy guidance to the regional air quality planning process in collaboration with COG.

The NARC conference is coming up at the end of June and those who have not made a reservation should contact Pat Warren. Due to the rising number of issues surrounding day-workers in our region, a side-trip is being planned to visit facilities in Oakland which have proven to be very successful.

Chair Davis will represent the region at the Maryland Municipal League Conference where she will provide flyers for the smaller municipalities highlighting the various opportunities available for COG membership.

On Sunday June 12th at 7 a.m. a Clear Channel Community Breakfast Forum will be held at the COG offices to discuss various issues surrounding violence.

MWAQC's Vice-Chair Nancy Floreen will soon be on a segment of NBC 4's Viewpoint to discuss some of the regions air quality successes.

Lee Ruck presented a follow-up to the Board on HR 1544 which calls for faster and smarter funding for first responders. Per the Board's authorization last month, a letter was submitted by the Chair in support of the provisions set for in the legislation. It has passed the House by a substantial voice vote and is now in the Senate Committee on Homeland Security and Governmental Affairs; a hearing has yet to be scheduled.

Mr. Ruck also briefed the Board on HR 1817, legislation that would authorize appropriations for the Department of Homeland Security for Fiscal Year 2006. There were two items added to the bill that would have an impact on our region. Section 307 now requires the Secretary of Homeland Security, within 60 days of enactment, to develop a security plan for the return of general aviation to Ronald Reagan Washington National Airport. Section 508 directs the Secretary of Homeland Security to conduct a study of possible modifications to the definition

of the geographic boundaries of the National Capital Region for purposes of Homeland Security coordination, planning, and funding. This may result in adding Frederick County and the City of Frederick to the NCR definition for Homeland Security purposes.

Staff recommended that the Chair be authorized to send a letter to the region's Congressional delegation, and to the members of the Senate Committee on Homeland Security and Governmental Affairs indicating COG's support specifically referencing Sections 307 and 508 and their impact on the region.

Action: Motion was made, seconded, and adopted authorizing the Chair to submit a letter in support of HR 1817.

6. ADOPTION OF CONSENT AGENDA ITEMS

Action: Consent agenda items A.-D. were agreed upon and adopted.

(a) Pension Plan Amendment

In compliance with new IRS regulations and as recommended by the COG Pension Plan Committee, the COG Board of Directors approved an amendment changing from \$5,000 to \$1,000 the amount in a pension account that COG may forcibly cash out.

(b) Resolution Designating and Authorizing Certain COG Staff Members to Undertake Specified Duties

The delegation of administrative and other functions is updated to conform to current organizational arrangements and needs.

(c) Resolution Authorizing Application to Freddie Mac Corporation for Funding Under the Don't Borrow Trouble Program.

The Executive Director or his designee is authorized to submit an application and execute a contract with the Freddie Mac Corporation for the administration of the Don't Borrow Trouble Program in the Metropolitan Washington region. A grant covering 18 months in an amount not to exceed \$625,000 was requested. No COG matching funds are required.

(d) Approval of Letter of Support for the Washington Area Housing Trust Fund

COG endorsed the establishment of a regional housing trust fund in November 2001 as part of its comprehensive affordable housing policy adopted by the Board of Directors. The Washington Area Housing Trust Fund (WAHTF), a community development financial institution working to increase the supply of affordable housing in the region, is a separate 501(c)(3) non-for-profit organization with three COG Board appointed representatives on the WAHTF Board. To date, the WAHTF has provided financial assistance for the development of approximately 500 affordable housing units in the Washington metropolitan region. The WAHTF has received \$1 million in federal support for its capital loan fund. Several local governments voluntarily contributed \$108,000 in FY 2005 operating support. The Board approved a letter to the National Capital Region congressional delegation seeking \$1 million in federal support for the WAHTF in FY 2006.

7. UPDATE ON TPB REGIONAL MOBILITY AND ACCESSIBILITY STUDY

Bob Griffiths, Director of Technical Services for COG's Department of Transportation Planning, briefed the Board on the Regional Mobility and Accessibility Study and its current land use and transportation scenarios analyzed to help with the flow of traffic and public transit and improve accessibility.

Metro does not currently have enough money to support the projected growth in ridership and demand with additional railcars and buses and therefore would have to put up to 100,000 potential riders back on the roads. One reason that the program is limited in its ability for improvements and additions is that funding must first be used to support and maintain current facilities, leaving a small percentage to expand the transit and highway systems.

The TPB asked that the study go beyond its currently projected financial constraints to look at the "what if's," specifically land-use scenarios. What if job and housing growth were shifted? What if new roads or transit facilities were built, and how would these scenarios change 2030 travel conditions?

Key issues addressed were: 1.) Job growth is outpacing household growth. What effect would providing 200,000 more houses have? 2.) Workers are living farther away from their jobs. What if people lived closer to employment centers or what if jobs were located closer to home? 3.) There are job growth disparities between the eastern and western parts of the region. What if there was a better balance and job and household growth was shifted from West to East. 4.) Most of the growth is located outside of transit station areas. What if jobs and households were moved to the areas around transit stations?

The only land use scenario to show a dramatic effect on daily travel was the one that increased total household growth by 200,000. Land use scenarios that simply shifted forecast growth within the region had a very small effect on daily travel. Even with 200,000 more households, daily vehicle miles of travel would be less (including a.m. congestion), reason being that opportunities for walk and biking commuting increase by 18 percent as does the opportunity for transit trips. Most of the household units forecast are already in place, such that region would actually only see 15 percent new household construction by 2030.

Next phases of the study include: developing and modeling alternative transportation scenarios, developing an HOV/HOT toll lane transportation scenario, and identifying one or two "Composite Scenario's" for further evaluation.

Nancy Floreen inquired about the assumptions made in the study specifically vehicular use in 2030, and assumptions made in regard to housing preferences.

Transportation analysis is factored in after travel demand analysis where an emission modeling is assessed due to "change of the fleet" and increases in technology. Sizes of vehicles, however, have not explicitly been factored in to the analysis because the changes have remained somewhat constant over time.

Density is factored in the assumptions such that smaller homes would be nearer to transit and activity centers while larger, detached homes would be located further away.

Robert Dorsey, referencing Ms. Floreen's inquiry, asked how telecommuting factored into the assumptions. Mr. Griffiths stated that a 20 percent telework population is assumed and the "what if" raises that number to 35 percent to what effect an increase in teleworking would have on travel.

Mr. Griffiths noted that weather is not explicitly factored into the study due to its unpredictability and the decreased distance between home and work when applying the "what ifs," in response to Lori Waters question.

Sharon Anderson questioned if unemployment rates were a factor to which Mr. Griffiths responded that they are factored in to the basic forecast which assumes an unemployment rate of 3-5 percent both regionally and by jurisdiction.

In reference to Hilda Barg's question on carpooling, Mr. Griffiths responded that carpooling was a measure looked at but was shown to have minimal effect.

Jay Fisetto suggested that the study also look at how moving jobs out to the right places and activity centers would increase the benefits.

8. ADOPTION OF RESOLUTION ON COG RESPONSE TO BRAC RECOMMENDATIONS

At last month's meeting, the Board was briefed on the potential impact of the BRAC recommendations if they are approved by Congress. The Board requested additional analysis of the Department of Defense's proposed recommendations, specifically as they relate to transportation, land use, and air quality in the region.

In response to the Board's recommendation last month, an ad hoc committee was created and chaired by Mr. Fisetto, to analyze the recommendations made by the Secretary of Defense on May 13th.

The Committee found that while BRAC recommendations are not a new occurrence, the manner in which this year's was conducted has changed significantly. For the first time, the Secretary moved away from solely focusing on federally owned facilities to including all federal leased space as well; a method that has no existing model from which to base its actions.

The committee also found that the Secretary seemed to make several assumptions on leased space when creating these recommendations, including: 1.) that any location, in the D.C. region, within one hundred miles of the Pentagon is generally not prioritized, and 2.) that leased space is not secure and is potentially a challenge to any DoD facility in an urban area.

There are eight criteria set forth by Congress from which the recommendations must be based. The Committee perceives that the Secretary deviated from these criteria; it is now up to the BRAC commission to review these facts and present its recommendations to the President by September 8.

The proposed draft resolution attempts to put this issue into a regional perspective stating that COG has policies and positions on such issues and needs more information to determine the impact the Secretary's recommendations would have in our area. It includes an aggressive proposed work plan for COG/TPB assessment of the BRAC and DoD security-related employment changes in the Washington region. The resolution authorizes the Board to use its cooperative forecast and modeling and authorizes up to \$25,000 for the use of consultants to obtain necessary data.

Ms. Schwartz cautioned on allowing the Executive Committee to make a decision without first gaining input from the entire Board and offered a friendly amendment which would give

the Executive Committee full latitude only "if time necessitates." Ms. Schwartz added that she hopes an argument, other than "lease vs. own," be made.

Hilda Barg argued that the Executive Committee should not be authorized to make a final decision, without input from the Board, as it is not representative of the region. She added that she could not vote for the resolution unless a provision was made to ensure the Board is in communication with the Executive Committee before a decision is made.

Mr. Robertson announced that all communication will be distributed to the full Board as soon as it is made, and assured that the only reason the full Board membership would not be in on a decision would be due to time constraints.

Maureen Caddigan echoed Ms. Barg's concern and asked that she have input to share with Quantico's Base Commander as she works with him to get ready for the 3,000 new jobs that will be coming to the base.

Ms. Floreen stated that she believes there is enough time to allow for the full membership to be briefed before a decision is made.

Ms. Schwartz offered another amendment suggesting that under the 3rd "whereas" clause, the word "substantially" be removed from "deviates substantially" and the word "appears" be included to reflect "appear to be applied inconsistently."

Mr. Fisette suggested two additional amendments. 1.) Under the "now therefore be it resolved" section, include the words "transportation infrastructure costs (CLRP)" after the word "transportation." 2.) Under the Work Program II create a letter (b) to read "to coordinate with state and local governments to estimate additional total infrastructure costs within the CLRP."

In response to Ms. Barg's, and others, request to have the full membership included on the decision making process, Mr. Ruck recommended that further action on the proposed motion be referred to the Committee of the Whole, which is specifically authorized to meet telephonically or electronically upon 24-hours notice, which recommendation was accepted into the resolution.

Ms. Gross asked that a clean version of the resolution and work program be sent by email as soon as it is complete.

Action: Motion was made and seconded to adopt Resolution R19-05 as amended.

9. METRO FUNDING PANEL FOLLOW-UP ACTION

In its report, the Blue Ribbon Panel found that the region is under funding its transit system and anticipated the need for future funding of Metro including the possibility of a change in its governance. The COG Board endorsed the report and its recommendations and asked that the issue stay at the forefront until there is an agreed upon solution. The current focus is that there is no existing mechanism to deal with this issue on an ongoing basis.

Before the Board was a draft resolution which sets forth the history and chronology of the issue, pledges COG's continued support of the Panel's recommendations and its willingness to work collaboratively with other stakeholders on analysis. It calls on the two Governors and

the Mayor to participate in the WMATA regional summit, tentatively planned for October 3rd and restates the Panel's willingness to explore ways of obtaining long-term funding for Metro, including a regional sales tax.

David Winstead, President of the Business Transportation Action Coalition (BTRAC,) briefed the Board on the private sector's continued support and dedication to sustaining and reducing congestion in the region. He stated that BTRAC recognizes the indispensable roles WMATA and Metro play in the region and pledged its commitment to aiding in the development of sustainable long-term funding strategies. The organizations current role is analyzing the Panel's recommendations in terms of their adequacy, reliability, and political acceptability.

Rick Bradley, head of the D.C. BID, highlighted the three options the business community believes the region has for raising revenue and sustaining its competitive advantage: sales tax, personal income tax, and an access or assessment fee. He also highlighted the three principles the organizations use in analyzing the recommendations: fairness, inclusiveness, and competitive neutrality. Mr. Bradley stated that the goal is not only for the private and public sectors to work together but to include civic associations so that there is an overall education process where all stakeholders have input.

Ms. Waters noted her jurisdiction's opposition to the creation or implementation of any new tax.

Ms. Floreen questioned the purpose of the resolution at this time. She stated that if the goal is to get all the players to the table at the summit, a resolution staking a position is not necessary, especially when all of the facts have not been laid out. Mr. Robertson interjected that the sole purpose is to further the Board's position and keep the issue on the radar, if that is still the Board's intent. He stated that this attention will be helpful in shifting the focus from a jurisdictional level to a state level where the two governors, state legislators, and the mayor can work together to come up with a solution.

Mr. Fisette added that the resolution is not a call to action rather an avenue to gather more information and keep the issue of funding on the table instead of letting it fall to the wayside. He stated that it may be helpful to obtain WMATA's response to the recent media attention and a FAQ sheet if one is available.

It was suggested by several members that the resolution be worded so that the language is not as controversial.

10. PROGRESS REPORT ON THE CHESAPEAKE BAY FINANCING AUTHORITY COMMITTEE

Ms. Gross stated that the final meeting of the Finance Committee will be on June 15th and those recommendations will be discussed by the Chesapeake Bay Policy Committee on July 13th, just prior to the Board meeting. Ms. Gross asked that time be allotted at that meeting to report the findings of the Committee.

THE NEXT BOARD MEETING WILL BE ON WEDNESDAY JULY 13, 2005
ATTENDANCE: June 8, 2005

BOARD OF DIRECTORS/ALTERNATES 2005

<u>Jurisdiction</u>	<u>Member</u>	<u>Y/N</u>	<u>Alternate</u>	<u>Y/N</u>
District of Columbia				
Executive	Hon. Anthony A. Williams	N	Ms. Alfreda Davis	N
	Mr. Robert Bobb	N	Ms. Sharon Anderson	Y
Council	Hon. Phil Mendelson	Y		
	Hon. Carol Schwartz	Y		
Maryland				
Bowie	Hon. G. Frederick Robinson	N		
College Park	Hon. Robert Catlin	Y		
Frederick County	Hon. John R. Lovell, Jr.	N		
Gaithersburg	Hon. John Schlichting	Y		
Greenbelt	Hon. Judith "J" F. Davis	Y		
Montgomery County				
Executive	Hon. Douglas M. Duncan	N	Mr. Bruce Romer	N
Council	Hon. Nancy Floreen	Y		
	Hon. Michael Knapp	Y		
Prince George's County				
Executive	Hon. Jack B. Johnson	N	Dr. Jacqueline Brown	N
Council	Hon. Camille A. Exum	N	Ms. Sandra Peaches	N
	Hon. Tony Knotts	N		
Rockville	Hon. Robert E. Dorsey	Y		
Takoma Park	Hon. Bruce Williams	Y		
Maryland General Assembly	Hon. William Bronrott	N		
Virginia				
Alexandria	Hon. Redella S. Pepper	Y		
Arlington County	Hon. G. N. Jay Fisette	Y		
City of Fairfax	Hon. Robert F. Lederer	N		
Fairfax County	Hon. Gerald E. Connolly	N		
	Hon. Penelope A. Gross	Y		
	Hon. Joan DuBois	Y		
Falls Church	Hon. Daniel Gardner	N	Marty Meserve	N
Loudoun County	Hon. Lori Waters	Y		
Manassas	Hon. Douglas Waldron	Y		
Manassas Park	Hon. Frank Jones	N	Mr. Michael Bunner	N
Prince William County	Hon. Maureen Caddigan	Y	Mr. Dana Fenton	N
	Hon. Hilda Barg	Y	Mr. Rick Canizales	Y
Virginia General Assembly	Hon. James M. Scott	Y		

Other Participants
David Winstead, President BTRAC, Greater Washington Board of Trade
Rick Bradley, Downtown D.C. Business Improvement District
Robert Griffiths, Director of Technical Services, DTP