

Questions and Answers

Emma Zinsmeister: I think we'll open up the floor now for some questions.

Emily Rowan: OK, great. So our first question is for Commissioner Roberts. The question is, how are you collecting data for your Clean Air Works Program to measure performance?

Jennifer Roberts: We are – we are actually collecting the data. We have an air quality department that is working with the employers to help them sort of count the number of trips reduced and we help them figure out what that means and looking at the commuting mileage, et cetera, what that means in terms of those ozone and NOx and VOCs taken out of the air. And we work with clean air works to help count the number of participants and again the commuting trips that are reduced. I hope that answers the question.

Emily Rowan: Yes.

Jennifer Roberts: OK.

Emily Rowan: So, our second question is also for you. And the participant was interested in what the seed funding for the grade plus project was.

Jennifer Roberts: OK, the seed funding for that program was actually the County Commissioners voted on putting a half million dollars into air quality programs and that got that started and then we had that supplemented with the federal money.

Emily Rowan: Great, thank you so much. So, our next question is for Matt and a participant was wondering why a law was needed to get companies to become an ETC. Why not simply ask them and provide incentives and tools?

Matt Hansen: Well, that's an interesting question. Interestingly, in designing the CTR law, the state did a very interesting – it was the State Energy Office that was in the lead; it wasn't state DOT. And we asked the Association for Washington Businesses to be a participant in design of the framework. And, actually, they ran a parallel task force and then we reconciled things. And so that was the consensus of the group.

You needed a mandate to make sure that there were certain things that happened across the board. Beyond that mandate, and that's why the bar was so low. Then it was discretionary. So, you know, a passed law gets people's attention. It also obligates other levels of government to implement. So that's my best answer.

Jennifer Roberts: OK. If I...

Emily Rowan: OK, and we have another – oh, sorry.

Jennifer Roberts: I was going to add to that. It's interesting in terms of mandating; we actually looked to do that in Mecklenburg County. And it did not get support from the business community; it did not get support from the commission, and there was a lot of resistance to that. And so we decided to try the carrot approach first but it's something we have considered and I think if we were not trending down, we would probably be considering it again.

Emily Rowan: OK, that's really helpful. And we have another question for Matt. And the participant was wondering, for the Growth Management Act, did private land owners agree to have such restrictions placed on their lands? And the participant also noted that many land owners in urban centers want to cash in on growth.

Matt Hansen: Well, I think that the Growth Management Act – it's a state level, there was – there's an amount – there's a substantial amount of opposition to Growth Management Act because it in essence says what you can and can't do within certain parameters with your property. The rural land owners I think reacted more strongly against it.

So I think, if I understand the question correctly, the closer you are in the urbanized area to the dense areas and then in this particular region within the state where we set up these urban centers, there's a lot of support for density. And there are a number of places that sought and got urban center status. So that they could, you know, increase building heights, so that they could create the market to justify the metro for more transit services.

So, yes, land owners do want to cash in. I think what we've done now is that we need to grow up and not out. And not everybody is supremely happy with that.

Emily Rowan: OK, so I – our next question is for Andrea. I think it was on Andrea's portion of the FTA presentation. And the participant was wondering on the transportation capacity building program slide, what the planning Website listed was?

Andrea Martin: Sure. Its www.fta.gov – oh, I'm sorry, that's wrong. It's www.planning.dot.gov. And the application and the information is right there on the Website.

Emily Rowan: Great, thank you.

Andrea Martin: No problem.

Emily Rowan: And our last question of the day is for Emma. And the question was when is the TCM guide going to be available?

Emma Zinsmeister: We are in the final stages of wrapping up the draft and we're hoping to have that posted within the next couple of weeks. We're going to be posting it in draft form before it's final because we've been collaborating with some of our partners at DOT and HUD in review of document, and has some additional pages to go through in that process. But we do want to share the information with folks since there so much interest in the topic. So I anticipate it should be about a couple of weeks.

Emily Rowan: OK, and that's it for our questions.

Emma Zinsmeister: All right, well thank you to all our participants for tuning in today and for all of our speakers for sharing their experiences and what they have for resources available and the lessons learned. We hope that this has been informative for everyone. And we will be posting all this information to our Website within the next couple of weeks. Please feel free to contact me and any of the other speakers if you have additional questions. And we hope that you will join us for future Webcasts. So, thank you very much and we hope you'll tune in again.

Operator: This concludes today's Webcast. You may now disconnect.

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