

**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
September 17, 2003**

Members and Alternates Present

Peter Shapiro, Prince George's County
Phil Mendelson, DC Council
Kate Hanley, Fairfax County Board of Supervisors
Kathy Porter, Takoma Park City Council
Cathy Hudgins, Fairfax County
Ludwig P. Gaines, City of Alexandria
Michelle Pourciau, DDOT
Chris Zimmerman, Arlington County Board
Richard Stevens, WMATA
JoAnne Sorenson, VDOT
Marsha Kaiser, MDOT
Jeff Jennings, DC Council
David Snyder, City of Falls Church
Edward L. Thomas, WMATA
Kanti Srikanth, VDOT
John Giannetti, MD Senate
Tom Blaser, Prince William County
Karina Ricks, DC Office of Planning
Edgar Gonzalez, Mont. Co. Executive Branch
Steve Magoon, Charles County
Art Smith, Loudoun County
Julia Koster, NCPC

MWCOG Staff and Others Present

Ron Kirby	COG/TPB
Michael Clifford	COG/TPB
Jim Hogan	COG/TPB
Bob Griffiths	COG/TPB
Debbie Leigh	COG/TPB
Andrew Austin	COG/TPB
Wendy Klancher	COG/TPB
Hailemariam Abai	COG/TPB
Daivamani Sivasailam	COG/TPB
Ron Milone	COG/TPB
Robert Snead	COG/TPB
Paul DesJardin	COG/HSPPS
Joan Rohlf	COG/DEP
Lora Byala	WMATA
Ranendra Bose	Bose Research & Development, Inc.
Fatimah Al-Amin Hasan	MDOT
Patty Nicoson	Dulles Corridor Rail Association
Sharmila Samarasinghe	VDRPT
Harriet Dietz	Arlington County
Tom Biesiadny	Fairfax County DOT
Steve DelGuidice	DMTM + Harris, Inc.
Lily Langlois	Coalition for Smarter Growth
Melanie Mayock	Sierra Club
Cheryl Cort	Washington Regional Network for Livable Communities
Tim Nutter	NVTA
Deborah R. Burns	FTA
Al Francese	Centreville Citizens for Rail
Corey Hill	VDRPT
Karl Romfer	VDRPT

1. Public Comment

Michael Repogle, transportation director for Environmental Defense, said he believed the peer review of the TPB's modeling largely validates his organization's critique of the TPB's modeling in October 2002.

Copies of his remarks were submitted for the record.

Melanie Mayock, conservation organizer with Sierra Club, expressed appreciation to Arlington County for providing extensive new information about bus service on Columbia Pike as part of its new "Pike Ride" initiative. She also expressed skepticism regarding the proposal to widen the Beltway with High Occupancy/Toll (HOT) lanes. She raised a number of concerns regarding the project's viability and implications. Copies of her remarks were submitted for the record.

Tim Nutter, Northern Virginia Transportation Alliance, said that considerable progress has been made on improving the region's air quality. He emphasized that much of the region's air pollution is transported in from outside the region, which creates inequitable burdens for the region. He said that more stress should be placed on episodic strategies for reduction of emissions. On other topics, he that transportation capacity needs to be increased to improve the region's security. He also noted that the Alliance applauds the Washington Metropolitan Area Transit Authority's (WMATA) efforts to increase funding, but noted that similar efforts should be pursued by the state departments of transportation to raise funding for all of the region's transportation needs. Copies of his remarks were submitted for the record.

Harry Sanders, Action Committee for Transit, said it must be remembered that the transit mode split in the region is much higher for people living near Metrorail stations. He said his written statement included an analysis of the transit mode split for Census block groups from the 2000 Census within a mile of the Silver Spring Metro station. He said the overall transit mode split was 28-29 percent for these block groups, which is twice the regional average. He said even more surprisingly, the mode split was still in the 25 percent range for those Census blocks in the outer half of the ring. He said the success story in these figures reflected a combination of moderate housing prices, decent sidewalks, and excellent feeder bus service. Copies of his remarks were submitted for the record.

Lilly Langois, the Coalition for Smarter Growth, said a study by Reconnecting America and TransManagement, Inc. shows the transportation and economic development benefits of transit-oriented development in the Rosslyn-Ballston corridor. Second, she spoke in support of Arlington's revitalization efforts for Columbia Pike. Third, she said the National Academy of Sciences Transportation Research Board's peer review has confirmed many of their group's concerns about the TPB's travel forecasting models. Fourth, she reminded the TPB that in addressing transportation funding issues, it should not lose sight of the need to improve land use planning and community designs, to address east/west divisions in the region, and to reduce the growth in auto driving demand.

2. Approval of Minutes of July 16, 2003

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, Ms. Byala reported that the Technical Committee met on September 5 and reviewed the following items on the TPB agenda:

- Briefing on the updated State Implementation Plan (SIP) approved by the Metropolitan Washington Air Quality Committee (MWAQC) on August 13.
- Review of the status of the air quality conformity analysis for the 2003 Constrained Long-Range Plan (CLRP) and FY 2004-2009 Transportation Improvement Program (TIP).
- Briefing on the benefits of producing an interim 2003 CLRP and TIP to be applied in the event that federal approval of the new CLRP and TIP does not occur by January 21, 2004, when the existing documents lapse. The committee agreed that the interim CLRP and TIP should be prepared and released for public comment and TPB approval on the same October/November schedule as currently anticipated for the new CLRP and TIP.
- Review of the financial analysis for the 2003 CLRP update. The committee recommended that the CLRP results emphasize the serious transit funding shortfall facing the region in the short term.

Ms. Byala said that other items discussed by the Technical Committee included:

- Updates for the methods and data for mobile source emissions identified by the TPB and MWAQC Mobile 6 task force;
- Goals and membership of the TPB Value Pricing Task Force;
- The mass marketing Transportation Emissions Reduction Measure (TERM); and
- The status of the alternative land use scenarios for the mobility and accessibility study.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Ms. Pope-Onwukwe said that the Citizens Advisory Committee met on September 11 and focused mainly on the Round 6.3 Cooperative Forecasts of Population and Employment. She said the agenda item had included a discussion of the small number of activity centers in Prince George's County. She noted that some members asked that a chart be developed depicting employment at Metro stations.

The committee also discussed the Constrained Long Range Plan financial analysis, particularly as it relates to funding for the Washington Metropolitan Area Transit Authority (WMATA).

Ms. Pope-Onwukwe also indicated that four outreach meetings had been planned, which were described in a brochure that was distributed.

5. Report of the Program Committee

Referring to the mailout item, Mr. Kirby indicated that the Program Committee had acted on seven resolutions at its meeting on September 5.

Mr. Kirby noted several letters included in the mailout packet and he called attention to the release of the new Region magazine.

6. Chairman's Remarks

Chairman Shapiro said the first meeting of the Value Pricing Task Force was very productive. He said the task force is committed to making its work product-oriented.

Chairman Shapiro welcomed two new representatives: Julia Koster from the National Capital Planning Commission and Steve Magoon the Planning Director for Charles County representing the St. Charles Urbanized Area of the county.

7. Approval of an Amendment to the FY 2003-2008 Transportation Improvement Program (TIP) to Include Funding for NEPA Activities and Preliminary Engineering for the Dulles Corridor Rapid Transit Project

Referring to the mailout material, Ms. Sorenson explained that the purpose of the amendment was to add an entry to the Transportation Improvement Program (TIP) for the Preliminary Engineering (PE) and National Environmental Protection Act (NEPA) stages of Phase 4 of the Dulles Corridor Rapid Transit project. Inclusion of this item in the TIP will allow access to federal New Starts money which have recently become available.

A motion was made by Vice Chairman Hanley to approve the amendment. The motion was seconded.

Mr. Snyder asked that the minutes reflect the fact that comments regarding this project, which were already submitted by the City of Falls Church, should not be understood to be waived because of his support for the amendment.

The motion was passed unanimously.

8. Briefing on the Region's Updated State Implementation Plan Submission (SIP) to the Environmental Protection Agency (EPA)

Referring to the mailout material, Ms. Rohlfs said the Metropolitan Washington Air Quality Committee (MWAQC) met on August 13 and approved a State Implementation Plan (SIP) to be submitted to the Environmental Protection Agency (EPA). She said the SIP was submitted by the states. The SIP was posted on the EPA website as of September 10, which was the beginning of the EPA public comment period. She said EPA has 90 days to do an adequacy determination on the proposed mobile emissions budgets. She said staff is now looking to revise the SIP to address missing pieces so that it will meet the requirements for a severe area SIP by March 1, 2004. She described the deficiencies in the SIP that need to be addressed. She said the schedule for the March 1 submittal is very tight.

She said that MWAQC passed a resolution stating its interest in giving consideration to measures beyond those that were included in the SIP, and looking at getting agencies and jurisdictions to work on them as voluntary measures. The MWAQC Technical Advisory Committee is giving further consideration to such measures.

9. Status Report on the Update to the 2003 Constrained Long-Range Plan (CLRP) and the 2004-2009 Transportation Improvement Program (TIP), the Associated Air Quality Conformity Analysis, and Recommendation to Develop an Interim 2003 CLRP and FY2004-2009 TIP

Referring to the mailout material, Mr. Kirby provided a status report. He said that the Board had reviewed the draft Constrained Long-Range Plan (CLRP) and the FY 2004-2009 Transportation Improvement Program (TIP) documents in July. Some comments had been received and changes had been made in some project descriptions. He said a new version of the draft TIP was available for review. He said the schedule was to release the Update to the 2003 CLRP and the 2004-2009 TIP, along with the air quality conformity determination, in October, and have the Board approve these documents in November.

Regarding the conformity analysis, Mr. Kirby said that preliminary results for 2005 show that emissions will not exceed the emissions budgets for that year.

Mr. Kirby emphasized that the schedule for approving the documents is very tight. Therefore, in order to ensure that there is not a "conformity lapse" in January, staff has determined it would be advisable to prepare an "interim CLRP and TIP" containing projects that are not affected by conformity requirements. These interim documents would be a contingency and would be implemented only in the event that the

federal agencies do not approve the 2003 CLRP update and FY 2004-2009 TIP before a lapse occurs on January 21, 2004.

Vice Chairman Hanley said she has been warning for several months that a lapse must be avoided, but she was assured that the schedule was on track. She asked what happened.

Mr. Kirby said there was some slippage in the schedule.

Vice Chairman Hanley asked if part of the slippage was that the State Implementation Plans (SIPs) did not get submitted until September 5 so the clock could not start running on EPA's approval process.

Mr. Kirby said that was correct; there was a slippage of three weeks which might put the completion of the EPA approval process beyond the TPB's November 19 meeting.

Vice Chairman Hanley said that this slippage means extra work for TPB, which is not good.

Mr. Smith asked how long the interim documents would be in effect, if they are needed.

Mr. Kirby said they could go into effect January 21, and would be operative until federal approval of the major documents is accomplished.

Using an example of a particular project, Mr. Giannetti asked what power the TPB has to change a project in the TIP, and if the Board does not approve it, will the project still move forward.

Mr. Kirby said that the TPB was one step in the approval chain; the Board has to approve the TIP in order for the project to proceed.

Mr. Giannetti asked if the TPB has the authority to adjust numbers or figures in the draft TIP.

Mr. Kirby said that there should be no reason to do that because everything has been approved to go forward as far as the region is concerned.

Ms. Kaiser asked if there would be a public comment period for an interim TIP.

Mr. Kirby said that the public comment period on the interim TIP would begin on October 15.

Ms. Kaiser said she thought this would be very confusing for the general public. She said this needed to be explained in a way that people can understand.

Mr. Kirby said it is complicated and that there will be some difficult decisions on whether some projects could be included in the interim TIP.

Mr. Zimmerman said that funding issues, reflected in the financial analysis, also must be considered along with the plan.

Mr. Blaser asked whether it was true that locally funded capital improvements might not be issued federal permits if these issues are not resolved.

Mr. Kirby said that even locally funded projects, if they affect air quality conformity, could be affected. He said there is detailed federal guidance on how such projects might be affected.

10. Report of the Implications of the Financial Analysis for the 2003 Update to the Financially Constrained Long Range Plan (CLRP)

Referring to the mailout memorandum, Mr. Kirby spoke about implications of the financial analysis for the 2003 Update to the Financially Constrained Long Range Plan (CLRP). He said that when the financial analysis was presented at the July TPB meeting, Richard White, CEO of the Washington Metropolitan Area Transit Authority (WMATA) presented a letter in which he indicated that he thought that the characterization presented in the financial analysis was too much focused on the long range picture and did not give enough emphasis to the short run problems. Mr. Kirby said that the financial analysis steering group met on September 3 to discuss WMATA's concerns. He said that one of the recommendations coming out of that meeting was that additional analysis be conducted to look more closely at the year-by-year cost and revenue picture over the next six to ten years. He said the TPB's work program has some resources to perform this additional analysis, and WMATA has indicated a willingness to contribute as well. He asked for the Board's support for this additional analysis.

Chairman Shapiro asked if the additional analysis would be based on the analysis that was done three years ago.

Mr. Kirby clarified that the additional analysis would be based on the analysis for this year's update to the CLRP, but would focus on the first six to 10 years of the CLRP.

Vice Chairman Hanley said she thought this was important work to do. She asked what years are tested for conformity.

Mr. Kirby said the analysis is done for 2005, which is the attainment year, and then for 2015, 2025, and 2030. He said that the projects for those years, which are included in the CLRP listing, can be afforded

within the revenue stream that is anticipated. He said the conformity analysis continues to assume that Metro's capacity into and through the core area will be limited to the 2005 levels.

Vice Chairman Hanley asked how the year 2005 itself is treated.

Mr. Kirby said that capacity for the outyears was constrained at the 2005 levels, but 2005 itself was not constrained.

Vice Chairman Hanley asked if the conformity analysis was assuming capacity for 2005 greater than it is today.

Mr. Kirby said that the assumptions do not include the eight-car trains or other capacity increases that Metro has been recommending. The assumptions include the fare increases that were just approved, but otherwise, for 2005 the models are assuming the current Metro capacity can accommodate the ridership in 2005.

Vice Chairman Hanley said it is very important to do a short-term analysis of what the system must be able to do in the immediate future. She said that WMATA's short-term needs do not refer to large-scale capital expansions; short-term needs include additional cars and buses and other basic improvements. She emphasized that Metro's ridership is continuing to grow. This year has already seen more than half of the top ten ridership days in the system's history. She said that if the funding stream is out of sync with the need to increase capacity in the near-term, the system cannot assume the share of ridership it needs to assume when the system is tested for conformity. She added that it takes time to order buses and trains. They cannot simply be ordered off a lot.

Mr. Zimmerman said he understood that the modeling assumes essentially the current regime as far as transit availability, including the recent fare increases, but it does not include the expansion of WMATA's System Access Program. He asked if it assumed elements of the system expansion program.

Mr. Kirby said that the Largo extension would be included.

Mr. Zimmerman asked about the Dulles extension.

Mr. Kirby said the Dulles extension would be included for 2015, but not for 2005.

Mr. Zimmerman pointed out that the Dulles extension is included even though on the financial side, that project is not completely worked out. He noted that WMATA's own capital plans are requiring it now to have to plan on dismissing everybody who would presumably be involved in constructing that line.

Mr. Zimmerman asked how further fare increases or cutbacks in bus service— before 2005, for example— would be incorporated into the modeling.

Mr. Kirby said such changes would be incorporated, once such policy decisions are made. He said it would be too late to make such changes for this year. He added that the model does assume a fare increase over time equivalent to the Consumer Price Index (CPI).

Mr. Zimmerman asked if it his understanding was correct that a modest fare increase would not necessarily create problems for conformity, but a significant increase could.

Mr. Kirby said that was correct.

Mr. Zimmerman asked if it would be too late for this year to incorporate changes in bus service into the model.

Mr. Kirby said that it would be too late for this year. It would be included for next year.

Mr. Zimmerman said that he appreciated Mr. Kirby's memorandum. He said it made the key points and provides a good summary. He said the recommendation to perform additional financial analysis was very important. He said he would like that analysis to be done before the end of the year so that it might be used during the legislative sessions in Maryland and Virginia.

Ms. Kaiser said she was frustrated by this conversation. She said that TPB members have known for some time that there is not enough money for transportation. She said she was currently working on the fourth commission in five years that is looking at transportation funding needs in Maryland. She said that it is not the TPB that funds transportation; it is the state general assembly and the governor that funds the transportation needs in Maryland. She said she was not sure what this additional analysis would really add, other than providing another platform to talk about the needs. She said that Maryland has already determined that there is \$10.7 billion worth of unmet needs through 2010. She said this information could be provided to the TPB and might save time and money for the additional analysis. She said the TPB goes through this discussion about funding every three years when it updates the long-range plan and she found that frustrating because it is not the TPB that determines what money is available to meet the region's needs.

Vice Chairman Hanley said she was also frustrated about studies regarding the lack of funding. But she said it was important to be sure the region can meet conformity, not just in 2005, but in 2015 and thereafter. Therefore she emphasized that the assumptions about the system capacity in the near-term must fit with the funding that will be available in those years. She said she agreed with Ms. Kaiser's observation that the TPB is not the funding platform, but she said the TPB is the group that has to submit

the document that says it will all fit together so that a conformity determination will be made.

Ms. Kaiser said that most of the discussion was focused on transit, but she pointed out that the new plan showed that transit's share of funding had increased and was now expected to be 60 percent, compared to 40 percent for highways. She said that Maryland has serious funding needs for highways. She said the state ranks 47th in the nation in terms of spending per capita on highways. Ms. Kaiser further called attention to the issue of cost containment. She said that the Maryland General Assembly had indicated quite clearly that no consideration will be given to increased revenues until a demonstration has been made that costs are being contained.

Mr. Gonzalez said he shared the concerns expressed by MDOT, but he said the critical need is for conformity requirements in 2005. He said he understood that the region's air quality concerns will be significantly reduced after 2005 because of new federal regulations requiring cleaner vehicle engines. But he said that for 2005, he understood that the funding commitments from the members of the TPB are in place for funding these transit needs.

Chairman Shapiro said that he believed there was complete agreement that the region has inadequate funding to meet its transportation needs.

Vice Chairman Mendelson said using the one-hour standard, measures of air quality will improve in the years after 2005. But he cautioned that a new stricter standard, the 8-hour standard, will soon be implemented by EPA and that the new standard will require more extensive action.

Mr. Zimmerman emphasized that the additional financial analysis proposed in Mr. Kirby's memorandum would be very important because there is a disconnect between the public's understanding of the planning process and the funding process. He said that he, as an elected official, is frequently struck by the extent to which people are misled by media reports describing transportation projects and needs as if they are fully funded. He said it was important to keep people focused on funding needs.

Mr. Kirby asked if he should understand that the Board is supportive of the additional financial analysis to be performed over the next several months.

Chairman Shapiro asked if there was any objection. There being no objection, Chairman Shapiro said the additional analysis should proceed.

11. Report on Recent Coordination Planning Activities for Regional Transportation Evacuation/Protective Actions

Referring to the handout item, Mr. Snyder described recent coordination planning activities for regional transportation evacuation/protective actions. He said that since the approval of the Regional Emergency Coordination Plan (RECP) in September of 2002, considerable work had been done on enhancing and improving the transportation components of the plan. He described the main efforts. He urged the state and local jurisdictions to use the Regional Information Communication and Coordination System (RICCS), which, he said, represents the real value-added that has been provided through the Council of Governments.

Chairman Shapiro said the comprehensiveness of the work described by Mr. Snyder was phenomenal. He asked how the public was being informed of the level of work that has been done.

Mr. Snyder said the media tends to inquire about this work when the threat level is raised, but he said he wished there were a way on an ongoing basis to get the word out.

Mr. Gonzalez said he was also very impressed by the efforts of Mr. Snyder's group. He asked that efforts be made to reach out to non-English speaking residents.

Mr. Snyder said he would take that concern to the public communications group.

12. Briefing on the Round 6.3 Cooperative Forecasts of Employment, Population and Households

Referring to the mailout material, Mr. DesJardin described the Round 6.3 Cooperative Forecasts. His briefing included a description of the process for developing the forecasts and how they are used. He also described some key findings.

Chairman Shapiro asked if the forecasts use the maximum possible densities permitted under the jurisdictions' comprehensive plans.

Mr. DesJardin said in the long term, the forecasts are guided by the envelope of allowable development. For the shorter term, the forecasts reflect the professional judgment of local planners and demographers. Mr. DesJardin noted that the new Prince George's County Comprehensive Plan is reflected in the new forecasts.

Vice Chairman Hanley asked about a case in which the employment scenario ends up being at the high end and the household scenario ends up being in the intermediate to low end. She asked if she was correct in assuming that would lead to housing prices being at the high end.

Mr. DesJardin said that there are several ways to interpret this situation, but that interpretation is one very important conclusion.

Vice Chairman Hanley noted that if there are more jobs than housing, that situation will create transportation issues.

Mr. DesJardin pointed out that there are households in Fauquier, Clark, Jefferson, Spottsylvania and other counties that are already commuting into the region.

Vice Chairman Hanley noted that the chart could be misinterpreted to show that jurisdictions such as Gaithersburg, Dulles North, Bethesda and Baileys Crossroads will have a reduction in jobs when in fact the reduction in jobs is a comparison of what was predicted in the last round of forecasts— Round 6.2— compared to Round 6.3.

Chairman Shapiro asked what was the next step for the Cooperative Forecasts.

Mr. DesJardin said the Metropolitan Development Policy Committee (MDPC) already approved the forecasts for use in conformity. The forecasts will be approved by the COG Board in October. The numbers already are being used as the basis for the Regional Mobility and Accessibility Study.

13. Notice of Proposed Amendment to the FY 2003-2008 Transportation Improvement Program (TIP) that is Exempt from the Air Quality Conformity Requirement to Add Funding for Planning and Right-of-Way for Protective and Hardship Acquisitions for the Intercounty Connector (ICC) Project, as Requested by Maryland Department of Transportation (MDOT)

Referring to mailout item, Ms Kaiser said this item would put the Intercounty Connector (ICC) into the TIP for planning and hardship acquisition funding. She noted that the ICC was Governor Ehrlich's number one transportation priority. She said the project would be using federal Grant Anticipation Revenue Vehicle (GARVEE) bonds, and therefore requires inclusion in the TIP.

Mr. Kirby asked why the project needed to go into the existing TIP, which will expire in January.

Ms. Kaiser said that it needed to go into the existing TIP in order for the state to apply for the GARVEE bonds.

Mr. Kirby asked if it needed to go into the new TIP as well.

Ms. Kaiser said yes.

Vice Chairman Mendelson asked what would be the implications of this project for conformity.

Ms. Kaiser said it was for planning and hardship acquisition only, which are exempt from conformity.

Mr. Kirby confirmed that was correct.

14. Other Business

Referring to a handout letter, Ms. Pourciau said the District of Columbia was providing the notice to amend the FY 2003-2008 Transportation Improvement Program (TIP) at the November TPB meeting to include the Anacostia Corridor Light Rail Demonstration Line.

15. Adjournment

There being no other business, the meeting was adjourned at 2:00 p.m.