

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
September 15, 2004**

Members and Alternates Present

Chris Zimmerman, Arlington County Board
Phil Mendelson, D.C. Council
Michael Knapp, Montgomery County Council
Ron Spalding, MDOT
Cicero Salles, Prince George's DPW&T
Catherine Hudgins, Fairfax County Board of Supervisors
Kathy Porter, City of Takoma Park
Brian A. Glenn, FTA
Bill Wren, City of Manassas Park
Edgar Gonzalez, Montgomery County Executive Branch
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
Eric Olson, City of College Park
Rick Canizales, Prince William County
Richard Stevens, WMATA
Edward Thomas, WMATA
Karina Ricks, DC Office of Planning
Jeff Jennings, DC City Councilmember Jim Graham
Damon Harvey, DDOT
Linda Smyth, Fairfax County Board of Supervisors
Kanti Srikanth, VDOT
Dick White, WMATA
Harry J. Parrish, Virginia House of Delegates
Karina Ricks, DC Office of Planning
Michelle Pourciau, DDOT
Patsy Ticer, Virginia Senate
Carol S. Petzold, Maryland House of Delegates

Sandra Jackson, FHWA

MWCOG Staff and Others Present

Ron Kirby	COG/DTP
Michael Clifford	COG/DTP
Bob Griffiths	COG/DTP
Andrew Meese	COG/DTP
Andrew Austin	COG/DTP
John Swanson	COG/DTP
Wendy Klancher	COG/DTP
Jane Posey	COG/DTP
Debbie Leigh	COG/DTP
Deborah Etheridge	COG/DTP
Daivamani Sivasailam	COG/DTP
Hailemariam Abai	COG/DTP
Anant Choudhary	COG/DTP
Michael Farrell	COG/DTP
Jill Locantore	COG/DTP
Paul DesJardin	COG/HSPPS
Lee Ruck	COG/LEG
Steven Kania	COG/OPA
Joan Rohlf	COG/DEP
Jeff King	COG/DEP
Howard Chang	Tri-County Council for Southern Maryland
Randy Carroll	MDE
Alex Verzosa	City of Fairfax
Stewart Schwartz	Coalition for Smarter Growth
Julie Ruszczyk	VDOT - NOVA
Bob Chase	NVTA
Bob Grow	Greater Board of Trade
Fatimah Hasan	MDOT
Jim Wamsley	FCSG
Debbie Singer	AMPO
Faramary Mokhtari	M-NCPPC-Prince George's County.
Deborah Burns	FTA
Lee Schoenecker	TPB/CAC
Allen Muchnick	TPB/CAC
David Unling	Charles County
Sharmila Samarasinghe	DRPT – VA
Mark Miller	WMATA
Lisa Farbstein	WMATA

Betsy Massie	PRTC
Harry Sanders	Action Committee for Transit
Mike Zezeski	MDSHA
Bill Wolfe	Edwards and Kelcey
Ritch Viola	Arlington DOS
Patty Nicoson	Dulles Corridor Rail Association
Jim Maslanka	Alexandria
James Gallagher	WMATA
Carolyn Mulvihill	DC Office of Planning
Tom Biesiadny	Fairfax County DOT

1. Public Comment Period

Bob Chase, Northern Virginia Transportation Alliance, said the ongoing exchanges between Environmental Defense and the TPB regarding the TPB's travel forecasting process were a waste of valuable time that would be better spent expanding transportation capacity, which he said was essential for meeting demand in the event of an emergency. He also said too much time was spent on looking at land use scenarios that do not have a chance in a million of being implemented. Copies of his remarks were submitted for the record.

Chairman Zimmerman said he agreed that not enough is happening fast enough, although he said that he and Mr. Chase probably would differ on priorities.

Mr. Olson asked why Mr. Chase believed that land use solutions had no chance of happening.

Mr. Chase said he believed it would be more productive to focus on fundamental transportation improvements first instead of talking about the land use scenarios being analyzed in the Regional Mobility and Accessibility Study, which would entail the movement of hundreds of thousands of people.

Chairman Zimmerman said that it was fundamental to begin thinking about how the region develops. He said this was not a matter of moving hundreds of thousands of people, but of how to deal with the hundreds of thousands of people who will be coming to region in the future. He said the pattern of development is a product of policies that have been put in place.

Mr. Chase said these patterns were also the product of market forces, which were not being considered in the Regional Mobility and Accessibility Study.

Chairman Zimmerman said the market is key, but he emphasized that the market is conditioned by public policies that have been put in place.

Stewart Schwartz, Coalition for Smarter Growth, said that market forces are currently showing very high demand of people to live near transit. He said that market conditions are distorted to encourage development in outer fringe areas. He said that Environmental Defense has performed important work in promoting improvements in the region's travel forecasting models. He commended COG staff for upgrading its travel models. He asked that the COG task force on Metrorail funding include representatives from the Smart Growth community as well as from the Board of Trade. He expressed concern about transportation pressures that would be created by the proposal to develop a baseball stadium in Loudoun County. Finally, he expressed concerns about the Virginia Department of Transportation's long-range transportation plan, which he said would have a hidden cost of \$200 billion, but would not address land use issues.

Mr. Salles said that Metro's Blue Line extension to Largo, which is about to open, would include transit stations serving Fed Ex Field.

2. Approval of Minutes of July 21, 2004, Meeting

A motion was made to move approval of the minutes. The motion was seconded by Ms. Hudgins and was passed unanimously.

3. Report of Technical Committee

In addition to the Technical Committee's written report, Mr. Rybeck, chair of the Technical Committee, added the following:

- Regarding TPB Agenda Item 8, Mr. Rybeck said he found it interesting that typically when land use forecasts are adjusted in anticipation of new facilities for the Constrained Long-Range Plan (CLRP), the total number of forecasted jobs and housing in the region is assumed to be a function of the region's share of the national and global economy. New facilities and policies are typically analyzed in terms of their ability to redistribute jobs and households throughout the region. However, in their review of the Intercounty Connector (ICC), the Planning Directors determined that the ICC by 2030 will add approximately 60,000 net new jobs to the region, but will not add any new households. He said this was interesting from a procedural point of view.
- Regarding TPB Agenda Item 9, Mr. Rybeck said the Technical Committee discussed how to achieve the eight-hour conformity standard for the upcoming deadlines. The Technical Committee reached consensus that the simplest and quickest way to do that would be to simply use the one-hour standard and leave Stafford County within the projection, even though for eight-hour purposes it will eventually come out.

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- Regarding TPB Agenda Item 11, Mr. Rybeck said that one of the things that was striking to the Technical Committee as it reviewed the preliminary results from the Regional Mobility and Accessibility Study was the percentage changes in trips, vehicle miles traveled and lane miles of congestion. When viewed within the context of the percentage change in land use, which was very small, he said the results showed that land use could be a very potent tool in transportation management. Mr. Rybeck said that when he first became active at TPB, many people shied away from land use issues, saying that results would not be apparent for another 20 years. However, he said that if changes had been made at that time, the benefits would be reaped today and would be stronger with each successive year. He also said that in every scenario where more housing was placed closer to transit, the entire transportation system seemed to work much better.
 - Regarding the State of the Commute Survey, which was not on the TPB's agenda, Mr. Rybeck said this report contained a large amount of very useful information. He listed some key statistics from the report. He said that more than 7,000 workers responded. Of those who responded: 68 percent said that they had access to transit; 69 percent said that they had free parking at work. Of those people who had free parking at work, 86 percent drove alone to work. Of those who would have to pay at their place of employment, only 47 percent drive alone to work. He said the implications were clear that parking pricing policies can play an important role in congestion management. He said the survey shows the impact that market forces can have on people's decision making.

Chairman Zimmerman said he appreciated Mr. Rybeck's last point on the theme established earlier by Mr. Chase regarding the importance of market forces.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Mr. Muchnick, CAC vice chair, gave the CAC report. He said the September 9th meeting of the TPB Citizens Advisory Committee focused on the CAC's plans to hold public meetings on the TPB's regional mobility and accessibility study. The committee also discussed the draft document for the 2003 update to the Constrained Long Range Plan.

Mr. Muchnick said the CAC in May decided to hold a series of public outreach meetings starting this fall on the issues raised by the TPB's Regional Mobility and Accessibility Study. On August 10, a CAC Committee on Outreach met to discuss the first results of the study and how to proceed in organizing the public meetings. On September 9, John Swanson of the COG/DTP staff presented a draft PowerPoint briefing, which was developed by staff for use at the public forums. CAC members reacted favorably to the style of the presentation, but offered a number of suggestions for improvement.

Mr. Muchnick noted that the draft PowerPoint presentation was included under Item 11 of the TPB

agenda. He asked TPB members to review the draft presentation, which was available in written form.

Mr. Muchnick said the CAC agreed to pursue four meetings for this fall, realizing that the dates for some of these meetings may slip into early 2005.

The four currently proposed venues are, number one, the Dulles corridor, co-sponsored by a business or community association; in Montgomery County, co-sponsored by County Councilmember Michael Knapp; in Prince George's County, at the University of Maryland Center for Smart Growth; and in the District of Columbia, possibly working with the Office of Planning or the National Capital Planning Commission.

Mr. Muchnick said the CAC also discussed the draft 175-page document for the 2003 update to the Constrained Long Range Plan (CLRP). Following up on a CAC suggestion from several years ago regarding the last CLRP document, the TPB staff has developed an executive summary of the 2003 CLRP that was being distributed at the TPB meeting. He said the CAC commended the staff for this excellent summary.

Regarding the full CLRP document, CAC discussion focused on the fact that most of the analysis for the CLRP is not provided before the TPB approves the actual CLRP and thus, is not part of the decision making process. In response, staff asked the CAC for specific suggestions on the type of analysis that should be given priority if limited staff analysis is feasible prior to the approval of future CLRP updates and amendments. Staff also proposed incorporating more analysis of the most recent CLRP into the TPB's solicitation document, which lays out the process for transportation agencies to use when submitting projects. CAC members also said that the CLRP document should provide information regarding opportunities for citizen involvement.

Ms. Hudgins said she would be glad to facilitate any help the CAC might need in setting up a meeting in the Dulles Corridor.

5. Report of Steering Committee

Referring to the mailout material, Mr. Kirby said the Steering Committee met on September 3 and reviewed the TPB meeting agenda. The Committee also acted on one resolution, amending the FY 2004-2009 Transportation Improvement Program in response to a request by the Virginia Department of Transportation to do the following: add funding for high-occupancy vehicle (HOV) lane enforcement on interstate highways; add funding for Stringfellow Road; and modify the limits of the Fairfax County HOV project.

Referring to the letters sent/received packets, Mr. Kirby called attention to the letter from the TPB that was sent to Congress regarding tolling provisions in the Federal Transportation Bill.

Mr. Kirby called attention to the CLRP brochure, which Mr. Muchnick mentioned earlier. He added that the brochure will include a compact disc (CD) that will include the entire CLRP update document, which is more than 175 pages. This CD will be clipped to the back of the brochure.

Chairman Zimmerman asked why the 2003 update has just come out.

Mr. Kirby said that it is a historical document at this point, but it is the currently adopted plan for the region. Until such time as it is amended, it is the adopted plan.

Chairman Zimmerman said it is a good looking document and very useful, but for someone unfamiliar with it, the summary document could create the impression that it is the complete plan.

Mr. Kirby said that with the CD attached, it in fact will be the complete plan.

Chairman Zimmerman said that maybe the next time, it will not take ten months to issue it.

6. Chairman's Remarks

Chairman Zimmerman said he had just attended a one-year celebration for Pike Ride, which is a bus line along Columbia Pike designed to take some of the qualities typical of rail travel and apply them to bus service.

He said that although more than half a million people are moved by bus in this region, bus service has not been treated as high a priority as rail. He emphasized that bus service is not just for low-income riders. He said that improving bus service was an important part of solving the region's transportation problems.

Regarding Metro, Chairman Zimmerman reminded the Board that less than two months were left before the deadline for Metro to exercise options to purchase rail cars at a discounted price.

Chairman Zimmerman also announced that the Access for All Committee would be conducting activities on October 20 in recognition of Disabilities Awareness Month. He asked Ms. Porter to speak about the planned activities.

Ms. Porter said the TPB's Access for All Committee will be sponsoring two events on October:

- A press conference, which will be held at 11:00 a.m. prior to the normal TPB meeting.
- Press conference participants will travel to the event in teams, including an individual with disabilities, a member of the TPB and hopefully, a member of the press. This team travel is

intended to allow the board members and members of the press to become aware of both the successes and the challenges that people with disabilities face as they travel on various forms of transportation to get to work every day.

Ms. Porter said she appreciated the members of the Board who have volunteered to participate in these teams. She said they were still looking for a couple of people from the District of Columbia and from Prince George's County to participate.

Chairman Zimmerman said he would be traveling with a member of the Arlington County Disability Advisory Commission in Arlington.

Mr. Salles volunteered to assist in finding participants from Prince George's County.

Mr. Pourciau offered to participate and said she might be able to also get the director of the District Department of Transportation to participate.

7. Report on the Washington Metropolitan Area Transit Authority (WMATA) Current Operational and Funding Challenges; and Implications for the Region

Chairman Zimmerman introduced this item, saying that a number of members, in particular Vice Chairman Mendelson, had requested a briefing on the implications of the funding shortfalls faced by the Washington Metropolitan Area Transit Authority (WMATA).

Referring to a printout of a PowerPoint presentation, Mr. White briefed the Board on WMATA general service performance and funding requirements and the relationships between these issues. Mr. White divided the presentation into four segments, grouped under the heading, "The Problem":

- Metro is seriously overcrowded.
- Due to funding shortfalls, Metro is deferring necessary capital investments that keep existing assets in a "state of good repair."
- Metro's service performance has been steadily declining over the last couple of years.
- The region will suffer if Metro continues to remain on "life support."

Referring to the presentation handout, Mr. White provided details on each of these key points. He said he applauded the Council of Governments, which on September 8, approved the creation of a panel to address the system's funding challenges, in partnership with the Greater Washington Board of Trade and the Federal City Council.

In conclusion, he said the Metro system is at a crossroads, facing serious problems. He said the stakes are high. The system has more than \$9 billion of public money invested. If started from

scratch, the system would now cost \$24 billion to build. He emphasized that the Metro Matters program is “bare bones” and will buy four years of time before the problems repeat themselves. He said it was vital that a more permanent funding solution be found.

Vice Chairman Mendelson thanked Mr. White for his presentation, which in part was a response to questions Vice Chairman Mendelson raised at the last TPB meeting. He said he understood the essence of the presentation was on page 15, which showed what WMATA believes is necessary under the ten-year Capital Improvement Program (CIP), and what WMATA is requesting today under the Metro Matters program. He asked if the jurisdictions are proceeding with funding for Metro Matters.

Mr. White said he would have to give a qualified “yes” to that question. He said WMATA was currently in discussions with the jurisdictions regarding the funding commitments. He said that some issues still needed to be resolved with the District of Columbia. He said that some governing boards were ready to take action. He said the Arlington County Board had been scheduled to take action that Saturday, but there is not yet a conformed agreement, and WMATA staff would not recommend that a jurisdiction’s governing body take action if it is not a conformed agreement.

Vice Chairman Mendelson asked when Mr. White had anticipated the commitments would be in place for Metro Matters.

Mr. White said that at WMATA’s August board meeting, the board formally requested that the agreement be executed and returned by the end of September. The WMATA board would then execute the agreement in October and would issue a change order to the rail car contract in November to order rail cars and to start spending the program.

Vice Chairman Mendelson asked if WMATA was on schedule.

Mr. White said he hoped it was on schedule, but he said he was uncertain as to how serious the remaining issues with the District of Columbia would be.

Vice Chairman Mendelson said he understood that Metro Matters was only part of what the need is, compared to what was in the 10-year CIP.

Mr. White said that was correct.

Vice Chairman Mendelson asked if the 10-year CIP, which was included as a column on page 15, reflected what WMATA staff believes is really needed in order for the system to function reliably and to accommodate growth, or whether the 10-year CIP was scaled back.

Mr. White said the ten-year CIP is scaled down from what he termed “unlimited or unconstrained thinking,” especially for expansion.

Chairman Zimmerman clarified that the 10-year CIP was scaled down from a larger plan that had a 25-year timeframe. That 25-year plan was based on the goal of maintaining the existing mode split for transit.

Vice Chairman Mendelson asked what the current mode split is.

Mr. White said the work travel mode split was approximately 18 percent. The downtown urban core mode split is more than 45 percent.

Vice Chairman Mendelson said that in simple language, roughly one in five work trips around the region is made by transit, as opposed to automobile.

Chairman Zimmerman added that into the core, about two out of five work trips are made by transit.

Vice Chairman Mendelson asked if the 10-year CIP in fact represented the first ten years of the 25-year plan.

Mr. White said it was less than that. He said that some of the more capital intensive investments, particularly those that came out of the Core Capacity Study, were shed in the 10-year CIP. He said the 10-year CIP focused on buying more rail cars and having enough maintenance facilities to support them.

Vice Chairman Mendelson put the conversation into the context of the TPB's role as a Metropolitan Planning Organization (MPO), which includes the key agencies and jurisdictions in transportation decision-making. He said that if the TPB, acting as an MPO, does not make certain key decisions, the transportation system will not move forward because the TPB process is connected with the federal funding process. He said the TPB has that role and yet, the TPB cannot very easily disagree with any proposals that come forward in any aspect of the region's transportation plan. But he said that as a member of the TPB, he assumes that whenever the Constrained Long-Range Plan (CLRP) or Transportation Improvement Program (TIP) are approved that at least mode split would be maintained. He said he understood Mr. White's presentation to be saying that while TPB members may think they are moving forward and maintaining public transit's share in the transportation system, in fact everything is degenerating.

Mr. White said the funding shortfalls have been reflected in the transit constraint that was included in the TPB's travel forecasting and mobile emissions forecasting.

Vice Chairman Mendelson said that more broadly, he believed these issues are consciously in the minds of TPB members when they make decisions.

Mr. White said he believed TPB staff does its best to explain these very complex issues. He said that TPB staff is working to enhance its modeling process. He said in general, there is an inadequate understanding of how ongoing funding shortfalls would affect system reliability. But he said the understanding of these implications cannot be precise or completely analytical because the effects of WMATA's shortfalls are very iterative, causing a "slow bleed" in deteriorating service.

Chairman Zimmerman emphasized Vice Chairman Mendelson's main point that a lot of people making decisions may not fully understand what the consequences are or what the choices are that are really before them. He said, for example, that when WMATA staff is asked to scale back its programs, the results may be only gradually perceived in the form of more crowded buses and trains. This gradual deterioration may not be perceived as an absolute crisis.

Vice Chairman Mendelson said he believed the answers to his questions were more complicated than they needed to be. He said the reality is that regional leaders are accepting a system that is either highly congested or unmanageable. He said that previously he had incorrectly assumed that Metro Matters meets system needs.

Chairman Zimmerman said that we are averting the disaster but not solving the problem.

Ms. Hudgins said it was unfortunate that these funding decisions are all made through actions by the boards of each jurisdiction and not by individual board members. She said these decisions are made based upon each jurisdiction's ability to pay. She said she believed it was important to have a lengthy discussion on this issue. Unfortunately, she said, she did not see anyone stepping up and saying they wanted to pay for the more extensive plan that covers 25 years, and therefore, regional leaders were accepting overcrowding.

Vice Chairman Mendelson said that after six years on the TPB, he was still learning to understand the role of a Metropolitan Planning Organization (MPO). He said it would be very hard for an MPO to disagree with a particular jurisdiction for not providing enough funding to WMATA. But on the other hand, he said that the TPB did just have to say "yes" and approve less than adequate plans.

Ms. Ticer said the discussion was a reflection of the position that government was being put in too frequently. She said that because of a shrinking revenue pool, government was being forced to operate from crisis to crisis, which created a very cynical view of governance. But she said that if the crisis plan for WMATA was not approved, the system would not be able to order the necessary rail cars, and then the region will be in an even deeper hole. She said the real source of the problem is the lack of dedicated funding.

Mr. Salles asked how the Metro Matters program would affect WMATA's performance measures. He asked whether performance could be expected to continue declining or whether it would be

stabilized.

Mr. White said it would be difficult to give an absolute answer to that question. He said that WMATA staff has been working to create an overall plan to stabilize the system's downward free-fall. He said the Metro Matters program was part of a multifaceted strategy to stop the "free-fall," to stabilize, and hopefully in the future, to begin to improve service.

Mr. Snyder thanked Mr. White for helping to define WMATA's problems. He said he wanted to talk about defining some potential solutions. He noted that the COG Board, the Metro Board and the Northern Virginia Transportation Authority all have supported the creation of a blue ribbon commission to address Metro's funding issues. He said that commission will validate WMATA's definition of the need, in terms of capital investments, operations and funding. Then the commission will need to look at how you solve the problem. He asked how other areas, such as Chicago and San Francisco, fund their systems.

Mr. White said a variety of revenue sources are used in other regions, including gas, sales and income taxes. As an example, he described the BART system in the San Francisco Bay area, which relies upon three-quarters of a half-cent sales tax as dedicated revenue. He said the recent Brookings report on Metro's funding problems provides some comparisons of how these funding issues are handled in other regions.

Mr. Snyder said the options will have to be spelled out for the blue ribbon commission and for the TPB. Mr. Snyder said that given the recent fare increases, passengers are already doing their part to deal with the funding problem. He said the federal government needed to do more. He also said that visitors to Washington should also be asked to pay more through some kind of taxing mechanism. Businesses need to pay. He said that regional leaders need to look at the numbers, look at how other regions address these issues, and find a way to get everyone involved who really benefits from the system.

Mr. Snyder said that a couple of questions should be asked in this process: 1) How valid are these numbers? He said a third party may have to vet the capital needs that have been identified. 2) What has Metro really done to restrain its costs and to get the greatest productivity?

He said that in reality few options were available. He said those options need to be put on the table and discussed. He said that regional leaders would need to show some courage.

Vice Chairman Mendelson said he believed the next step might be to direct staff to develop a draft resolution for the next meeting that would recommend full funding for Metro's programs.

Chairman Zimmerman said that perhaps such a draft document can be developed that the Board can use as a basis for advising the region on what is necessary to meet our transportation challenges. He thanked Mr. White for his presentation.

Ms. Petzold asked how a TPB resolution in October would relate to WMATA's deadline for ordering rail cars.

Chairman Zimmerman said the rail cars cannot be purchased until the Metro Matters funding agreements are approved by the jurisdictions.

Mr. White said that once all of the agreements are approved, then the WMATA Board can be asked for their authorization to execute the agreements. He said all this would need to be done within the timeframe of early November.

Ms. Petzold asked if any signatures were currently in place.

Mr. White said that no signatures were in place. He said that Arlington County had been scheduled to take action that Saturday, but had delayed action because of remaining issues in getting the agreement pinned down. He said there were strong commitments from all the affected jurisdictions, but some unresolved issues with the District of Columbia still remained.

Ms. Petzold asked about commitments from the State of Maryland.

Mr. White said that WMATA had received indications that the State of Maryland was prepared to meet the deadline, once they see evidence that others have executed the agreement.

Ms. Petzold asked if the agreement would require the governor's or the secretary's signature.

Mr. White said the secretary's signature would be needed along with the signature of Robert Smith, in his capacity as chair of the Washington Suburban Transit Commission.

8. Status Report on Air Quality Conformity Analysis of the 2004 Constrained Long-Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP)

Referring to the handout material, Mr. Kirby gave a status report on the air quality conformity analysis of the 2004 Constrained Long Range Plan (CLRP) and the Fiscal Year 2005-2010 Transportation Improvement Program (TIP).

He said staff was planning to have the results for the air quality conformity analysis available October 1 at the TPB Technical Committee and Steering Committee meetings. The public comment period would last until October 31. The plan, TIP and air quality conformity determination are scheduled to be brought before the TPB for action on November 17. Mr. Kirby described the activities that have been underway, including changes in the land use forecasts,

enhancements to the travel models, and updated transportation emissions reductions measures (TERMs) to reflect the new definition of telecommuting.

Ms. Pourciau said she understood that the land use numbers reflected a net regional increase in the cooperative forecasts. She said she understood that this was not the typical practice during previous revisions to the cooperative forecasts. She asked if this were true.

Mr. Kirby said the total impact of the Intercounty Connector (ICC) would be an increase in employment in Prince George's County of about 35,000 jobs, in Montgomery County about 25,000, and a very small reduction in the District of Columbia. In sum, this would represent a net increase of employment in the region of about 56,000 jobs. He said there would no increase in households. He said the planning directors, who run the cooperative forecasting process, are not bound to any regional total.

Ms. Porter asked if it was correct to understand that because there would be increases in jobs but not be a significant increase in households, that the individuals who fill these jobs have to come from outside the region.

Mr. Kirby said that was correct.

Ms. Porter asked if that meant the ICC would be assumed to create more commuting trips.

Mr. Kirby said yes: In the sense that there will be more jobs, there will be more commuting trips.

Mr. Gonzalez asked what percentage of the region's total jobs would be represented by this change.

Mr. Kirby said it represented a little more than one percent of the regional total.

Ms. Pourciau asked about the effect of the adjusted definition of telecommuting.

Mr. Kirby said emissions reduction measures are always updated at this time of year. The adjustments for this year were included in the information provided in the mailout material. He described the specific changes in the data for telecommuting.

Chairman Zimmerman said he had to leave the meeting. He asked Vice Chairman Mendelson to chair the remainder of the meeting.

Ms. Petzold asked Mr. Kirby if the forecasted increase in jobs would not be coming to the region were it not for the ICC.

Mr. Kirby said yes, that was the implications of the changes made by the planning directors.

Mr. Olson asked whether the potential job impacts of the Bi-County Transitway had been examined.

Mr. Kirby said that the only portion of the Bi-County Transitway currently in the Constrained Long-Range Plan was the Bethesda to Silver Spring light rail link, which was incorporated into earlier forecasts. Mr. Kirby further explained that transportation systems cause shifts within the region. He noted that the recent forecasts, based on the ICC, would actually be expected to decrease jobs slightly in the District of Columbia, but the increases in Prince George's and Montgomery more than offset that, resulting in a net increase overall.

Mr. Olson said it would be interesting to see a comparison of job impacts of the ICC with the Bi-County Transitway.

Mr. Kirby said that when the full Bi-County Transitway is proposed for inclusion in the CLRP and TIP, then such a comparison can be made.

9. Release for Public Comment of 8-Hour Air Quality Conformity Assessment Draft Scope of Work and 2010 Project Submissions, and Transmittal of Letter to Metropolitan Washington Air Quality Committee (MWAQC)

Referring to the handout information, Mr. Kirby said that an action was being requested on this item to release for public comment the proposal on how to address the eight-hour conformity requirement that has been provided under the Federal Register notice of July 1, 2004. He said there was a first phase requirement for the eight-hour standard that had to be approved by June 15, 2005, in order to avoid a conformity lapse. Mr. Kirby said that the biggest immediate change in this region related to the eight-hour standard is that Stafford County is removed from the region's nonattainment area. The immediate question is how, in the short-term, to deal with Stafford County. He said there were two options in the conformity regulations for addressing this question. Option 1 would require a recalculation of regional emissions without Stafford. Option 2 would keep Stafford County in the region's current one-hour budgets and also keep Stafford in the analysis for the new conformity rule. Staff was recommending Option 2, with which the Technical Committee agreed.

Mr. Kirby said that the new attainment year under the eight-hour standard would be 2010, instead of 2005 under the one-hour requirement. He said emissions for 2010 would need to be calculated. Mr. Kirby said that staff had obtained from the Technical Committee a review of the completion dates for those projects that will be completed by 2010. This information will be used in the network coding. Mr. Kirby said that staff was requesting TPB action to release for public comment the scope of work for the air quality conformity assessment, as well as the project submissions for 2010.

Mr. Kirby also said the Board was being asked to authorize transmittal of a letter from the TPB Chairman to Mr. Dernoga, Chairman of the Metropolitan Washington Air Quality Committee (MWAQC), advising Mr. Dernoga that staff was recommending the use of Option 2, which would keep Stafford County in the analysis. MWAQC is asked to comment on this recommendation as part of the comment period and the interagency consultation process.

A motion was made and seconded to release for public comment the draft scope of work for the eight-hour conformity assessment and project submissions for 2010 and to authorize Chairman Zimmerman to send the letter to MWAQC.

Mr. Gonzalez asked whether in the future it would be too technically challenging to have the results by jurisdiction so that the region would not find itself in this bind.

Mr. Kirby said it would be very technically challenging to do that and would require considerable additional work. He added that he did not view the current situation as “being in a bind.” He said the recommended approach was entirely appropriate and was one of two options that EPA explicitly offered. He emphasized that this approach would only cover the next year. Staff will begin work with MWAQC right away to establish new emissions budgets for the eight-hour standard on the new attainment area.

The motion was approved unanimously.

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

Mr. Snyder said that considerable progress had made since the attacks of 2001, but in terms of managing a major transportation crisis, the job is not completed. He said the major challenge is determining the right structure for overseeing coordination and communications during incidents. He introduced John Contestabile of MDOT to make the presentation.

Referring to the handout presentation material, Mr. Contestabile summarized the presentation. He said a senior working group has been steering this effort, including members of the TPB and their staff. He said that one particular challenges the region faces is ensuring coordination in an event that is truly regional in scope. He said the DOTs were trying to make sure that clear responsibility exists for this coordination process. He said they want to facilitate communication, inform the public, and of course, and strengthen linkages between transportation and public safety agencies.

Mr. Contestabile said communication needs to occur at three levels: individual- to-individual, agency-to-agency, and agency-to-public. He said a repository is needed for all the data that is developed. He said the DOTs were currently in discussions about having the CAPWIN

organization perform functions similar to the TRANSCOM organization in New York. He said they hoped to return to the TPB in November to present a proposal for coordination on a 24-hour basis. He said they would also be updating their contact lists, references, and paging systems. He said they were continuing to work with the public information officers on improvements. He said that by June of next year, the DOTs hoped to implement protocols guiding these improvements, including cross-training of each other's staff. He said they also want to implement a regional transportation information system. He noted that Virginia is moving ahead with a system.

Mr. Snyder asked that when the issue is brought back to the TPB in November that a completion date be set for sometime in the first or second quarter of 2005. He said that while he appreciates the work that has been done, he believed a stronger push needs to be made for a much more aggressive time frame.

Ms. Pourciau emphasized that improved public information was not just important for potential security issues, but also for transportation problems that occur every day. She said the members of the Task Force believe that CAPWIN is an existing structure that might be used to support the coordination that is needed. She said that leadership is needed to develop the right system to make sure the public is informed.

11. Briefing on Presentation of the Results of the TPB Regional Mobility and Accessibility Study for the TPB Citizen Advisory Committee (CAC) Outreach Meetings

This item was deferred to the next meeting. However, Mr. Kirby did ask that Board members look at the presentation that was distributed and provide comments to staff.

12. Other Business

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