

**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
May 18, 2005**

Members and Alternates Present

Phil Mendelson, D.C. Council
Catherine Hudgins, Fairfax County Board of Supervisors
Kathy Porter, City of Takoma Park
JoAnne Sorenson, VDOT-NOVA
Linda Smyth, Fairfax County Board of Supervisors
Kanti Srikanth, VDOT
Michelle Pourciau, DDOT
Ron Spalding, MDOT
David Moss, Montgomery County DPWT
Damon Harvey, DDOT
Lora Byala, WMATA
Bill Wren, City of Manassas Park
Bruce Reeder, Frederick County
Skip Coburn, DC Council
Rick Canizales, Prince William County
Brian A. Glenn, FTA
Debbie Lipman, WMATA
W.S. Wally Covington, III, Prince William County
Patsy Ticer, Virginia Senate
Patrice Winter, City of Fairfax
Carol Petzold, Maryland House
David F. Snyder, City of Falls Church
Robert Werth, President, Diamond Transportation
Dennis C. Morrison, VDOT
Ludwig Gaines, City of Alexandria
Andrew Fellows, City of College Park
Senator John Giannetti, Maryland Senate
Cicero Salles, Prince George's County

Robert Dorsey, City of Rockville
Rick Rybeck, DDOT

MWCOG Staff and Others Present

Ron Kirby	COG/DTP
Michael Clifford	COG/DTP
Gerald Miller	COG/DTP
Bob Griffiths	COG/DTP
Jim Hogan	COG/DTP
Nick Ramfos	COG/DTP
Andrew Meese	COG/DTP
John Swanson	COG/DTP
Wendy Klancher	COG/DTP
Jill Locantore	COG/DTP
Debbie Leigh	COG/DTP
Deborah Etheridge	COG/DTP
Daivamani Sivasailam	COG/DTP
Michael Farrell	COG/DTP
Anant Choudhary	COG/DTP
Dusan Vuksan	COG/DTP
Jim Yin	COG/DTP
Dave Robertson	COG/EO
Greg Goodwin	COG/HSPPS
Paul DesJardin	COG/HSPPS
Charles Grier	COG/HSPPS
Joan Rohlfis	COG/DEP
Jeff King	COG/DEP
Steve Kania	COG/OPA
Alex Verzosa	City of Fairfax
Nicole Lewis	Arlington DOT
Howard Chang	Tri-County Council
Sharmila Samarasinghe	DRPT - Virginia
Jim Maslanka	Alexandria
Tim Nutter	NVTA
Douglas Stewart	
Deborah Burns	FTA – Washington Office
Tom Biesiadny	Fairfax County DOT
Mike Lake	Fairfax County DOT
Virginia Gaddis	ANC Communications
Stewart Schwartz	Coalition for Smarter Growth

Al Francese	Centreville (VA) Citizens for Rail
Kael Anderson	NCPC
Harry Sanders	Action Committee for Transit
Mark Miller	WMATA
Dennis Jaffe	TPB/CAC
Donald Shanis	Delaware Valley Regional Planning Commission
Philip Tarnoff	University of Maryland
Tom Jacobs	University of Maryland
Unwana Bellinger	FHWA – Virginia Division
Famarz Mokhtari	M-NCPPC

1. Public Comment

Stewart Schwartz, Coalition for Smarter Growth, spoke about encouraging developments in support of transit-oriented development, mixed-use development and preservation of open space. But he expressed concerns that the recent Department of Defense proposal for base closing and realignment would likely result in development that would be scattered and not accessible to transit. He asked the TPB and COG to thoroughly study the proposal.

2. Approval of the Minutes for the April 20, 2005 Meeting

Mr. Salles asked that the minutes be amended to show that Rick Gordon had attended the April meeting representing the Prince George's County Executive. There was no objection.

An amendment was also requested to correct the fact that Skip Coburn was listed twice in the attendance. There was no objection.

The minutes as amended were approved unanimously.

3. Report of the Technical Committee

Referring to the mailout report, Mr. Mokhtari said the Technical Committee met on May 6 and reviewed two items for inclusion on the TPB agenda:

- For agenda item 7, the committee reviewed the TPB draft letter to the Metropolitan Development Policy Committee regarding the Round 7.0 Cooperative Forecasts
- For agenda item 9, the committee was given a presentation on restructuring and streamlining the Commuter Connection work program.

He said the committee reviewed four other items:

- A status report on air quality conformity assessment for the 2005 Constrained Long-Range Plan (CLRP) and FY 2006-2011 Transportation Improvement Program (TIP).
- A status report on VIN decoder software that is being tested to develop vehicle registration data by 28 vehicle categories.
- A preliminary draft project submission for the fiscal year 2006-2011 TIP that is scheduled to be released at the June 15 TPB meeting.
- A briefing on the TPB Regional Mobility and Accessibility Study.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Mr. Tydings, vice chair of the Citizens Advisory Committee, said the committee met on May 12. He said the committee had an extensive discussion of the COG land use and forecasting process with Paul DesJardin of the COG staff. Among other things, Mr. Tydings said that CAC members expressed interest in the TPB's plans to more fully examine the transportation impacts of the cooperative forecast and to review the concerns raised by the District of Columbia.

Mr. Tydings also said the CAC has established two working groups. One will develop recommendations for improving CLRP and TIP information and analysis. The other will work on the Regional Mobility and Accessibility Study, including continuing outreach meetings this fall.

In other business, Mr. Tydings said that TPB chairman Phil Mendelson sent a letter on May 11 to CAC Chair Dennis Jaffe in response to a letter that Mr. Jaffe had sent to Mr. Mendelson in April. Mr. Jaffe's letter had urged the TPB to act expeditiously regarding the recommendations to establish the CapCom center and program. Mr. Tydings said that in effect, Mr. Mendelson concurred with Mr. Jaffe's comments and noted that there would be a high level work session on July 20 focusing on CapCom. The meeting would include transportation agency leadership, TPB members and other stakeholders.

Mr. Tydings said the committee also discussed the TPB's approval of this year's project submissions for inclusion in the air quality conformity analysis for the CLRP and TIP, including the project for high occupancy/toll (HOT) lanes on the Capital Beltway in Virginia. In April, the CAC passed a resolution requesting further study and public input on the HOT lane project before it moves forward in the CLRP process.

5. Report of the Steering Committee

Referring to the mailout and handout material, Mr. Kirby said the Steering Committee met on May 6 and acted on a number of minor amendments to the FY 2004-2009 Transportation Improvement

Program (TIP) and FY 2005-2010 TIP. The amendments dealt with federal maintenance funding, funding for the Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express. There was one technical correction that was made for the Maryland portion of the TIP.

Referring to the letters packet, Mr. Kirby called attention to the letter from Chairman Mendelson to CAC Chairman Jaffe, which announced the work session on CapCom scheduled for July 20.

Mr. Kirby said the letters packet also included a memorandum from Lora Byala, as chair of the Management, Operations and Intelligent Transportation Systems (MOITS) Technical Task Force, which responds to Carol George's recommendations for the alternative yield concept that he has brought to the TPB a number of times in the public comment period. Ms. Byala's memorandum was based on discussions with the Federal Highway Administration, the Virginia Department of Transportation and the Virginia Transportation Research Council. He said it provides a fairly definitive conclusion that Mr. George's proposal does not hold promise. He said the memorandum would be communicated to Mr. George.

6. Chairman's Remarks

Ms. Sorenson introduced Dennis Morrison, the District Administrator for VDOT in the Northern Virginia District.

Chairman Mendelson asked Mr. Kirby to explain his understanding of the implications of the recent recommendations of the Department of Defense to the Commission on Base Realignment and Closings (BRAC). Mr. Kirby asked Dave Robertson, executive director of the Council of Governments (COG) to provide an update.

Mr. Robertson said the COG Board of Directors addressed the BRAC issue at some length at their meeting the previous Wednesday. He said the COG executive board would discuss the issue in a conference call the day after the TPB meeting. He said that regional leaders would be determining the level of regional analysis that would be necessary to clarify the regional impacts of the BRAC decisions. He said that transportation impacts, in particular, have not been fully considered.

Mr. Ruck, the COG General Counsel, handed out a memorandum providing the schedule for the BRAC decision making process.

Mr. Kirby said that, all other things being equal, it seemed that BRAC proposal would be likely to reduce the number of people who can take transit, particularly Metro Rail and commuter rail, to their jobs. He said that although some people might have shorter commutes, it appeared that the BRAC proposal overall would work against the TPB's goal of promoting activity centers.

Mr. Ruck said the criteria used for the BRAC recommendations were described in the handout document. He said the process that the BRAC would use for addressing the DOD recommendations was not completely clear, but that regional leaders would have the opportunity to comment. He said that if the president, the DOD or the BRAC Commission fails to act on the timeframe that was established, the BRAC recommendations would lapse in their entirety, and would not be implemented. However, if Congress fails to act on the recommendations once they are formally received, the recommendations would automatically be implemented. He said that in 1995, 85 percent of the recommendations were adopted by the commission.

Mr. Kirby said that land use inputs from the BRAC proposal could be put into the travel forecasting model and analyzed in a manner similar to the Regional Mobility and Accessibility Study. He said one of the key challenges of such a scenario would be developing the assumptions regarding the future locations of defense contractors.

Chairman Mendelson asked how long it would take to perform the analysis.

Mr. Kirby said the key challenge regarding the timeframe would be agreeing on what the assumptions should be.

Chairman Mendelson noted that the BRAC Commission would be making its recommendations on September 8. He said that would not leave a lot of time.

Mr. Kirby said that the decision to put this analysis on a fast track would essentially be a question of how much of a priority this would be for the TPB.

Mr. Giannetti said this is an important issue for his district and for the state of Maryland. He noted that Fort Meade would gain several thousand employees under the recommendations. He said it was important to know what the implications would be for road and transit use.

Vice Chairman Hudgins noted the large number of contractors who are located close to defense facilities. She asked if it would be possible to quantify the impacts of the movements of these contractors, including the impacts on activity centers.

Mr. Robertson said that this kind of scenario could be developed, although he noted that it will require the development of assumptions that at this time may not be completely obvious. He said that staff had obtained data from the National Capital Planning Commission regarding federal leased facilities.

Mr. Kirby added that as an example, it would be interesting to consider the situation at Crystal City in which contractors would be likely to leave, but opportunities for redevelopment would be opened.

Chairman Mendelson said he was less concerned about whether or not backfill development would occur than he was about the transportation implications of the shifts. He said he was concerned that these moves might force development on to highways that currently do not have adequate capacity.

Mr. Snyder said the final “what if” from a transportation standpoint should be related to cost. He said it was important to ask what it would cost to provide transportation to areas with new DOD jobs.

Mr. Fellows asked if COG and the TPB had considered what the most appropriate political response would be. He said this federal decision-making process seems to be quite top-down, involving very little discussion with local governments.

Mr. Robertson noted the positive example of the coalition that was assembled after the September 11 attacks to reopen Reagan National Airport. He said a coalition was formed very quickly, including the public and private sectors, to successfully engage on this issue. However, he cautioned that the current BRAC recommendations could be difficult to change because they were developed in a post-9/11 environment

Mr. Snyder added that it would be important for the analysis to look at air quality impacts.

Chairman Mendelson asked Mr. Kirby to begin to prepare for the regional analysis of the DOD recommendations. He also asked that this issue be placed on the TPB agenda for June. He said the TPB was uniquely qualified to get data on the transportation implications of the DOD recommendations.

7. Update on Actions to Improve Regional Transportation Communications and Coordination During Incidents

Because of a scheduling problem this item was moved earlier on the agenda.

Mr. Snyder introduced Phil Tarnoff from the University of Maryland to make the presentation. He said Mr. Tarnoff would speak about CapCom, which would be an entity that would ensure coordination among the transportation agencies in the region, in the case of a natural or manmade disaster or in case of incidents that occur every day. CapCom would also ensure that information is disseminated to the public. Mr. Snyder said that CapCom was developed in response to gaps identified from the September 11 attacks and also from a growing need to improve coordination during everyday incidents. He also noted that incident coordination was an important way to ensure transportation capacity is used most effectively.

Referring to the handout and mailout material, Mr. Tarnoff gave an overview of the development

of CapCom. He announced that the University of Maryland had officially received word that CapCom had received \$1 million in an Urban Area Security Initiative (UASI) grant. He also noted that CapCom had been designated to receive \$2 million through an earmark, introduced by Congressman Moran, in the House transportation reauthorization bill. However, he said the money from this earmark is unlikely to arrive until next year. He said the work plan for CapCom is now under development. The work plan will establish CapCom's format, procedures, and protocols. He described the leadership structure for the Mid-Atlantic Communications Interoperability Partnership (MACIP). He said a transportation committee being formed in the MACIP structure will steer CapCom. He said that with the \$1 million UASI grant, the momentum for CapCom will now accelerate. He noted that a TPB Work Session has been scheduled for July 20 to discuss CapCom plans and progress.

Chairman Mendelson noted that Mr. Tarnoff had earlier told the Board that \$4 million was the amount of money needed for CapCom.

Mr. Tarnoff said that it had been estimated that \$4 million was needed for the first 15 or 16 months of CapCom. He said that because the project was not yet fully funded, they would defer the production version of a database and they would be operating on a schedule that would be less than 24 hours a day, seven days a week.

Chairman Mendelson asked for more information on the database that was being deferred.

Mr. Tarnoff said the database is called the Regional Integrated Transportation Information System (RITIS), which would report on incidents and traffic flow. He said the system would be able to provide consolidated incident reports from all three jurisdictions by July. He said that several aspects of the project were being delayed, including automated interface of the system with existing computer systems and integration with some county systems. He also said the project would not be able to provide everyone with automated, easy-to-use geographic information system access with maps and attractive interfaces.

Chairman Mendelson said the tasks that will not be done seemed to be fairly significant.

Chairman Mendelson asked to what degree the CapCom project would overlap with other information technology projects that he had heard are going through the UASI process.

Ms. Pourciau said CapCom and the other proposals would address two separate needs: the actual development of information technology systems and information dissemination.

Mr. Tarnoff agreed that these were two separate issues. He said he was not aware of an overlap.

Chairman Mendelson noted that Mr. Tarnoff had said that CapCom would not initially operate on a 24/7 basis. He asked what the hours of operation would be.

Mr. Tarnoff said it would be a 12-hour operation, two-shift operation, as opposed to a three-shift operation.

Mr. Dorsey said he was concerned that plans to make the user interface useful and attractive were being deferred. He said this should be an opportunity for the public to get immediate use out of CapCom.

Mr. Tarnoff said the CapCom project will be designed to improve dissemination of information across jurisdictional and state lines. He said it also is intended to improve the quality of traffic information that is reported.

Mr. Dorsey said he was interested in the prospect of vehicles collecting data instead of single collection points.

Mr. Giannetti asked whether CapCom would allow private sector and media outlets to have access to the data and to present it to the public in the way they want, or would the sponsors of CapCom be responsible for presentation.

Mr. Tarnoff said they would allow others to develop the data for presentation. He said he considered CapCom's role to be an information wholesaler, as opposed to a retailer. However, he said he understood that at times when a situation is rapidly developing, CapCom may be the only source of information.

Ms. Pourciau said she needed to clarify the District of Columbia's position on CapCom. She said that contrary to some assertions, the District is fully behind the CapCom project. However, she said the District is concerned with the characterization that no action has been taken since September 11, which is simply not true. She described actions taken to improve the development of transportation information and to develop a level of communications and communications redundancy that is shared at the transportation operational level. She said the steering committee for CapCom has been working hard trying to scope out the work for the project and determine how to best spend the \$1 million UASI grant.

Mr. Salles said that when he needs traffic information, he usually listens to WTOP radio. He said that kind of media outlet is perhaps the most important method for disseminating information. He suggested it might be interesting to have WTOP as part of the CapCom development process.

Mr. Tarnoff said he had just been speaking with WTOP that day. He said they had agreed to work with the CapCom project, at no cost, to be an information source and a means of disseminating information.

Mr. Fellows asked if CapCom would be able to interact with communications from federal

officials to local officials. He mentioned the recent incident in which a private plane went into air space over Washington, but the District of Columbia government was not informed.

Mr. Tarnoff said no, CapCom would not be inserting itself into an operational role when incidents occur.

Ms. Pourciau clarified that CapCom would only be a clearinghouse for information.

Chairman Mendelson said he continued to be concerned that a budget of \$4 million had been developed for CapCom, but so far only \$1 million had been identified. He said he understood that the state departments of transportation had indicated their support for CapCom. But, he said the key issue was whether sufficient funding would be allocated to get CapCom fully operational. He said the TPB would be acting on the CLRP in the fall, at which time the Board will be able to see whether projects have been proposed to provide the necessary funding for CapCom.

Mr. Tarnoff added that the development process for CapCom had been slowed down because full funding had not been identified.

Mr. Snyder said Chairman Mendelson hit the key issue in his concluding remarks.

Ms. Pourciau said that when a DOT cannot find resources to cover all identified needs, they have to find a way to deploy the best possible program. Regarding CapCom, she said it was important to move forward to deploy the best possible system given the many demands they are facing.

8. Approval of the Letter to the Metropolitan Develop Policy Committee Regarding the Round 7.0 Cooperative Land Use Forecasts

Referring to the mailout material, Mr. Kirby said the Board had been presented the previous month with an earlier draft of the letter that was before the Board for approval today. At the Board's request last month, the letter had been revised. Mr. Kirby reminded the Board that the draft Round 7 Cooperative Forecasts were transmitted to the TPB by the Metropolitan Development Policy Committee (MDPC) with a caveat that the planning directors would be examining the impacts of the forecasts. The MDPC also forwarded a letter from the District Office of Planning indicating that they voted against the approval of these forecasts because they objected to the imbalance between the total employment and total households.

Mr. Kirby said that staff will be looking at the forecasts in our region, in the areas outside the Metropolitan Statistical Area and in the areas outside the TPB's modeled area. Referring to the handout presentation, Mr. Kirby called attention to a table on page 11 which indicated the number of additional households that would be needed to fill the jobs that have been forecasted. He noted that the numbers were very significant. For example, 508,000 additional household

would be needed to balance households and jobs within the Metropolitan Statistical Area (MSA).

Mr. Kirby noted that it was important to ask to what degree housing was being planned in the ring of counties outside the MSA to accommodate the region's future workforce. But he noted that even when taking additional households planned in those jurisdictions, the region was still left with a shortfall of 487,000 households.

Mr. Kirby briefly described the draft letter from TPB Chairman Mendelson to Elizabeth Hewlitt, chair of the MDPC. The letter lays out the issues and approach that the TPB proposes for addressing the jobs/housing imbalance. Mr. Kirby said that the MDPC will hold a special meeting on this issue on the morning of June 8. The TPB members have been invited to participate.

As an example of the different aspects of this issue that need to be examined, Mr. Kirby highlighted the assumptions for the number of workers per household. He said that the number for the year 2000 is 1.57 jobs per household; in 2030, that number is assumed to drop to 1.5 workers per household, a change reflecting the aging population. He noted that this is a very significant change that may need to be revisited.

Mr. Kirby said the TPB will be briefed on these issues at the June 15 meeting. He said that at this point, the TPB's conformity analysis was proceeding with the most recent draft cooperative forecasts, but there is a possibility that they may be changed before the conformity determination for the Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP) is approved in the fall.

Chairman Mendelson noted that the conformity process is following a fairly tight schedule, and if the cooperative forecasts need to be revised, that should be done as soon as possible.

Mr. Kirby said that he believed the fact that the MDPC would be convening a special meeting was reason to feel comfortable that they were moving as quickly as possible on this issue.

A motion was made to approve the letter. The motion was seconded.

Ms. Pourciau said she found the letter a little confusing. She asked that it be reworded to reflect the fact that even with increased housing in external jurisdictions, the household shortfall compared to forecasted jobs was still very significant. She offered a friendly amendment to the motion to reword the first line of the first page of the draft letter to remove the reference to a "modest reduction" and instead emphasize that there is still a significant shortfall.

There being no objection, Ms. Pourciau's amendment was accepted.

The motion to approve the letter, as amended, was approved unanimously.

9. Endorsement of the Washington Metropolitan Area Transit Authority (WMATA) Backup Operations Control Center for Homeland Security Funding

Referring to the handout and mailout material, Ms. Lipman, Director of Policy and Intergovernmental Relations for the Washington Metropolitan Area Transit Authority (WMATA) said that in the regional allocation process for the regional Urban Area Security Initiative (UASI) funds, COG's Chief Executive Officers (CAO) Committee had asked the TPB to consider the WMATA request for regional funding for the WMATA backup Operations Control Center (OCC). Ms. Lipman described the OCC, explaining that it functions as the brain and nervous system for Metro. She said that without the OCC, the system would cease running within a few hours. She also said the OCC is an important central point for collecting data from the chemical sensor detectors that are located in Metrorail stations. She said that WMATA has had two recent security assessments, by the Federal Transit Administration and by the Department of Homeland Security, which both identified the lack of a backup OCC as a key weakness for the Metro system. The Homeland Security assessment rated the Operations Control Center as WMATA's most critical asset as well as being its highest risk.

Ms. Lipman said the OCC would be a \$75 million project. She said that WMATA had already applied all of its transit grants through the Department of Homeland Security to developing the backup OCC. She said that WMATA had applied earlier in the year for \$6 million in regional UASI funding, but the CAO Committee and the Senior Policy Group did not recommend it as a first priority item. However, they did indicate that in the event that funding would become available later in the process, they would consider putting some money towards the backup OCC. They also asked the TPB to consider the project.

Ms. Lipman said that WMATA was asking that the TPB endorse the project in its application for UASI funding. She noted that the mailout packet included a draft letter of endorsement from Chairman Mendelson in support of the UASI grant proposal.

A motion was made to approve the letter. The motion was seconded.

A question was asked regarding the project's funding needs for full implementation.

Ms. Lipman noted that the project is estimated at \$75 million, so it has a long way to go.

The letter was approved unanimously.

10. Briefing on the Draft FY 2006 Commuter Connections Work Program

Referring to the mailout and handout materials, Mr. Ramfos provided an overview of the draft

Commuter Connections Work Program for FY 2006. In his presentation Mr. Ramfos included information on the different programs of Commuter Connections, their benefits, and cost effectiveness. He explained that the Commuter Connections Work Program had been restructured because: the funding shares of the different jurisdictions need to be revisited; the states need additional flexibility in funding and implementing certain program components; and COG/TPB staff needs to streamline administration of the program. He described the different program areas under the new work program.

Mr. Ramfos said the work program would be going to the TPB Technical Committee on June 3, and would be presented to the TPB for final approval on June 15.

11. Briefing on Plan for Coordinating the Street Smart Pedestrian and Bicycle Safety Education Campaign with Law Enforcement

Referring to the mailout material, Mr. Farrell explained that at the April meeting the Board asked that increased efforts be made to coordinate the Street Smart campaign with law enforcement. He said that COG/TPB staff met with the police chiefs on April 27 and discussed opportunities for coordination. Referring to the mailout memorandum, Mr. Farrell said that four actions were discussed: 1) scheduling enforcement during the June 2005 campaign and subsequent campaigns; 2) involvement of the police chiefs in the June 2005 campaign kickoff; 3) post-campaign reporting of enforcement activities; and 4) advance coordination of future Street Smart campaigns with the police chiefs.

Ms. Porter thanked Mr. Farrell for his followup on this item.

Mr. Kirby noted that the COG Board of Directors had been briefed on the campaign and were told they should be expecting letters requesting voluntary contributions based on a 5 cent per capita formula. The Chief Administrative Officers Committee was also briefed. The COG board suggested the letters should include a description about evidence of effectiveness of previous campaigns.

12. Briefing on Work Plan for Conducting the Financial Analysis for the 2006 Update to the Financially Constrained Long-Range Plan (CLRP)

Because of the lack of time, Mr. Kirby gave an abbreviated briefing. He explained that federal law requires the TPB to perform a financial analysis for the CLRP every three years. He said the handout material describes some of the findings from the last financial analysis and the process for performing the analysis this year. He said that some of the key issues addressed in this financial analysis will include the federal transportation reauthorization, the Metro Matters funding package, and long-term funding issues related to Metro.

13. Other Business

Chairman Mendelson asked for a brief update on the status of the transportation reauthorization legislation in Congress.

Mr. Kirby said that the previous day the Senate had passed a bill funded at \$295 billion. The President has said he would veto a bill funded at that level. The House bill does not exceed the President's funding ceiling. The House and Senate bills will now go to a conference committee to reconcile differences between the two pieces of legislation. The current legislation expires on May 31, so another short-term extension is likely.

Mr. Kirby noted that in April the Board had asked that as soon as a conference committee is designated, the Board should send a letter to the conference committee and the regional delegation asking that the final legislation provide maximum flexibility regarding opportunities for tolling.

Ms. Lipman said that WMATA had performed a preliminary analysis of the two bills. She said WMATA is hoping to receive \$260 million for the Metro Matters program from the legislation. She said they would be contacting the conference committee and the regional delegation. She asked that the TPB correspondence also include WMATA's concerns.

Mr. Kirby asked that Ms. Lipman send the WMATA correspondence as soon as possible.

14. Adjournment

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