

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

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
May 19, 2004**

Members and Alternates Present

Chris Zimmerman, Arlington County Board
Phil Mendelson, D.C. Council
Michelle Pourciau, DDOT
Marsha Kaiser, MDOT
Carol Petzold, Maryland House of Delegates
Cicero Salles, Prince George's DPW&T
Catherine Hudgins, Fairfax County Board of Supervisors
Kathy Porter, City of Takoma Park
Bruce Reeder, Frederick County Commissioners
Jeff Jennings, Councilmember Jim Graham's office
Karina Ricks, D.C. Office of Planning
Linda Smyth, Fairfax County Board of Supervisors
Ludwig Gaines, City of Alexandria
Kanti Srikanth, VDOT
Brian A. Glenn, FTA
Bill Wren, City of Manassas Park
Richard White, WMATA
Patrice Winter, City of Fairfax
Edgar Gonzalez, Montgomery County Executive Branch
Robert Dorsey, City of Rockville
Skip Coburn, D.C. City Council (Office of Sharon Ambrose)
Hilda M. Barg, Prince William County
David Snyder, City of Falls Church
Ron Spalding, MDOT
Zak Krebeck, Charles County

Patricia S. Ticer, Virginia Senate
Robert Werth, Private Providers Task Force
Julia Koster, NCPC
Thomas F. Farley, VDOT
Andrew M. Fellows, City of College Park
D.M. Staton, Jr., Loudoun County

MWCOG Staff and Others Present

Ron Kirby	COG/DTP
Michael Clifford	COG/DTP
Gerald Miller	COG/DTP
Bob Griffiths	COG/DTP
Andrew Meese	COG/DTP
Andrew Austin	COG/DTP
Jane Posey	COG/DTP
Wendy Klancher	COG/DTP
Debbie Leigh	COG/DTP
Deborah Etheridge	COG/DTP
Daivamani Sivasailam	COG/DTP
Hailemariam Abai	COG/DTP
Robert Snead	COG/DTP
John Swanson	COG/DTP
Joan Rohlf	COG/DEP
Beth Lowe	COG/DEP
Dave Robertson	COG/EO
Allen Muchnick	TPB/CAC
Bob Chase	NVTA
Lora Byala	WMATA
Deborah R. Burns	Federal Transit Administration
Fatimah Hasan	MDOT
Howard Chang	Tri-County Council for Southern Maryland
Randy Carroll	MDE
Michael Replogle	Environmental Defense
Jim Maslanka	City of Alexandria
Robert Grow	Greater Washington Board of Trade
Jason Alexander	Arlington Coalition for Smarter Growth
Adrienne Pilot	Arlington County Civic Federation
Jason Rylander	Arlington Coalition for Sensible Transportation

John Bennett	Arlington Coalition for Sensible Transportation
Allen Muchnick	Washington Regional Network for Livable Communities
James Larsen	Dulles Area Transportation Association
Clark Massie	Northern Virginia Transportation Alliance
Bill Vincent	BTI
Robert Chase	Northern Virginia Transportation Alliance
Dan Emerine	
Betsy Massie	PRTC
Alex Verzosa	City of Fairfax
Alex Hekimian	M-NCPPC-Montgomery County
Patricia Nicoson	Dulles Corridor Rail Association
Sharmila Samarasinghe	VDRPT

1. Public Comment

Bob Grow, Greater Washington Board of Trade, spoke in support of Agenda Item 8 regarding the Virginia Department of Transportation request to conduct a feasibility study to improve westbound mobility on the I-66 corridor. He urged the TPB to include examination of high occupancy/toll (HOT) lanes, both west and east-bound. He also spoke in support of the resolution under Agenda Item 9 regarding improving regional transportation communications and coordination during incidents. He urged strong consideration of the institutional model developed for the coordination and communication through the TRANSCOM organization in New York. Copies of his remarks were distributed for the record.

Adrienne Pilot, Arlington County Civic Federation, quoted a resolution passed by her organization requesting the I-66 proposals first be evaluated as part of a comprehensive regional plan that is created with local input, consideration of all transportation alternatives, and begins with analysis of methods to increase the efficiency of the existing paved lanes, among other criteria. She said the federation opposes any changes made to I-66 unless such changes are part of a comprehensive regional transportation plan, and are made with community consensus. Copies of her remarks were distributed for the record.

Jason Rylander, president of the Arlington Coalition for Sensible Transportation, said his organization welcomes the proposed study under Item 8 because they believe that a fair and comprehensive study that fully considers alternatives to widening and the role of I-66 in a regional, multi-modal transportation system, will conclude that widening is unnecessary, ineffective and unwise. However, he said the study scope approved by this body should be made clearer and more specific. He enumerated some factors that should be included in the study. Copies of his remarks were submitted for the record.

John Bennett, vice president of the Arlington Coalition for Sensible Transportation, repeated the position that the proposed study under Item 8, if scoped and conducted properly, can represent a positive step toward developing a cost-effective, long-term transportation management plan in the I-66 corridor. He said the study must examine the corridor in a regional context and must ensure that the feasibility of all alternatives, including HOV/HOT changes, transit improvements, and improved incident management, as well as others, are effectively analyzed. He also said the following factors must be considered in the study: regional development; air quality; carpool, bus and rail transit performance; pedestrian and bicycle path access; urban parklands; noise and water pollution; vehicular traffic on parallel and connecting roads; and regional emergency management plans. Copies of his remarks were submitted for the record.

Allen Muchnick, president of the Virginia Bicycling Federation, said a feasibility study for effectively managing mobility on this corridor is long overdue. He said that eight years ago, the TPB adopted Resolution R35-96 to amend the CLRP and TIP to continue HOV-2 conditions on I-66 inside the Beltway after a one-year trial, with the four conditions: 1) a bus fare buy-down program; 2) enhanced enforcement of HOV; 3) evaluation and reporting by VDOT on the performance of HOV-2 and traffic volumes on the Theodore Roosevelt Bridge, counting I-66 HOV traffic quarterly; and 4) VDOT agreed to reestablish HOV-3 on I-66 inside the Beltway within two months if specific speed or volume thresholds for the HOV lanes are exceeded for two consecutive weeks. He said these conditions have not been met. He requested a summary of the quarterly traffic counts and speed data for I-66 lanes. Copies of his remarks were submitted for the record.

Jim Larsen, Dulles Area Transportation Association and the Loudoun County Chamber of Commerce, spoke in support of an additional I-66 westbound lane inside the Capital Beltway. He said his organizations would be even more supportive of a feasibility study that looked at both west and eastbound lanes. He said the feasibility study is consistent with the TPB Vision. Copies of his remarks were submitted for the record.

Clark Massie, first vice president of the Northern Virginia Transportation Alliance, spoke in support of an additional westbound lane on I-66 between Rosslyn and the Dulles Access Road. He said a new eastbound lane is also needed. He said that severe congestion on I-66 vindicates the wisdom of early plans for the road that called for four lanes in each direction. Copies of his remarks were submitted for the record.

Michael Repogle, Transportation Director at Environmental Defense, spoke about Item 12 regarding the review of TPB modeling procedures by the Transportation Research Board (TRB) of the National Academy of Sciences. He said while he believed staff was making some progress in addressing the concerns of the TRB, there are still many problems that remain. He said the TPB should continue to invest in independent oversight of its model applications and development program.

Bill Vincent, Arlington Coalition for Sensible Transportation and general counsel for BTI, an environmental nonprofit organization, said he believed the study proposed under Item 8 will show that widening is not the best solution for I-66. He suggested that connecting Dulles Airport with downtown would be better achieved by making I-66 HOV in both directions and adding express bus service or Bus Rapid Transit (BRT). He also said that adding lanes to I-66 will not improve evacuation capabilities. He said that it would be better to eliminate vehicles from the core by improving transit options. He also questioned the claim that air quality will improve with the addition of a new lane on I-66.

Bob Chase, Northern Virginia Transportation Alliance, spoke in favor of the study of I-66 proposed under Item 8. He said that in speaking to people around the region, he has found that I-66 is a source of continued frustration. He said reducing congestion on I-66 will reduce traffic on neighborhood streets. He said he would have preferred the study to include eastbound as well as westbound lanes. Copies of his remarks were submitted for the record.

Dan Emerine said that he was concerned that in the material for Agenda Item 12 on travel demand modeling procedures the word "pedestrian" only appears once. He urged the Board to take seriously the need to gather more information to better incorporate pedestrian and bike factors into the model. He also spoke in support of progress on the Regional Mobility and Accessibility Study, and he encouraged the Board to continue to follow it closely.

2. Approval of the Minutes of the April 21, 2004, Meeting

Vice Chairman Mendelson moved approval of the minutes. The motion was seconded by Ms. Hudgins, and was passed unanimously.

3. Report of the Technical Committee

Mr. Kirby gave the report for the Technical Committee. He said the Committee at its May 7 meeting had discussed several items on the TPB's agenda:

- Related to Agenda Item 10, the committee had a briefing on the Regional Mobility and Accessibility Study
- Related to Agenda Item 11, the committee had a briefing on the EPA 8-hour ozone standard.
- Related to Agenda Item 12, the committee had a briefing on the TPB travel demand modeling program developed in response to the TRB peer review panel's first letter report.

Items presented for information and discussion, included:

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- A status report on the air quality conformity assessment which is now underway for the 2004 Constrained Long-Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP);
 - The first draft of the submissions for the FY 2005-2010 TIP;
 - A technical adjustment to the base year and forecast employment definitions that will be incorporated into the TPB's travel forecasting process;
 - The second in the Technical Committee's Local Spotlight series, in which Larry Marcus from Rockville gave a presentation on the pedestrian safety rating system for signalized intersections that is being used in the adequate public facilities ordinance in Rockville.

Chairman Zimmerman said he would be interested in hearing the presentation from Rockville.

Mr. Dorsey said that could be arranged.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Mr. Jaffe said the Citizens Advisory Committee met on May 13. He said the meeting included a review of the first public outreach forum, which was held on April 28 on the topic of light rail, with a focus on the Anacostia starter line.

Mr. Jaffe said the CAC spent considerable time again reviewing emergency preparedness issues. Falls Church Councilmember David Snyder returned for the second month in a row to discuss updates of his efforts with his task force appointed by the TPB. Mr. Jaffe thanked Mr. Snyder and expressed admiration for the work he has done. Mr. Jaffe emphasized the CAC's position that the TPB must act expeditiously to make the needed improvements for emergency preparedness. He said the CAC had passed a resolution asking the TPB to approve the recommendations that would be presented under Item 9. Mr. Jaffe read the resolution. He noted that the resolution asked that public updates be provided every two months over the next six months with respect to consideration of the recommendations from the task force that Mr. Snyder is presenting.

Mr. Jaffe also said the CAC had a discussion on the Regional Mobility and Accessibility Study. He said that among the points that were raised by CAC was the comment that in focusing on inner jurisdictions sometimes there is a lack of recognition of what is needed in the outer suburbs.

5. Report of the Program Committee

Referring to the handout and mailout material, Mr. Kirby said the Program Committee met on May 7. In addition to reviewing the agenda for the Board meeting, the Program Committee approved three resolutions on amendments to the FY 2004-2009 Transportation Improvement Program (TIP) requested by the Virginia Department of Transportation that were exempt from the air quality requirement. These amendments deal with Virginia Railway Express (VRE) track improvements, Potomac and Rappahanock Transportation Commission (PRTC) bus fleet enhancements, bus projects for VRE and PRTC, and funding for highway projects in Arlington, Loudoun and the Town of Leesburg.

Mr. Kirby called attention to two letters packets that were handed out. The first packet included comments on I-66. The second packet contained approval by the Federal Highway Administration and Federal Transit Administration of the TPB's Unified Planning Work Program for FY 2005, which included comments on certain topics the federal agencies believe the TPB should continue to concentrate on. The letter includes a caveat that the approval is subject to availability of federal funds.

Mr. Kirby also called attention to a letter on the letterhead of the Chesapeake Bay Foundation, expressing some concerns about the TPB staff process in dealing with public comments for the April meeting. Mr. Kirby indicated that he had prepared and included a response to these comments. He noted that this was the first time that all public comments received were posted on the COG/TPB website. He said that Board members might want to look at these letters and provide suggestions on how the process might be improved in the future.

6. Chairman's Remarks

Chairman Zimmerman waived his remarks in the interest of time.

7. Approval of Recording in the TPB Meeting Minutes of a Proposed Amendment to the TPB Bylaws to Change the name of the Program Committee to "Steering Committee"

Mr. Kirby explained that there is a process for changing the bylaws that is established in the bylaws themselves. He said that last month, notice was provided that the proposed amendment would be offered. This month, the Board was being asked to approve recording in the Minutes that this amendment was being proposed. Next month, the Board will be provided with notice, ten days before the June 16 meeting, that provides the specifications of the proposed amendment.

Chairman Zimmerman said this proposed name change had been discussed for some time. He said the Program Committee essentially operates as a steering committee, which exercises powers apart from the full body under the rules and charter. He noted that changing the bylaws requires a very cumbersome

process even for minor changes.

Chairman Zimmerman moved the approval of the recording of the proposed amendment to the TPB Bylaws to change the name of the Program Committee to Steering Committee.

Mr. Gaines seconded the motion, which was passed unanimously.

8. Approval of Amendment to the FY204-2009 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to Include a Feasibility Study for Improving Mobility Westbound in the I-66 Corridor Inside the Capital Beltway from Rosslyn to the Dulles Airport Access Road as Requested by the Virginia Department of Transportation (VDOT)

Referring to the mailout and handout materials, Mr. Farley briefed the TPB on the amendment. He said he was encouraged by many of the speakers during the public comment period and their support for the concepts included in this feasibility study. He noted that, as Mr. Muchnick pointed out, this currently proposed study is a scaled-down version of a study that was approved by the TPB in 1991, which would have proceeded with a \$5 million National Environmental Policy Act (NEPA) study. At that time, Mr. Farley said, there was a lot of debate regarding the scope of the study. He said that study essentially would have focused on looking at possibly building a third lane in both the eastbound and westbound directions, from the Roosevelt Bridge to at least the Dulles Access Road and perhaps even as far west as the Capital Beltway. Mr. Farley said that at the time the previous study was approved, Virginia underwent significant transportation budget cuts and funding for the project was eliminated.

Mr. Farley said there continues to be a need to study I-66. He said there is significant interest in looking at different options, not simply adding new east- and west-bound lanes. He said that Congressmen Wolf and Davis both have contacted Governor Warner about restarting the study. He said the mailout packet included Governor Warner's letter to the Congressmen, which expressed support for the study, but with stringent conditions in terms of the study scope.

Mr. Farley said he believed VDOT had adhered to the Governor's directives in putting together a study that would include many concepts, including no-build and multimodal public transportation, in addition to looking at the feasibility of providing a third lane in the westbound direction from Scott Street, which is west of the Roslyn Tunnel, to the Dulles Connector.

Mr. Farley also said the study would proceed with a context-sensitive approach, meaning that it would need to assess not only the conditions of the roadway, but the environment which that roadway abuts. He noted that several speakers mentioned the options under consideration would have to be contained

within the existing right-of-way. This condition would apply if the project moves forward into the National Environmental Policy Act (NEPA) phase, no matter whether it includes bus rail transit (BRT), other transit, or the addition of a third lane.

Mr. Farley said that VDOT had come up with a means and method for the study's scope, both from a technical and public input standpoint. He said VDOT would be working with the Northern Virginia Transportation Authority. In terms of garnering input from elected officials and the public, there will be considerable outreach. He said a consultant will be used specifically for receiving public input.

Mr. Farley said VDOT would be using a different kind of approach than is traditionally used in studies. He emphasized that this would be a feasibility study and would be pre-NEPA, and therefore would have nothing to do with advancing any particular option at this stage. He said the study would use a similar format as that used in the ATLAS Study, which he said involved using a "Consumer Report"-type approach that would put together a table that would both inventory and identify all the options compared to a set of reasonable conditions. The public involvement process would evaluate public interest in moving the process into the next phase.

Mr. Farley again emphasized that this study would be a scaled-back version from that which the Board had approved previously. But he said it could represent a benchmark as a new approach to assessing and inventorying options and impacts to environment, the communities, and the public. He said VDOT was excited about the study, which is scheduled to be completed in the next eight months. He recognized that this is an aggressive schedule.

Mr. Farley moved approval of Resolution 16-2004, to amend the FY2004-2009 Transportation Improvement Program (TIP) to include the feasibility study as requested by VDOT.

The motion was seconded by Ms. Winter.

Chairman Zimmerman asked, for clarification, whether the handout that had been distributed was the revised version of the motion that was being acted upon.

Mr. Farley said that was correct.

Chairman Zimmerman noted that the ten individuals who spoke on this item during the public comment period had all spoken in support of the action, despite having differing points of view on what the outcome ought to be. He said this spoke well for the governor and the staff at VDOT who have worked to propose something that is very balanced.

Chairman Zimmerman noted that the resolution under consideration referenced the "the attached

materials." He asked if that meant that all the material that was attached to this item would be incorporated into the board's action, including the amended language that had been distributed.

Mr. Kirby said that was correct.

Chairman Zimmerman said he believed the information on the study that had been provided incorporates the main points made in Governor Warner's letter of September 4. He said it represented the balanced approach that many of the speakers had called for.

Ms. Smyth said she applauded the outreach effort, but she said there had been some dissatisfaction with the outreach for the High Occupancy/Toll (HOT) lane proposals, including information on the website that was out of date. She asked what exactly has been planned for outreach on this study.

Mr. Farley said the HOT lane proposal originated with the Fluor Daniel company, a private consultant, and was being pursued by it. The I-66 study, in contrast, would be a VDOT study. He said that the I-66 study would be different from the standard approach to public participation, which usually includes public information meetings, newspaper advertisements, website postings and working with elected officials. He said this new study would include those traditional approaches, but would also seek out county boards and city councils, as well as the Northern Virginia Transportation Authority. The outreach would also seek to contact business groups and homeowner associations using methods that were not used in the past. He said that not all of these these actions had been specified in writing, but he assured Ms. Smyth that they would be done.

Mr. Farley said that if Ms. Smyth would provide details on problems with the HOT lane proposal information, he would ask that the information be corrected.

Mr. Fellows said he was heartened by Mr. Farley's description of the thoroughness of the study. He asked Mr. Farley if he heard any request from the speakers during the public comment period that he thought would be difficult to do.

Mr. Farley said no, he had not heard any request that he thought would be difficult to incorporate. But he did have a concern that all the speakers had a specific concept that they wanted to promote. He said that at this point in time the study would not have any preconceived notion as to what its outcome might be. He reminded the Board that one of the options under investigation would be a no-build option.

Regarding Ms. Smyth's point, Mr. Farley said it would be important to meet with key stakeholder groups, such as the Arlington County Civic Federation and the Coalition for Sensible Transportation.

Ms. Pourciau asked that a map or diagram be provided with requests such as this. She asked how close

the endpoint of the study would be to the Theodore Roosevelt (TR) Bridge.

Mr. Farley said the endpoint would be between one-half to three-quarters of a mile from the TR Bridge. He said it would be the first westbound entry point that provides access to I-66 after going through Rosslyn on Lee Highway. He said it is walkable, but still a good distance from the Potomac River.

Ms. Pourciau said that the District Department of Transportation had worked closely with VDOT on the District's TR Bridge study, and she hoped that the same people could be involved in this study because there would be important implications for the District.

Mr. Farley agreed that such interaction would be important from both technical and public input perspectives.

Ms. Ricks asked if there would be a land use component included as part of this study, or a growth management component in any of the alternatives that would be looked at.

Mr. Farley said this was an interesting point. He said that the study would identify and inventory different criteria that would be used to benchmark different options against one another. He said that if there would be a way to quantify the land use portion of it, that would be a good criterion to benchmark against, and that is something they would like to consider. He said this kind of dialogue was useful and if Ms. Ricks had any specific ideas, he would be interested in having them.

Ms. Snyder said the presentation indicated this would be a balanced study of which he was strongly supportive. He asked that the minutes for the meeting be reasonably verbatim so that they could go along with the other documentation for the study. He said Mr. Farley's comments had been excellent and he wanted to be sure there was a record of them.

Mr. Kirby said that "reasonably verbatim" was a good guideline for the preparation of the minutes.

Mr. Gonzalez said he was glad not be discussing the Intercounty Connector, which had been the focus of attention in previous months. He jokingly suggested that Mr. Farley should keep the focus on his side of the river.

The motion was approved unanimously.

Chairman Zimmerman said that Mr. Farley had recently announced that he would be retiring from VDOT after 27 years in Virginia, 22 of them in the Northern District. He said that he will regret the retirement. Chairman Zimmerman said that although they have sometimes found themselves on opposite sides of issues, he always found Mr. Farley to be eminently fair and a consummate professional. He said Mr.

Farley has managed to work with people under some very difficult circumstances. He said Mr. Farley has earned the respect of people who agree with him and those who do not. He said he hoped the new district administrator would have at least some of his qualities.

Mr. Farley thanked Chairman Zimmerman for his kind remarks. He said that while they have not been on the same side of all issues, they have grown to respect each other's positions. He expressed appreciation for the opportunity to serve on the TPB. He said he believed that some of the major decisions that have made over his years on the board have really advanced transportation in the region.

Mr. Farley said that VDOT has changed over the years in a number of positive ways, including discussion and consideration of public transportation and increased public involvement. He said that VDOT used to have the reputation of "slash and burn"; it would basically do as it chose to do, without taking into account any of the public impact or associated problems. He said that the department has come a long way from that approach to doing business. He said that today it tries to do everything possible to garner public input and to address and mitigate negative impacts. But he said he could not say that things have improved with regard to regulation. He said it seems like regulations are creating increasing pressures and making it increasingly difficult to address transportation needs in the region. But he said the TPB is looked to for leadership in terms of addressing those concerns, and he was proud to be associated with the decisions of the Board. He said he imagined a good replacement will be found to carry on the leadership, fellowship and good decisions of the board, but he said he would miss it. He also said that he thought he would be pursuing other interests in transportation, and he imagined he might be returning to the TPB in the future, perhaps during the public comment period, to advance his own theories on what transportation should be like in the region.

9. Approval of Recommended Actions to Improve Regional Transportation Communications and Coordination During Incidents

Referring to the mailout material, Mr. Snyder briefed the Board. He noted that a revision to slide 5 had been handed out.

In his presentation, Mr. Snyder spoke about actions taken after September 11, 2001, to address public education, informational and operational problems and issues, particularly related to transportation. He said the Regional Emergency Coordination Plan (RECP) was approved in 2002, and a revision to the transportation annex in the RECP was approved by the COG board and the Emergency Preparedness Council earlier this year. He said that four key recommendations were made in that process:

- Carrying out regional emergency management coordination efforts on a continuing basis
- Conducting a coordinated regional public education campaign on emergency preparedness

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- Ensuring that timely information is provided to the public during incidents
 - Strengthening emergency communications and coordination in the transportation sector.

Mr. Snyder noted that the recommendations 1-3 were being pursued by the Emergency Preparedness Council. Recommendation 4 was being pursued by the TPB. He said that a program of technical and procedural improvements, training, and duty rotation of the region's transportation agency staffs will be implemented over the next six months. He noted that some additional funding may be needed for these efforts, but he expressed optimism that this funding would be identified through upcoming Congressional reauthorization of the federal surface transportation legislation. If implementation of the above actions proves insufficient, creation of a new organization should be considered, possibly modeled after New York's TRANSCOM.

Mr. Snyder moved approval of Resolution R17-2004.

The motion was seconded by Vice Chairman Mendelson.

Chairman Zimmerman said that the action being requested included two components: Endorsement of the overall course of action for the improvement of regional transportation communication coordination during such incidents, and 2) that the task force would be directed to develop a work program identifying specific technical and operational improvements over the next six months. He asked if this meant the resulting recommendations might look something like TRANSCOM.

Mr. Snyder said the TRANSCOM model would be pursued only if the other options do not work.

Chairman Zimmerman asked if that meant that after six months, Mr. Snyder would be coming back with a specific course of action.

Mr. Snyder said he would be returning with a specific course of action along with a report on actions that have already been taken.

Chairman Zimmerman remarked that comments by the Citizens Advisory Committee and Mr. White's frequent comments were two examples of the sense of urgency that the region needs to do something and stop talking about what it needs to do. He said he understood from Mr. Snyder's comments that the region has not reached that point yet, but it is getting closer.

Mr. Snyder said this was correct.

Ms. Hudgins asked if it would be feasible for Mr. Snyder's committee to comply with the Citizens Advisory Committee's request for interim progress reports every two months.

Mr. Snyder said they would comply with that request.

Mr. Fellows asked if the task forces and work groups would be addressing incident prevention and risk minimization.

Mr. Snyder said the work would be focusing on response. He said that demand management does involve risk management. For example, when people get on highways after an incident, the risks they encounter can be mitigated if certain actions are taken. But for the most part, risk mitigation would fall under the purview of the Emergency Preparedness Council.

Ms. Pourciau thanked Mr. Snyder for keeping this issue on the TPB's agenda. She emphasized that emergency preparedness activities also positively affect people's lives on a daily basis in terms of less congestion and improved operability. She said the task force of senior staff that has convened should be able to achieve the ends that Mr. Snyder had laid out. She said she believed that six months would be enough time for this purpose.

Mr. Salles thanked Mr. Snyder for his leadership. He also mentioned that Prince George's County had just opened its transportation operations center. He emphasized that a partnership with MDOT and the federal government was essential to establishing this center.

Mr. Gonzales also commended Mr. Snyder's work. He said he was pleased that the approach being taken had been modified so that TRANSCOM was not being seen as the only way to pursue these important objectives. He said it was important to maintain flexibility in how these objectives are achieved. He emphasized that it was important that the county agencies continue to be involved in this process.

Ms. Kaiser congratulated Mr. Snyder for his work. She said that these types of systems have been extremely important in Maryland for some time. She indicated that the state has helped the counties to set up transportation management systems that would be coordinated with the state's CHART system. She cited a recent example of a tanker accident in which I-95 had to be closed down and the information was quickly spread from Virginia to New England. She added that she felt sorry for staff that would be assigned to duty rotation between facilities near BWI Airport and in Northern Virginia.

The motion was passed unanimously.

10. Status Report on the TPB Regional Mobility and Accessibility Study

Referring to the mailout material, Mr. Griffith provided a briefing on the Regional Mobility and

Accessibility Study. He explained that the Study is looking at the long-term effects of alternative scenarios for 2030. He said five land use scenarios have been developed:

- Higher household growth in the region
- More household growth in inner areas and clusters
- More job growth in outer areas
- The “Region Undivided” (more job and household growth on the eastern side of the region.)

Mr. Griffiths said TPB staff is currently analyzing these land use scenarios in combination with 1) the transportation system laid out in the most recently approved Constrained Long-Range Transportation Plan (CLRP), and 2) the CLRP plus a set of lower-cost and more immediate transportation enhancements—dubbed “CLRP+.” He also said that a system of HOV/HOT lanes was being developed through the TPB’s Value Pricing Task Force. The results from the analysis of the land use scenarios will be presented to the TPB in July. Later this year, a set of integrated transportation and land use scenarios will be developed, including new highway and transit facilities.

Mr. Dorsey asked whether monorail would be considered in the study.

Mr. Griffiths said such an idea could be considered when transportation scenarios are developed later this year.

Chairman Zimmerman said that he understood that that for the purposes of this study, it would not really matter whether a potential transit line would be monorail or not.

Mr. Griffiths said that was correct. The analysis would be based on whether a new transit line had the characteristics of light rail or heavy rail.

Ms. Barg asked what improvements would be considered for outer jurisdictions such as Prince William County, beyond the land use scenario for more job growth in outer jurisdictions.

Mr. Griffiths affirmed that the scenario for more job growth in outer jurisdictions would affect Prince William. He said that the alternative transportation scenarios might include facilities in outer jurisdictions. He also noted that the transit-oriented development scenario would involve more growth in Prince William’s activity centers like Innovation and the Route 1 corridor. Finally, he noted that the scenario for more housing growth in inner areas and clusters would affect Prince William by assuming there would be less household growth than the current forecast, which would achieve a greater balance between jobs and housing.

Mr. Fellows also suggested that the Region Undivided scenario would also potentially add jobs to Prince

William County to the east of I-95.

Mr. Griffiths said this was correct.

Chairman Zimmerman clarified that in Virginia, the border between the east and west sides of the region would be I-395, not the Beltway.

Mr. Salles asked how Maryland's proposal for express toll lanes would be treated in the study. He noted that the express toll lane proposals would differ from High Occupancy/Toll (HOT) lanes because carpools would also pay tolls. He also asked how precise the model's analysis would be. He cited the example of a Maryland State Highway Administration proposal to remove one of the general purpose lanes on a particular facility and make that a toll lane in addition to building a new toll lane. He asked if the model would be able to handle something like that.

Mr. Griffiths said the Value Pricing Task Force currently was examining the issue of express toll lanes and how to include them in a scenario. Regarding the model's capabilities, he said he believed it would be able to deal with the types of variations that Mr. Salles cited.

11. Briefing on the Environmental Protection Agency (EPA) 8-Hour Ozone Rule and Non-attainment Designation, and Potential Air Quality Conformity Implications for the Washington region.

This item was deferred.

12. Briefing on the Transportation Research Board (TRB) Review of TPB Modeling Procedures

This item was deferred.

13. Other Business

There being was no other business, the meeting was adjourned at 2:04 p.m.

