

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
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
July 21, 2004**

Members and Alternates Present

Chris Zimmerman, Arlington County Board
Phil Mendelson, D.C. Council
Mike Knapp, Montgomery County Council
Patrice Winter, City of Fairfax Councilmember
Cathy Hudgins, Fairfax County Board of Supervisors
Linda Smyth, Fairfax County Board of Supervisors
Kathy Porter, Takoma Park
Brian A. Glenn, Federal Transit Administration
Edward L. Thomas, WMATA
David F. Snyder, City of Falls Church
Rodney M. Roberts, City of Greenbelt
JoAnne Sorenson, VDOT- NOVA
Karina Ricks, DC Office of Planning
Jeff Jennings, DC City Councilmember Jim Graham
Julia Koster, NCPC
Bill Wren, Manassas Park, VA
Rick Canizales, Prince William County
Damon Harvey, District Department of Transportation (DDOT)
Mick Staton, Loudoun County Board of Supervisors
Art Smith, Loudoun County
Andrew Fellows, City of College Park
Bruce Reeder, Frederick County Commissioners
Bob Dorsey, City of Rockville
Edgar Gonzalez, Montgomery County Executive Branch
Wayne Cooper, Charles County Commissioners
Cicero Salles, Prince George's County Executive

Ron Spalding, MDOT

MWCOG Staff and Others Present

Ron Kirby, COG/DTP
Wendy Klancher, COG/DTP
Andrew Meese, COG/DTP
Paul Desjardin, COG/HSPPS
Shannon Yasko, VRE
Karen Waterman, PRTC
Mark Moran, COG/TPB
Famarz Mokhtari, M-NCPPC / Prince George's County
Steven Kania, COG/OPA
Jim Wamsley, FCSG
Harry Sanders, Action Committee for Transit
Merle Van Horne, CAC/TPB
Tom Biesiadny, Fairfax County Department of Transportation
Charles Grier, COG/HSPPS
A. Francese, Centreville VA Citizens for Rail
Jim Maslanka, Alexandria
Beth Lowe, COG/DEP
Hailemariam Abai, COG/TPB
Stephen Manster, FAMPO
Bill Shelly, FAMPO
Elizabeth Rodgers, NVTC
Jana Lynott, NVTC
Mark Kellog, Arlington DOT
Howard Chang, Tri-County Council
Alex Verzosa, City of Fairfax DPW
Amy Horner, Sidley Austin Brown and Wood
Tom Whitley, Citizen
James G. Austrich, DDOT
J. F. Peter Meenehan, WMATA
Jill Lacantore, COG/DTP
Jeff King, COG/DEP
Michael Farrell, COG/DTP
Bob Griffiths, COG/DTP
David Robertson, COG/EO
Anant Choudhary, COG/TPB
Stewart Schwartz, Coalition for Smarter Growth
Randy Carroll, MDE

Julie Rusuzyk, VDOT – NOVA
Daivamani Sivasailam, COG/DTP
John Swanson COG/DTP

1. Public Comment

Carroll George spoke about confusion and safety problems that exist on merge lanes on highways. He suggested that key officials and citizens should meet to discuss potential solutions. Copies of his remarks were distributed for the record.

Harry Sanders, Action Committee for Transit, spoke about lessons that can be learned from Minneapolis' new light rail line, which he said is owned by that region's Metropolitan Planning Organization. He spoke about the benefits of transit. He spoke in support of progress made on the Regional Mobility and Accessibility Study. He said it is important to proceed with the study by adding significant new transit facilities. Copies of his remarks were submitted for the record.

Stewart Schwartz, Coalition for Smarter Growth, commended the staff on the Regional Mobility and Accessibility Study. Regarding the TPB's travel demand modeling procedures, he echoed concerns expressed by Environmental Defense, which were included in the letters packet distributed to the Board. He said there are several issues about which he was concerned: inaccuracy in the employment data, the speed adjustments in the model, and concern about different values of time being used in the model. He said he believed it was important to substantially revise the model because it is being used for new projects and, in particular, for the Inter-County Connector. He also mentioned the importance of Metro funding. He said leadership is needed on this issue.

2. Approval of the Minutes of June 16, 2004 Minutes

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

3. Report of the Technical Committee

Referring to the mailout material, Mr. Kirby gave the report for Rick Rybeck, Technical Committee Chair, who was absent. He said the Technical Committee met on July 9 and discussed a number of items on the TPB agenda:

- The work program for addressing the Transportation Research Board Review of the TPB modeling procedures.

-
- A review of the status of the Regional Mobility and Accessibility Study.
 - A status report on the air quality conformity assessment, the new air quality conformity requirements under the eight-hour ozone rule, and new non-attainment designations for fine particulates (PM 2.5).

Mr. Kirby said the Technical Committee also had a presentation by Sergeant Brown of the District of Columbia Metropolitan Police Department on the safety impacts of speed and intersection red light enforcement using automated cameras in the District of Columbia.

Vice Chairman Mendelson asked how effective this program appears to be.

Mr. Kirby said it appears to be effective.

Later in the meeting, Ms. Porter said she would like the TPB to receive a briefing on speed and intersection red light enforcement using automated cameras.

4. Report of the Citizen Advisory Committee

Referring to the handout report, Emmet Tydings, vice chair of the Citizens Advisory Committee (CAC), said the CAC met on July 15. He said the meeting last week focused on two issues, the Regional Mobility and Accessibility Study and improvements to the COG website with respect to the posting of public comment. He said that TPB staff had developed a proposal to improve the website based on suggestions made by the CAC in June. This proposal was further discussed and refined at the July CAC meeting.

Mr. Tydings said that the CAC is very interested in the developments in the Regional Mobility and Accessibility Study. He said the committee has decided to host public forums on the study this fall. He said a subcommittee of the CAC will be meeting in August to discuss the public forums.

5. Report of the Steering Committee

Referring to the mailout and handout material, Mr. Kirby said the Steering Committee met on July 9 and approved three resolutions, which were amendments to the Fiscal Year 2004-2009 Transportation Improvement Program (TIP). The resolutions were included in the TPB mailout packet.

Referring to the letters packet, Mr. Kirby noted a letter had been sent by the TPB to the leadership of the Congressional Conference Committee on the reauthorization of surface transportation legislation. The letter urged that high occupancy/toll (HOT) lanes be eligible for transit funding under fixed guideway mile definitions as long as transit service is unimpeded. The letter also

urged, in response to an issue raised by Ms. Pourciau in June, that states and local communities be able to implement tolls to manage congestion and reduce emissions on existing facilities, as well as to finance the development of new facilities.

Mr. Kirby said the House and Senate versions of the reauthorization legislation had very different provisions regarding tolling. While the Senate bill is quite liberal in terms of encouraging tolling for congestion management on all kinds of facilities, the House bill would greatly restrict the use of tolls so that they would be limited essentially to financing and operation of new facilities. He said this provision would essentially eliminate the possibility of using tolls for congestion management on existing facilities. He suggested the TPB might want to take a more specific position on these two provisions.

Mr. Kirby called attention to a letter received from Michael Replogle of Environmental Defense on travel modeling. He said the "Additional Letters Sent/Received" packet included a response to this letter from Mr. Replogle.

Referring to the additional letters handout, Mr. Kirby called attention to a memorandum from Nick Ramfos of the COG/TPB staff which included a first report on the State of the Commute survey that is conducted every three years. Mr. Kirby indicated that this survey has a narrower definition of telecommuting than was used in 2001. He said the new definition essentially stipulates that to be counted as a telecommuter, a person must work an entire day at home or in a telework center. He said that staff has normalized the results from the 2001 State of the Commute survey for use in air quality conformity. He said the new numbers were included in the material distributed to the TPB.

Mr. Kirby called attention to some of the findings from the State of the Commute survey, including the rise in the percentage of federal telecommuters. The material also included a breakdown in telecommuting by several demographic groups, including distance from work, state of residence and income level.

Mr. Kirby said the material distributed to the Board also included a summary of the changes that are being made to the website that were referenced in the Citizens Advisory Committee report.

Chairman Zimmerman called attention to the constraints on tolling in the House reauthorization bill. He said that whatever a person thinks about whether or not a particular road ought to or ought not be tolled, he believed this was appropriately a decision to be made at the state and the local levels, not on Capitol Hill. He said that considering the interest in this region in exploring value pricing, he believed flexibility on tolling options should be maintained. He said he thought the TPB should express its support for the Senate bill's provisions on tolling.

Ms. Hudgins said she agreed with Chairman Zimmerman that these decisions should be made at the state or local level. She suggested the TPB should weigh in on this issue before it is finalized in

the House-Senate Conference Committee. She moved that the TPB send another letter to express this position.

Mr. Snyder seconded the motion.

To clarify the motion, Mr. Kirby asked if the letter would explicitly support the Senate bill's provision regarding tolling.

Ms. Hudgins said yes.

Chairman Zimmerman said the letter could be explicit or it could diplomatically refer to the need to preserve maximum flexibility. He cautioned that the letter should not be so diplomatic that the point would be missed. He suggested staff should talk with the legislative staff about how to craft the letter.

Vice Chairman Mendelson said he thought the letter should explicitly state a preference for the Senate bill.

Mr. Salles said he would feel more comfortable if the Board could review a draft before it is sent.

Chairman Zimmerman asked that a draft letter be circulated by e-mail before it is sent.

Mr. Gonzales said that the Montgomery County executive and County Council have gone on record against tolling on existing lanes on the Capital Beltway, but supportive of tolling for new lanes. Therefore, he underscored the importance of seeing the letter's draft language.

Chairman Zimmerman said that a draft would be circulated.

Vice Chairman Mendelson said he understood that the Board was agreeing on the concept and that the draft would be circulated essentially for editorial purposes.

Chairman Zimmerman said that was basically correct. He said that if a jurisdiction reviewed the language and raised objections, then staff would accommodate those concerns.

Mr. Dorsey said he assumed this issue related to interstate highways, not to local, state or county roads.

Chairman Zimmerman said that was correct.

The motion was approved with one "no" vote.

Mr. Salles asked if the change in the definition of telecommuting might lead to an under-

representation of telecommuting.

Mr. Kirby answered said that people who work half a day at home might make trips to work the other half of the day. For air quality purposes, he said those trips should be counted. He said it would be better to err on the side of caution on this issue so that emissions are not under-estimated.

6. Chairman's Remarks

Chairman Zimmerman announced that a publication had been distributed to the Board which provides important information on emergency preparedness. The publication had been distributed in the *Express* newspaper that is available at Metro stations.

Mr. Thomas said the Washington Metropolitan Area Transit Authority's (WMATA) security staff and communications staff had worked closely with the Washington Post, which publishes *Express*, in developing the publication. He said the publication highlights some of the initiatives that Metro already has underway, such as video monitoring in the subway stations and on many buses, substance detection, disarmament through robotics and decontamination efforts. He called attention to the publication's section on evacuation planning, in which the TPB has played an important role.

Mr. Salles congratulated Mr. Thomas for this effort. He said he was impressed from recent trips on Metro that the public announcements are emphasizing emergency preparedness.

Chairman Zimmerman said the Northern Virginia Transportation Authority at its meeting last week adopted a resolution that had been offered by Mr. Connolly of Fairfax County regarding Metro capital funding. He said the resolution called on the region to develop a regionwide panel that would produce a report by next spring with specific recommendations on how to secure dedicated funding. He noted that in 2001 the TPB had identified Metro as a regional priority, which was the first time such a priority had been identified.

Chairman Zimmerman asked if Mr. Snyder, who has recently been elected chair of the Northern Virginia Transportation Authority (NVTA), would like to speak about the resolution.

Mr. Snyder said the issue was presented at this time for a number of reasons. He said Metro is facing a deadline to purchase rail cars at a significant savings. He also called attention to pressing security issues and general capital matters. He said the NVTA letter does not assume that each jurisdiction has to fund Metro in the same way, but that the region collectively needs to support the Metro system, which he said is the transportation backbone of the region.

Vice Chairman Mendelson said he was very concerned with continual reports in the press about looming problems with Metro's reliability. He listed problems that have continually been noted:

the Washington Metropolitan Area Transit Authority (WMATA) needs \$1.5 billion over the next six years; crumbling infrastructure; significant overcrowding; spotty service. He said Dick White, WMATA CEO and General Manager, was quoted in the newspaper saying the system is in a "death spiral." He noted that riders are already paying more as a percentage at the farebox than in other transit systems in the country, and that another fare increase is possible next year which probably would mean more riders would be lost. He called attention to recent incidents, including the ceiling collapse and the negative feedback from running two-car trains late in the evening. He also said he understood the system needs 200 more Metro buses.

He asked for a report from WMATA at the next TPB meeting that would address some key questions:

- What is going on? How bad is the problem?
- What would be the effect on ridership, especially relative to regional growth? Specifically, he noted that previously predicted ridership growth was expected to just keep pace with the region's growth. If the system's problems persist, he asked how ridership would be affected.
- If the need is \$1.5 billion over the next six years, how much is needed now? He said this question is related specifically to the purchase of rolling stock.
- Is it possible to fund these needs through borrowing, or other alternatives to regional taxing sources?

Chairman Zimmerman said he believed WMATA would be happy to provide this information. He said that the system was looking at meeting capacity needs aimed at maintaining the current transit share of ridership. He said that if issues like the need for new rail cars are not addressed, the system will start to fall short fairly quickly. Without the ability to run eight-car trains, serious overcrowding problems will emerge. With eight-car trains, that level of overcrowding will be pushed beyond 2010.

Chairman Zimmerman said the Metro Board will meet in August and is expected to agree to send a proposed funding agreement to the jurisdictions that in part will attempt to determine cash-flow needs over the next six years. He said this planning will deal with issues like the need to identify funding this November for new rail cars. He said that a decision to purchase the cars at a later date would be more expensive and would take longer to deliver. He said this six-year plan will essentially address what can be done over the next six years, given the current financial situation, using every kind of legitimate financial device available. He said that, hopefully, in the long term there would be a stronger commitment from the federal government and some kind of regional agreement on funding for ongoing needs.

Mr. Thomas said his staff has been working closely with the jurisdictions' staff along with financial management professionals. He said they see some opportunities to more efficiently manage the resources received from the jurisdictions. He said that right now, WMATA's capital

program is based on obligations; funds are expected upfront and then funding is obligated to contracts over an extended period of time. He said that most jurisdictions fund their capital programs on an annual cash basis, and WMATA might consider a similar approach. He said they were also looking at leasing opportunities. He said that in mid-August, their staff will come to the WMATA board with a draft funding agreement that will lay out a plan for the next six years.

Ms. Hudgins said she supported Vice Chairman Mendelson's comments. She said she thought it was important to be as clear as possible about how much of a crisis the region is facing.

Without objection, Chairman Zimmerman asked Mr. Kirby to work with Mr. Thomas and Metro staff to include an agenda item in September that would address Vice Chairman Mendelson's questions.

Mr. Fellows said he understood that alternatives were being considered regarding the transportation of hazardous chemicals through the District of Columbia. He asked if this could be included under this same topic.

Vice Chairman Mendelson said this is an important issue but it is unrelated to the concern he raised regarding Metro.

Vice Chairman Mendelson noted that Mr. Thomas had sounded rather positive in his tone, but he emphasized that he wanted an unvarnished report.

Chairman Zimmerman said that could be done. He said he thought Mr. Thomas was being hopeful.

Mr. Thomas said that WMATA had developed a ten-year plan at a cost of \$12.2 billion. He said the board had recognized that those resources would not be available and therefore decided to identify the most urgent unfunded priorities, which totaled \$1.5 billion needed over the next six years to deal with rehabilitation and maintenance, plus capital expenses to deal with crowding on trains and buses. He noted that ridership continues to grow.

Chairman Zimmerman said there were over 700,000 rail trips per week day in the month of June, which is the first time that has happened.

Mr. Dorsey said he would like to receive information about what can be done to address Metro's problems. He said that he was tired of the hand-wringing.

Chairman Zimmerman noted that the Board had been briefed last month on a report by the Brookings Institution regarding WMATA's funding situation. He encouraged Board members to have a look at the report.

7. Approval of a Proposed Agreement Between the TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) to Conduct the Transportation Planning Process in the Portion of Stafford County That is Part of the Washington DC-Virginia-Maryland Urbanized Area

Referring to the mailout material, Mr. Kirby explained that following the 2000 Census, the urbanized boundary of the Washington area expanded into Stafford County and also into Charles County. He said the St. Charles portion of Charles County had joined the TPB as a member. Mr. Kirby said that Stafford County was already a member of a Metropolitan Planning Organization—the Fredericksburg Area Metropolitan Planning Organization (FAMPO). He said the TPB has had a working agreement with FAMPO for a number of years dealing with air quality conformity. Following the 2000 Census, the U.S. Department of Transportation requested that a decision be made regarding the status for transportation planning purposes of the portion of Stafford County that is now part of the Washington region's urbanized area. Mr. Kirby said that FAMPO and Stafford County have expressed the preference to stay within the FAMPO area. He said this would essentially maintain the status quo. He said that FAMPO has asked for the TPB to agree formally through this resolution that Stafford County would remain, for MPO purposes, entirely within the FAMPO area.

Chairman Zimmerman said this item has been reviewed by all the local staffs, the TPB staff and the Steering Committee, which had no problem with it. He moved approval of Resolution 1-2005.

The motion was seconded by Vice Chairman Mendelson.

The motion was approved unanimously.

8. Progress Report on Actions to Improve Regional Transportation Communications and Coordination During Incidents

Mr. Snyder reminded the Board that it recently approved revisions to the regional emergency coordination plan on transportation. He said these revisions covered four needs: 1) a public education campaign; 2) better coordinated public information when an incident is occurring; 3) continued drilling and work among the different agencies; and 4) improved coordination and communications among transportation agencies. He said the status report would focus on this fourth point.

Mr. Snyder said the region functioned extremely well during the recent dedication of the World War II Memorial and the Reagan funeral, but he said that level of coordination needs to be ready for events that are not known in advance. He said that presentations under this item would be given by two staff people from departments of transportation who are working to ensure that the region will function as one entity in a coordinated way.

Mr. Snyder added that the Board of Trade recently hosted a session which brought in staff from the TRANSCOM organization in New York. He said there was a thorough discussion about using that model in the Washington region. He said an alternative approach was the CapWin model, which was developed through the TPB committee structure and has since been spun off as a separate initiative.

Referring to the handout material, Ron Burns, Assistant Director with the Office of Engineering and Homeland Security for the Maryland Department of Transportation, briefed the Board on operations coordination improvements. He said that on May 19, the TPB passed a resolution that charged the transportation agencies, including the Virginia, Maryland, and District departments of transportation (VDOT, MDOT, DDOT), and the Washington Metropolitan Area Transit Authority (WMATA), to conduct activities to ensure their traffic operation centers are communicating with each other.

Mr. Burns said he chairs the Systems Task Force for this effort. This subcommittee is ensuring the systems in different jurisdictions talk to each other electronically in a seamless way. He said that important improvements that are already underway do not receive much attention because improvements in things like protocols or paging systems do not create great ribbon-cutting opportunities.

Referring to a PowerPoint handout, Jim Austrich, Chief of the Roadway Operations and Patrol Branch for the District Department of Transportation (DDOT), continued the presentation. Mr. Austrich chairs the Procedures and Operations Task Force for these improvement efforts. He thanked Mr. Snyder and Andy Meese of the TPB staff for their work.

Mr. Austrich said that since September 11, staff from different jurisdictions have forged very close working relationships. He said that informal relationships remain very important. He said that they were working to make sure that agencies or staff in various jurisdictions feel they are being made fully aware of incidents with a regional impact. He said that the agencies involved through the MOITS coordination activities believe that information is being shared. He said that since the "tractor man" incident, coordination has truly improved, and that was evident during the World War II Memorial dedication and the Reagan funeral.

Mr. Austrich said the region has more than ten different types of operations centers, and the communications among these centers is complex. He said new communications equipment has been purchased. He emphasized the importance of redundancy in communications. He said he has developed relationships with people in the media. He described the development of evacuation routes. He said there are 25 "E-Routes," which are cross jurisdictional and are identified on the DDOT website. He described the integration of communications equipment. He said that Maryland, Virginia and the District of Columbia all have operations centers that operate around the clock. He described the newly purchased electronic message signs. He described roadway

detection devices and service patrols. He also noted the importance of making improvements in chain of command structures. He said the CapWin system, which was discussed earlier, was a model of interoperability at its best. Finally, he described current goals, including wider dissemination of paging systems; improvements in response to major incidents; and improved integration between public safety agencies and the state DOTs. He said the next update to the TPB would be on September 15.

Mr. Fellows asked if the issue of risk minimization related to freight movement of hazardous materials could be added to the presentation for September 15.

Mr. Kirby said the National Capital Planning Commission (NCPC) is working on the issue of rail transport of freight.

Ms. Koster said that NCPC is currently coordinating with CSX, the Department of Homeland Security, and a number of other agencies on the issue of the freight rail line that goes near the U.S. Capitol, in terms of the risks that this is presenting as well as other freight mobility issues. She said the team working on these issues is just starting, but she would be happy to report back in the future.

Vice Chairman Mendelson said he recently encountered a significant accident on Constitution Avenue in which a car was upside down on a sidewalk. He said that four westbound lanes of the road were blocked by fire trucks and ambulances and two lanes eastbound were blocked by police cars for no reason because the accident was on the sidewalk. He said it seemed that no one was interested in traffic. He asked Mr. Austrich when his staff got there.

Mr. Austrich said he did not attend the incident, but he was fully aware of it because they have a camera at 17th and Constitution. He said the U.S. Park Police, Secret Service and Metropolitan Police were in charge of the incident.

Vice Chairman Mendelson said he was not asking about who was in charge of the incident; he was asking about who was in charge of traffic management.

Mr. Austrich said that when the fire and the police agencies arrive, they are technically in charge. He said that when a fatality or a hazardous spill occurs it is his duty to exert his authority to reopen lanes when the appropriate time comes. He said these issues are handled on a case-by-base basis.

Vice Chairman Mendelson said he understood that Mr. Austrich was saying that there is not any priority for transportation management. He said that Constitution Avenue has heavy traffic volumes, so when it is shut down that causes major disruptions. He said he would like to get a report on how traffic management is handled in these situations in the different jurisdictions. He said that on the question of incident management, he was getting the sense that transportation is not "in the equation."

Mr. Austrich said that following an incident the previous day on I-66, the state departments of transportation had been contacted within minutes and messages had been posted on electronic signs. But he said he understood Vice Chairman Mendelson's concerns and he welcomed any assistance in bringing the fire and police agencies together to enhance coordination. He emphasized that his staff knows the importance of getting emergency and police personnel to agree to reopen roads as quickly as possible.

Vice Chairman Mendelson said that hearing that Mr. Austrich might have to beg a fire commander to move a hose or that he does not control a major intersection like 17th and Constitution were indications that incident management in terms of transportation is not a priority.

Chairman Zimmerman added that it also appears to mean that the priority of incident management is not transportation.

Vice Chairman Mendelson said he would like this addressed at the next TPB meeting in two months.

Mr. Salles congratulated Mr. Austrich and Mr. Burns for their efforts. He said they recently did an excellent presentation at the Board of Trade. He said he understood the TRANSCOM organization in New York is working toward providing real-time information, not only for the agencies but also for the general public. He said he would like to see the Washington region head in that direction.

9. Review of Proposed Work Program to Address the Travel Demand Modeling Topics Identified in the Transportation Research Board (TRB) Review

Chairman Zimmerman suggested that because the meeting was running very late and because this item was covered during the morning work session, the Board did not need to spend additional time on it.

Mr. Kirby noted that the materials for this item were in the mailout.

Chairman Zimmerman said this is an important topic and he thought it would be important to come back to it in the future. He noted that there were some important questions raised during the work session and during the public comment period which needed to be further discussed. He suggested that Board members review the letters distributed under Item 5, including a letter from Environmental Defense, which relate to this item.

10. Briefing on the First Phase Results of the TPB Regional Mobility and Accessibility Study

Referring to the mailout and handout materials, Mr. Griffiths gave a short briefing on the first phase results of the study. The briefing included information on the origin and structure of the study and the analysis of the land use scenarios that was recently conducted. He listed and described the five land use scenarios:

1. Higher Household Growth in Region
2. More Households in Inner Areas and Clusters
3. More Jobs in Outer Areas
4. The Region Undivided
5. Transit-Oriented Development

For each scenario, the analysis looked at changes in a number of travel demand measures, including: daily vehicle trips, daily vehicle miles of travel (VMT), VMT per capita, daily transit trips, carpool/vanpool commuters, walk and bike commuting trips, and lane miles of severe AM peak period congestion. He very briefly reviewed some of the key results.

Mr. Griffiths said the next steps in this study will include: 1) looking at the effects of improvements in traffic operations, ridesharing, telecommuting, bike and pedestrian facilities; 2) defining alternative transportation scenarios that will be modeled with the alternative land use scenarios; 3) further specifying the network coding and land use assumptions for the “Enhanced HOV/HOT Lanes/Express Toll Lanes” transportation scenario to be analyzed and evaluated with the other alternative scenarios; and 4) evaluating all alternative land use and transportation scenarios using the full measures of effectiveness that were developed for this study.

Chairman Zimmerman said it was extremely important and exciting to see the first results from the study. He said it was exceedingly important to move forward with this work. He said he had a lot of questions on some of the specifics.

He said he thought that refining these scenarios is now going to be important. He suggested that the Board should look at the results and think about questions that need to be addressed in moving forward before conclusions can be drawn from the study. As an example, he noted that the “jobs-out” scenario would move jobs very far out. He said that many people would have expected that scenario to mean jobs outside the Beltway, not jobs in the outer suburbs. He said it might be useful to know what would happen, for example, if there were more jobs in the Rockville Corridor or Dulles corridors, or in the Springfield or Manassas areas.

As another example, Chairman Zimmerman noted that the measure of lane miles of congestion did not provide information on how commute times would be affected by different scenarios. He said a scenario like the Region Undivided might not affect congestion, but it might have a positive impact on commute times. He suggested a two-mile commute in heavy congestion might be better than a 25-mile commute in light congestion. He said these kinds of issues need to be discussed and refined. He suggested some work sessions need to be scheduled on the study. He noted that

additional work sessions on this item and on the topic under Item 9 will require considerable additional work for the Board. He suggested the work sessions might be scheduled before the monthly Board meetings or they may have to be scheduled on separate days, perhaps on the same day as the Steering Committee.

Mr. Smith said that it was important to be able to test the full local jurisdiction transportation plans to answer the question, "Do we have enough?" He also said the study needs to look at additional river crossings.

Chairman Zimmerman said that should be discussed at future meetings.

11. Status Report on the 2004 Constrained Long-Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP), and on the Associated Air Quality Conformity Analysis and Transportation Emissions Reduction Measures (TERMs)

This item was deferred.

12. Briefing on the New Air Quality Conformity Requirements for the Washington Region Under the Environmental Protection Agency's (EPA) Recent 8-Hour Ozone Rule and on Proposed Non-attainment Area Designations for Fine Particles (PM 2.5)

This item was deferred.

13. Other Business

There being no other business, the meeting was adjourned at 2:15 p.m.