

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
June 20, 2007**

Members and Alternates Present

Nat Bottigheimer, WMATA
Muriel Bowser, DC Council
William Bronrott, Maryland House
Lyn Erickson, MDOT
Andrew Fellows, City of College Park
Catherine Hudgins, Fairfax County Board of Supervisors
Charles Jenkins, Frederick County
Sakina Khan, DC Office of Planning
Michael Knapp, Montgomery County Council
Timothy Lovain, Alexandria City Council
Michael Lyles, City of Bowie
Michael May, Prince William County
Phil Mendelson, DC Council
David Moss, Montgomery County
Kathy Porter, City of Takoma Park
Mark Rawlings, DDOT
Thomas Davis Rust, Virginia House
Rick Rybeck, DDOT
Arthur J. Smith, Loudoun County
C. Paul Smith, City of Frederick
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
Kanti Srikanth, VDOT
Victor Weissberg, Prince George's County

MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Jim Hogan	
Nick Ramfos	
Wendy Klancher	
Debbie Leigh	
Deborah Etheridge	
Andrew Meese	
Andrew Austin	
John Swanson	
Darren Smith	
Sarah Crawford	
Jazmin Marie Casas	
Michael Eichler	
Eulalie Lucas	
Dusan Vuksan	
Erin Morrow	
Dave Robertson	COG/EO
Jeanne Saddler	COG/OPA
Jeff King	COG/DEP
Randy Carroll	MDE
Ian Beam	MDOT
Betsy Massie	PRTC
Bob Owolabi	Fairfax County DOT
Tom Biesiadny	Fairfax County DOT
Rick Canizales	Prince William County DOT
Bill Orleans	PG ACT
Walid Saffouri	MDTA
Jack Van Dop	FHWA
Tony Chinyere	Tri-County Council, Southern Maryland
Reena Matthews	State Highway Administration
Angelica Betts	Prince William County
Tamara Ashby	Arlington County
Stephanie Yanovitch	SHA – RIPD
Jim Maslanka	Alexandria
Al Francese	Centreville Citizens For Rail

1. Public Comment on TPB Procedures and Activities

There were no speakers for public comment.

2. Approval of Minutes of May 16, 2007 Meeting

Mr. Mendelson moved approval of the minutes of the May 16 TPB meeting. The motion was seconded by Ms. Smyth and passed unanimously.

Chair Hudgins introduced Bill Bronrott, Maryland Delegate.

Mr. Bronrott noted that he was in attendance in his capacity as alternate to former Delegate Carol Petzold. He said he was happy to temporarily sit in on behalf of their community.

3. Report of the Technical Committee

Mr. Harrington said the Technical Committee met on Friday, June 1 and reviewed six items for inclusion on the TPB agenda:

- Related to TPB Agenda Item 7, the committee received a briefing on the proposed establishment of a TPB Task Force of Taxicab Regulators. He said there was some discussion in the Committee about whether the TPB was the correct home for the task force.
- Related to TPB Agenda Item 8, the committee received a briefing on the status of the conformity assessment for the 2007 Constrained Long-Range Plan (CLRP). The committee also received a status report on the US 15/340 interchange conformity analysis.
- Related to TPB Agenda Item 9, the committee received a briefing on mobile source CO₂ emissions estimates. Technical Committee members were interested in the impacts of fuel efficiency standards on CO₂ emissions.
- Related to TPB Agenda Item 10, the committee was briefed on the MATOC Program Work session.
- Related to TPB Agenda Item 11, the committee was briefed on the work underway on the draft environmental impact statement (EIS) for the 14th Street Bridge Corridor Project under development by Eastern Federal Lands Division of FHWA.

-
- Related to TPB Agenda Item 12, the committee was briefed on the web-based visualization tool for the Constrained Long Range Transportation Plan (CLRP), which has received favorable reviews from the committee.

4. Report of the Citizen Advisory Committee

Mr. Larsen said the CAC meeting focused on the development of the TPB's new Participation Plan. He mentioned that the TPB is required under the 2005 federal Surface Transportation Act SAFETEA-LU to develop a Participation Plan. He said that the CAC was the first group to review and discuss the plan and other committees will be reviewing the plan in the coming weeks. He said that the Participation Plan would be presented as an information item at the July TPB meeting, and that staff currently plans to release a draft for a 45-day public comment period in September, with final approval by the TPB scheduled for November.

Mr. Larsen pointed out that the draft Participation Plan recognizes that the TPB has a number of different types of constituencies, and therefore TPB public involvement activities and tools should be tailored to the different levels of knowledge and interest of these different constituencies. He said staff explained that a participation program will be developed each year, to ensure that the public outreach efforts are appropriately targeted. He said there was a long discussion about the draft plan, and the comments from the CAC meeting are reflected in the written CAC report. He mentioned some of them:

- The TPB should use public participation to convey a regional story about future growth and congestion. The Participation Plan should explicitly mention the TPB's scenario planning activities as a primary vehicle to spread that regional story.
- The TPB needs to be clear about the roles it does not play in transportation planning, and the TPB needs to track the influence of its outreach activities by conducting more frequent evaluations.

Mr. Larsen noted that in recent outreach meetings, the Regional Mobility and Accessibility Scenario Study (RMAS) presentation was given in Frederick, Maryland on May 14th, and that other recent forums included a presentation to County Planning staff in Prince George's County, and a presentation to the Montgomery County Eastern Regional Services Center. He mentioned that there are other forums coming up in September for the District of Columbia.

Mr. Larsen said the third TPB Community Leadership Institute (CLI) will be on June 20 and 23, and will focus on community leaders working with immigrant communities.

Mr. Larsen informed the TPB that the CAC voted to send a letter to TPB Chair Cathy Hudgins as a reminder of the CAC's recommendations from February regarding the Regional Mobility and

Accessibility Study (RMAS). He read part of a memo developed by TPB staff in response to CAC recommendations, which, among other things, encouraged the TPB to establish a working group to consider future stages of the RMAS in a thoughtful, policy-orientated manner that moves beyond the technical orientation provided by the study's joint technical working group.

Chair Hudgins complimented the CAC on its role. She asked Mr. Kirby for his thoughts regarding the CAC letter.

Mr. Kirby said that TPB staff provided responses in March to the CAC's February recommendations. These responses included a schedule of next steps for the study. He suggested the TPB might follow up on this topic at the July meeting.

Chair Hudgins said that would be helpful.

Mr. Kirby highlighted one of the points Mr. Larsen raised regarding the CAC suggestion that the TPB might want to appoint a new oversight committee. He said that there is a technical group that meets monthly, but he suggested the Board might consider establishing an oversight body similar to the Access For All Advisory Committee, which would have formal standing within the TPB process. He said that there was no need to pursue it today but it is something the CAC keeps suggesting, and it has not yet been acted upon.

Mr. Fellows asked Mr. Larsen if the technical working group that currently exists would be different from the group that the CAC is recommending.

Mr. Larsen said that yes, the CAC has recommended an oversight group different from the one that already exists.

5. Report of Steering Committee

Mr. Kirby reported that the Steering Committee met on June 1 and approved resolution TPB SR21-2007, an amendment to the FY 2006-2012 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to modify funding on a project for dual left turn lanes on the Prince William Parkway (VA-3000) in the City of Manassas, as requested by the Virginia Department of Transportation (VDOT).

Mr. Kirby reviewed a number of items in the letters packet, including a two-page statement about the lawsuit filed against the TPB and US Department of Transportation regarding the Intercounty Connector (ICC). The notice says the plaintiff agreed to a "voluntary dismissal without prejudice," which means the plaintiffs have voluntarily withdrawn their complaint, but would be able to bring suit against the TPB in the future on another project. He said the complaints against the TPB were not really specific to the ICC, but were related to the TPB planning process. He said the Board could be briefed in July on the particular complaints that

were made and the TPB response to these complaints

Chair Hudgins said the recommendation to brief the TPB in July on the issues of the case relative to the TPB in general would be helpful, as previous briefings were limited to what information could be made available in a public setting.

Mr. Kirby noted the TPB had received a request from VDOT to approve a TIP amendment at the June meeting, which he would like to address at the end of the Committee report.

Mr. Kirby said the TPB received a letter from VDOT approving funding that the TPB requested under the Multi-Modal Planning Grant program to continue the Virginia efforts under the Transportation/Land-use Connection (TLC) Program. He said that as TPB Chair, Mr. Knapp was very instrumental in urging the TPB to develop the TLC Program. Mr. Kirby said the TPB funded a pilot program out of TPB planning funds for the first six months of this calendar year, which included six projects. He said the pilot projects are almost complete and a report on those projects will be made to the TPB at the July meeting. He added that the TPB was not able to fund several projects in both Maryland and Virginia because the TPB did not have enough resources. The TPB applied to VDOT to provide funding for the remaining Virginia projects. He said the TPB would be very interested in applying for similar funding from Maryland, should such opportunities exist. He noted that the TPB received one request from the District of Columbia under the TLC Program, which was funded during the pilot phase.

Mr. Kirby referred to the letter from VDOT Secretary Homer to MDOT Secretary Porcari thanking Secretary Porcari for suggesting the creation of a secretarial level executive committee to oversee the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

Mr. Kirby noted the letter from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approving the TPB's work program for FY08. The letter emphasizes the FHWA and FTA priorities for metropolitan planning from a national perspective, including operation and management strategies, coordinated public transit, human services transportation plans, and security & safety. He said these programs are all areas in the SAFETEA-LU legislation that were made more explicit for MPO attention, and are activities that TPB staff is currently addressing.

Mr. Kirby announced the appointment of DC Council Member Muriel Bowser to the TPB and welcomed her, noting that she used to work at COG in the Commuter Connections Program.

Chair Hudgins welcomed Ms. Bowser to the TPB.

Mr. Kirby said that VDOT and DDOT both requested amendments to the TIP because of SAFETEA-LU compliance requirements that take effect on July 1, 2007. He said the language in the SAFETEA-LU planning regulations states that after the transition point of July 1, 2007, FHWA and FTA will not approve any significant amendments to the plan and TIP of any MPO

until all of the SAFETEA-LU requirements have been met. These minor amendments would normally be handled by the Steering Committee, but because the Steering Committee will not meet until after July 1, the TPB will be asked to act on these amendments today. He said he anticipates that all of the SAFETEA-LU requirements will be met by the end of the year when the TPB completes the CLRP and TIP updates.

Mr. Kirby asked Ms. Sorenson to speak to the letter the TPB received from VDOT on their proposed amendments. He said Mr. Rybeck would follow with a description of the amendments requested by DDOT.

Ms. Sorenson said the amendment in question relates to a small safety project to correct a problem at Nutley Street and I-66 in Fairfax County.

Ms. Sorenson made a motion to propose approval of resolution R27-2007 to amend the FY 2007-2012 TIP to fund a safety improvement on I-66 at the Nutley Street exit in Fairfax County. Mr. Rybeck seconded this motion, which passed unanimously.

Mr. Rybeck said that DDOT would like to amend the FY 2007-2012 TIP to shift funding from the 11th Street Bridge replacement and reconfiguration project, which is not ready to move forward, to the 9th Street Bridge crossing over the Southeast-Southwest Freeway repair project, which is ready to proceed. He said that DDOT would like to shift \$7 million, putting the money where it is currently needed.

Mr. Rybeck made a motion to approve resolution R28-2007 to amend the FY 2007-2012 TIP to fund the 9th Street Bridge repair project and to modify the funding of the 11th Street Bridge replacement and reconfiguration project. Ms. Sorenson seconded the motion.

Mr. Mendelson clarified that DDOT intends to shift \$7 million and asked for more information about the effect this shift will have on the 11th Street Bridge project.

Mr. Rybeck said the 11th Street Bridge project has \$16 million in design funding for FY 2007, which has been obligated. He said there is \$133 million for construction in FY 2008. He said this amount can be amended if necessary when the FY 2008-2013 TIP is approved in the fall, adjusting other projects to maintain fiscal constraint.

Mr. Mendelson asked DDOT to reaffirm that there is enough funding for construction now for the 11th Street Bridge project.

Mr. Rybeck said that DDOT is not ready to move forward with construction on the 11th Street Bridge in this fiscal year, but that there is \$133 million for construction in FY 2008. The motion passed unanimously.

6. Chairman's Remarks

Chair Hudgins said she had received a request from Mr. Paul Smith of the City of Frederick to address an issue relative to a transportation summit recently held in Frederick.

Mr. Smith announced to the TPB that a summit on the I-270 Corridor was held in Frederick County the previous weekend. He referred to a handout he distributed with some ideas for congestion remediation that transpired at the summit. He said one suggestion was to proactively prepare project ideas for the next reauthorization of highway funds. He detailed a second suggestion focused on alleviating congestion at the convergence of I-70 and I-270, which includes the North-South Parallel Road that would extend north from I-270 to US 15 before it reaches the merge point. He requested that the TPB study this option for future construction.

Mr. Knapp thanked Mr. Smith and Mr. Jenkins for hosting the I-270 summit. He noted the significance of the decision made by the Fairfax County Board of Supervisors to extend Metrorail to Dulles Airport. He compared this action to those necessary in the Frederick area to alleviate congestion in Maryland. He said the I-270 summit included representation from Virginia, Maryland, the District, Pennsylvania, West Virginia, and Mr. Kirby of the TPB.

Mr. Rybeck asked if officials from the District were invited to the I-270 summit.

Mr. Smith replied that Frederick County invited officials from the District, Maryland, Pennsylvania, Virginia, and West Virginia.

Mr. Kirby commented on Mr. Smith's request, clarifying that the current transportation reauthorization, SAFETEA-LU, runs through FY 2009, and that the new transportation funding legislation would cover FY 2010-2015. He said it is now time to review what might be included in the next reauthorization. He said that the Association of Metropolitan Planning Organizations (AMPO) is beginning to discuss the key priorities of the next reauthorization, and that the TPB should review important issues to bring to AMPO's attention. He asked Mr. Mendelson, currently President of AMPO, to comment on this suggestion.

Mr. Mendelson said AMPO is beginning to develop positions on issues that may be included in the next reauthorization, including energy independence, noting that transportation infrastructure decisions can impact energy usage. He said other issues include establishing reliable funding sources that encourage efficiency in spending and improving transportation mobility by increasing modal choices.

Mr. Kirby then addressed the second request by Mr. Smith regarding the North-South Parallel Road. He said he had discussed with Mr. Smith and Ms. Erickson of MDOT the funding allocated in the Unified Planning Work Program for technical assistance activities for the DOTs and WMATA. He said there is a project in the FY 2008 program that would provide an opportunity for assistance, which he said Ms. Erickson had indicated would be supported by

MDOT.

Ms. Erickson said there is plenty of technical assistance funding for this type of analysis and that MDOT would work with Frederick County on this initiative.

Chair Hudgins commented on the recent actions by the Fairfax and Loudoun County Boards of Supervisors regarding the Metrorail extension to Dulles Airport. She clarified that while the approval was for the local funding partners and the local operating agreement, the decision is a major milestone for future planning in the Dulles Corridor.

7. Approval of Air Quality Conformity Determination for an Amendment to the 2006 CLRP and FY 2007-2012 TIP to Include Construction of an Interchange at US 15/340 and Jefferson Technology Park in Frederick County, and Approval of an Amendment to the 2006 CLRP and FY 2007-2012 TIP to Include the Project.

Mr. Clifford reminded the TPB that a work scope was approved at the May 16 TPB meeting for the air quality conformity determination for the amendment to the 2006 CLRP, and the FY 2007-2012 TIP for the project at US 15/340 Jefferson Technology Park in Frederick County. He said TPB staff prepared the results, which have been reviewed by the TPB Technical Committee. He reviewed the contents of the mailout and asked the TPB to turn their attention to the memorandum he drafted.

Mr. Clifford reviewed the methodology and approach of the determination. He said the results are contained in a series of six exhibits that are attached to the memorandum. He highlighted Exhibit 2, which demonstrates that the forecast emissions for the plan and TIP are well within the VOC budget. He said Exhibit 3 shows that the region is also well within the emissions budget for NO_x for each forecast year, as was demonstrated by the determination reported last October. He pointed to Exhibit 6, which demonstrated that both direct PM emissions and precursor NO_x emissions substantially declined from 2002 emissions. He said the analysis does provide the basis for a determination by the TPB that the CLRP and TIP conform as amended to include the addition of the interchange in Frederick County.

Ms. Erickson mentioned that this project compares to those approved through the previous resolutions in that action is required before the SAFETEA-LU requirements take effect after July 1, 2007. She reiterated that the project has been reviewed by the TPB for inclusion in the scheduling and funding for the 2007 CLRP and FY 2008-2013 TIP, adding that the project has been amply reviewed by both the TPB and the public. She noted that the air quality conformity analysis results are virtually indistinguishable from those completed for the 2006 CLRP in October 2006.

Ms. Erickson made a motion to adopt Resolution R24-2007 to find that an amendment to the

2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 15/340 and Jefferson Technology Park in Frederick County conforms with all requirements of the Clean Air Act and Resolution R25-2007 to amend the 2006 CLRP and FY 2007-2012 TIP to include construction of the interchange at US 15/340 and Jefferson Technology Park. Mr. Lyles seconded the motion, which passed unanimously.

8. Briefing on the Establishment of a Regional Taxicab Regulators' Task Force

Ms. Thompson, interim chair of the DC Taxicab Commission, provided a briefing on the proposal to establish a Regional Taxicab Regulators' Task Force under the TPB. She said there are a lot of critical issues facing taxicab regulators in the region, including intrusions by taxi companies across jurisdictional boundaries, concerns about enforcement, concerns about how to increase efficiency of the taxicab regulation system, and how to improve the service provision of the taxicab industry.

Ms. Thompson said it has been a challenge to convene the taxicab regulators from around the region, who all realize the importance of communication in order to improve the industry. She said the DC Taxicab Commission initiated an ad hoc group several years ago, but it struggled to sustain itself. She said her predecessor brought this need to the attention of TPB staff, who recognized the importance of this service to the regional transportation system.

Ms. Thompson said the ad hoc group, reconvened through the efforts of TPB staff, has met several times. The group has established a mission to encourage cooperation and information sharing among taxicab regulators, and to work on a regional reciprocity agreement for potential adoption by the jurisdictions. She said the focus of the task force will be solely on taxicabs (as opposed to all public vehicles for hire); that the task force will coordinate with the TPB Private Providers Task Force and the Human Services Transportation Coordination Task Force; and that the task force will meet bimonthly. She said membership on the task force is open to any jurisdiction in the TPB planning area that regulates taxicabs, including those with regulators that service the COG region. She added that she will be the chair of the task force for the first year and that this responsibility will be rotated annually between representatives from the jurisdictions.

Mr. Rust asked what communication had taken place with the local governments and what has been their reaction to the formation of the task force.

Ms. Thompson said the preliminary task force has discussed the need to ensure that all jurisdictions are represented on the task force. She said members of the task force were reaching out to their colleagues in other jurisdictions about participating on the task force.

Chair Hudgins said this item would come before the TPB for approval at its July meeting. She echoed Mr. Rust's concern about including all jurisdictions and she encouraged the TPB

members to provide input through their staffs as the discussion moves forward.

Mr. Kirby mentioned a comment made at the Technical Committee that representatives participating on the task force may not be working in the departments of transportation within the jurisdictions. He said this led to questions about how appropriate it was for the TPB to house this type of activity. He said he had responded that because taxis provide a transportation service, it should well be housed within the TPB, rather than in another department at COG.

Mr. Kirby said the reciprocity agreement has long been debated and said the task force may be able to bring closure to this issue. He said it is an important issue, citing the example that taxicabs from neighboring jurisdictions may make a long trip to Dulles Airport and are not permitted to carry a fare back to their originating jurisdiction. He said the Metropolitan Washington Airports Authority has been a participant in this discussion and has been open to different arrangements than those which currently exist.

9. Briefing on CO₂ Mobile Source Emissions Estimates for the Washington Region

Referring to the mailout material and PowerPoint presentation, Mr. Kirby said he wanted to bring this information to the Board because the Council of Governments has formed a Climate Change Steering Committee to look into the issue of greenhouse gases. He said that one of the first things the committee will do is construct an inventory of greenhouse gases generated in the metropolitan area. The committee asked TPB staff to provide the portion of that inventory from on-road vehicles.

Mr. Kirby went through the PowerPoint presentation. Based on a national inventory provided by the Environmental Protection Agency, he said that transportation contributes about 28 percent of total greenhouse gas emissions. He said that transportation is assumed to be approximately one-third of the problem in this region.

Mr. Kirby said that the estimates of carbon dioxide emissions were based on travel demand forecasts that had already been developed for federally mandated air quality conformity analysis for volatile organic compounds (VOCs) and Nitrogen Oxide (NO_x).

He said the geographic area used for the analysis was the 8-hour non-attainment area for ozone. He said the analysis used the Round 7.0a Cooperative Forecasts and the adopted Constrained Long-Range Plan (CLRP) transportation network. He said the analysis also used the 2005 regional fleet inventory that staff developed for the purposes of forecasting VOC and NO_x ozone levels. He said that inventory would be updated in 2008. He said that the CO₂ emissions calculations were derived using EPA's Mobile 6.2 emissions model, which is the model used for ozone calculations.

Mr. Kirby said the analysis forecasted a substantial increase in carbon dioxide emissions in 2030, which contrasted with the forecasted decline in VOC and NO_x emissions for the same time period. He noted that vehicle miles of travel (VMT) would be increasing steadily over this period, but nonetheless VOC and NO_x would decline because of a variety of vehicle emission controls and fleet turnover. Comparable controls for carbon dioxide are not in place and as a result, carbon dioxide emissions from the mobile source sector are expected to grow steadily. He said that compared to the 2002 baseline, VMT was expected to increase 37 percent by 2030, while NO_x would decline by 87 percent and VOC by 61 percent. But CO₂, given current assumptions and absent any further vehicle controls, would grow by 48 percent.

He said this increase in CO₂ is due to two factors. One is the growth in VMT: the more vehicle miles of travel, the more fuel is burned and the more carbon dioxide is produced. The other factor is that according to EPA's mobile model and current assumptions about the vehicle fleet, emissions rates per mile are increasing, partly because people are buying larger vehicles. As an exception, Mr. Kirby did note that emissions for transit buses are going down slightly. Overall, he said the model is a little dated and may not capture the trend toward hybrid vehicles and the potential impacts of higher fuel prices.

Mr. Kirby provided details on the composition of the vehicle fleet in the region, broken out by the District, Maryland and Virginia. He noted that Virginia has a significantly higher number of hybrids per thousand households than either Maryland or the District of Columbia, and that this is attributed largely to the access to HOV lanes, particularly on the I-95 corridor, that hybrid owners in Virginia have.

Mr. Kirby spoke about options for addressing CO₂ emissions. He said that considerable discussion at the COG Climate Change Steering Committee has focused on the California LEV-II proposal, which would enact new requirements for Low-Emission Vehicles. The California proposal would reduce a number of pollutants, particularly greenhouse gases -- CO₂, methane, and nitrous oxide. It would apply to automobiles and light trucks, starting with the 2009 model year. Mr. Kirby said that California cannot implement this program without a waiver from EPA under the Clean Air Act, which the state requested in December 2005. That waiver has not yet been granted. Mr. Kirby said the EPA administrator had recently informed the Congress that he would not address the waiver request until the fall of 2008, and in response the State of California has announced that it will file suit to expedite the process. Mr. Kirby said this issue of timing was important because other states, including Maryland, have indicated that they will adopt the LEV-II standards once California gets the waiver and is able to implement them.

Mr. Kirby presented an analysis of how the California proposal for LEV-II vehicles would affect greenhouse gases in the Washington region. He said the reductions would not be enough to return the region to 2002 emissions levels. He said the baseline growth would be 48 percent in CO₂ emissions from 2002 to 2030. With the California LEV-II standard there would still be a 22 percent growth in CO₂.

He noted that in addition to enacting controls on cars, another option for reducing greenhouse gases would be to reduce VMT. He said there are a number of potential strategies to accomplish that goal. He said that in the short-term, there are demand reduction strategies, including telecommuting, transit, and ride-sharing. There are also longer term scenarios that the TPB has been investigating under the Regional Mobility and Accessibility Study. Mr. Kirby said that these scenarios produce reductions of only one to two percent in CO₂ because they are working at the margins and not getting at large-scale shifts. For example, he noted that the scenarios under analysis in RMAS would only shift about 5 percent of the households and 4 percent of the employment that will be on the ground in 2030 relative to the baseline forecasts.

In closing Mr. Kirby said that staff would be monitoring the impacts of tougher vehicle standards, including the possibility of new standards imposed at the federal level. He also said staff would continue to examine strategies for reducing VMT. He said the growing interest in reducing global warming would add impetus to those strategies.

Mr. Snyder thanked Mr. Kirby for his presentation, which he said was very easy to understand. He suggested that the information that Mr. Kirby presented should be sent to the region's Congressional delegation.

Ms. Sorenson asked if any research was being done on the emissions levels of individual vehicles.

Mr. Kirby said that the mobile model did not include hybrid vehicles when it was developed, but he noted that hybrids are a very small percentage of the fleet-- about half a percent. He said the emissions characteristics of hybrids are excellent. He noted that the California standards would essentially require the manufacturers to sell a much larger share of hybrids or very fuel-efficient vehicles.

Pursuant to Mr. Snyder's suggestion, Chair Hudgins asked if there were any questions or objections to the suggestion that the TPB forward the report to the region's Congressional delegation as an information item as they deliberate on this issue.

Mr. Rybeck said he concurred with the recommendations but he suggested the recommendation could be strengthened by drawing the attention of the Congressional delegation to the problem of California in terms of getting its waiver from EPA.

There was no objection to this suggestion.

There being no objection, the Board agreed by consensus to forward the information to the region's Congressional delegation.

Mr. Fellows asked what the COG Climate Change Steering Committee would do with the

information.

Mr. Kirby said the committee was just beginning its work and would be constructing an inventory of carbon dioxide for the region from all sources, not just transportation. He said he was sure that very soon the Committee would be discussing strategies to reduce CO₂ emissions.

Noting the apparent correlation between hybrid ownership and HOV-lane privileges for hybrids, Mr. Knapp asked if this information had been made available to transportation officials in Maryland and the District of Columbia.

Mr. Kirby said that Virginia is currently planning to phase out some of the privileges that hybrid owners receive. But he said that there are other ways to encourage hybrids. He noted that gas prices were a factor.

Mr. Knapp noted that he had been joined at the meeting by Marc Elrich, who is his colleague on the Montgomery County Council. He said his question was partly Mr. Elrich's question: Does the TPB have the ability to actually model what specifically can be achieved through different transit activities?

Mr. Kirby said the model does provide data on specific reductions. He noted that overall reductions for VMT in the scenario study were in the one to two percent range. He said some scenarios produced a six percent reduction in peak period congestion.

Mr. Knapp said that Montgomery County was in the process of developing a growth policy and it would be helpful to get data on which types of activities provide more significant results.

Mr. Kirby noted that the scenario study is looking at regional totals. Local impacts could be much greater, he said.

Mr. Bronrott asked what the difference was between Maryland and Virginia regarding tax policy for hybrid vehicles.

Mr. Kirby asked Mr. Rust if he had information about Virginia.

Mr. Rust said he was uncertain.

Chair Hudgins said that Virginia's high level of hybrid ownership was good news, but the challenges of fuel efficiency and increasing VMT remain daunting.

Mr. Rybeck noted that the Citizens Advisory Committee at the beginning of the meeting suggested that the TPB form a board-level committee or task force to deal with the outcomes of the Regional Mobility and Accessibility Study. He said that the sooner the region starts to

reorient growth, the better. He said that land-use solutions would not be a “quick fix,” but they can be powerful, and will get more powerful over time.

Mr. Rybeck suggested that the Board should put on its July agenda an action item to create a new committee to guide the RMAS, as suggested by the CAC.

Chair Hudgins said that would be appropriate.

Mr. Arthur Smith said the information provided by Mr. Kirby was very interesting, but it deserves greater scrutiny and discussion at the local level. He said he was not sure what would be the implication of forwarding this information to the Congressional delegation. He suggested this action should be held off until the information is better understood.

Chair Hudgins said that some of the information had been available to TPB members previously. She said that if there is more information, it can be provided to the localities.

Mr. Kirby asked for a clarification as to whether the information should be forwarded to the Congressional delegation.

Chair Hudgins said she believed it was the consensus of the Board to forward the material just as information and also to highlight the concerns regarding California’s request to EPA for a waiver.

Mr. Kirby asked Mr. Ramfos, director of Commuter Connections, who is a hybrid owner, to provide some information regarding tax deductions for hybrid owners.

Mr. Ramfos said that certain hybrid owners get a \$2,000 deduction on federal taxes, and at least in Loudoun County -- he said he was not sure about other Northern Virginia jurisdictions -- hybrid owners do not have to pay personal property taxes on the vehicles.

10. Report on the TPB Work Session on the Metropolitan Area Transportation Operations Coordination (MATOC) Program, and Recommendations on Traffic Management Strategies for the Region

Mr. Snyder gave a PowerPoint presentation that discussed MATOC program development and objectives, the types of incidents the program hopes to address, and the activities underway and planned for the program in 2007. He noted that a MATOC work session was held that morning. He said that the program is critical in meeting the need to better coordinate regional transportation agencies in terms of communicating information about incidents of importance beyond the local level and in coordinating activities in response to such incidents. He also expressed appreciation for the involvement of transportation agency representatives in the

program development process.

Mr. Snyder said that the three main objectives of the MATOC Program are to improve the flow of critical data among transportation agencies, standardize the use of and response to such information, and deliver meaningful and useful information to the public about the status of regional transportation systems, especially during unexpected events.

Mr. Snyder acknowledged Congressman Jim Moran for obtaining funding for initial activities and noted that there will be an executive committee formed consisting of the secretaries of the three states and the head of WMATA.

Mr. Snyder said that more than 50 percent of the congestion in the region is caused by non-recurring incidents, and that the MATOC Program would attempt to get a handle on that issue on a daily basis as well as what happens when a major incident or series of unexpected events takes place.

Mr. Snyder asked Mr. Mendelson to make a few additional comments about the program.

Mr. Mendelson expressed appreciation for Mr. Snyder's work in moving the MATOC Program forward. He said that while he and Mr. Snyder had at times been critical of the progress made in this area, there has been significant progress. He noted that this initiative was motivated initially by the events of September 11, 2001, and he mentioned several events in the subsequent years that continue to demonstrate the need for incident response coordination, as well as hypothetical traffic incidents that may be more minor but still necessitate a coordinated response among different jurisdictions.

Mr. Mendelson said that he hoped the MATOC program would be about more than just sharing of information but also about meaningful coordination on transportation decisions. He said that the MATOC Program is not yet at that level, as evidenced by the lack of centralized management beyond employees at each DOT. He said that the program is also not clear enough yet on its responsibilities, citing conflicting language between documents. He said that the program has nonetheless come a long way.

Mr. Rybeck said that he thought the second objective for MATOC listed in the presentation spoke to Mr. Mendelson's concern about getting beyond just information sharing in its discussion of the development of standard operating procedures. He noted that the consultant hired to develop the RITIS technology has also been tasked with helping to develop those standard operating procedures.

Chair Hudgins thanked Mr. Snyder for his persistence in keeping the issue before the TPB, and said she hoped the region would become more responsive, with incident response flowing upward from localities to the regional level through the building of regional coordination and relationships.

11. Briefing on the Status of the 14th Street Bridge Corridor Environmental Impact Statement (EIS)

Chair Hudgins asked Mr. Kirby which of the remaining items should be dealt with given the limited time remaining.

Mr. Kirby said that the item dealing with the 14th Street Bridge Corridor Project Environmental Impact Statement was important given questions at the last two TPB meetings about how the I-95/395 HOT Lanes project would interface with the 14th Street Bridge.

Mr. Van Dop of the Federal Highway Administration explained that he is the project manager for the preparation of the EIS and that the management team is working closely with the local jurisdictions on the project. He said that the study area is the entire corridor between Columbia Pike in Virginia and the entrance to the tunnel under the National Mall in the District of Columbia. He gave a PowerPoint presentation that described the project's origins in a 1998 VDOT study, and the current status of the project including some elements of that study implemented in the years since. He said that the EIS is at the third step of a six-step process, with the existing conditions report just having been completed and the screening of alternatives to come next.

Mr. Van Dop noted that the study's stated purpose is to reduce congestion, enhance safety, and improve traffic operations in the corridor. He described the composition of the project steering committee and noted that the process includes more than 50 different agencies. He also described the citizen participation panel and noted how the public has already helped shape the scoping process. He summarized the existing conditions of the corridor including road conditions and traffic flows, rail and bicycle networks, and natural resources. He said he would return periodically with further updates in the next year and a half as the EIS moves forward, with a possible update in the fall to include feedback on alternatives and screening criteria.

Mr. Bronrott asked for assurances that the project would look carefully at all the opportunities to connect both sides of the river, especially for bicyclists and pedestrians.

Mr. Van Dop said that the EIS process would be looking at ways to improve bicycle and pedestrian linkages, working with the advocacy community for those modes to identify opportunities. He noted the benefit of potentially drawing cars off of the corridor and reducing congestion.

12. Briefing on Visualization of the Constrained Long Range Plan (CLRP) and Land Use Information

This item was deferred to the July TPB meeting.

13. Other Business

There was no other business.

14. Adjournment

Chair Hudgins adjourned the meeting at 2:05 pm.