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

777 North Capitol Street, NE  
Washington, D.C. 20002-4226  
(202) 962-3200

**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
June 18, 2003**

Members and Alternates Present

Peter Shapiro, Prince George's County  
Phil Mendelson, DC Council  
Kate Hanley, Fairfax County Board of Supervisors  
Kathy Porter, Takoma Park City Council  
Margaret Kaii-Ziegler, NCPC  
Cathy Hudgins, Fairfax County  
David Speck, Alexandria City Council  
Michelle Pourciau, DDOT  
Chris Zimmerman, Arlington County Board  
Richard Stevens, WMATA  
JoAnne Sorenson, VDOT  
Peter J. King, City of College Park  
Cicero Salles, Prince George's County  
Carol Petzold, Maryland House of Delegates  
David Moss, Montgomery County DPWT  
Michael Knapp, Montgomery County Council  
Marsha Kaiser, MDOT  
Sean T. Connaughton, Prince William County  
Susan Hinton, National Park Service  
Jeff Jennings, DC Council  
David Snyder, City of Falls Church  
Larry Marcus, City of Rockville  
Bruce L. Reeder, Frederick County Commissioner

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Edgar Gonzalez, Montgomery County Executive Branch  
Sandra Jackson, FHWA  
Art Smith, Loudoun County  
Brian A. Glenn, FTA  
JoAnne Sorenson, VDOT  
Kanti Srikanth, VDOT

MWCOG Staff and Others Present

Ron Kirby  
Michael Clifford  
Jerry Miller  
Jim Hogan  
Bob Griffiths  
Debbie Leigh  
Andrew Austin  
Wendy Klancher  
Andrew Meese  
Douglas Franklin  
Hailemariam Abai  
Anant Choudhary  
Michael Farrell  
Beth Lowe                      COG/DEP  
Lora Byala                      WMATA  
Ranendra Bose                Bose Research & Development Inc.  
Fatimah Al-Amin Hasan        MDOT  
Alex Verzosa                    City of Fairfax  
Patty Nicoson                   Dulles Corridor Rail Association  
Harold Foster                   M-NCPPC/Prince George's  
Randy Carroll                   MDE  
Allen Muchnick                TPB/CAC  
Deborah Burns                FTA  
Lon Anderson                   AAA  
Deborah DeYoung              AAA  
Howard Chang                Tri-County Council  
Anne Marie Bairstow            Downtown Business Improvement District  
Ritch Viola                      Arlington County DPW  
Mike Lake                        Fairfax County DOT

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Rick Canizales	Prince William County
Toa Do	BDAG
Angela Jacobs	FHWA
Jim Maslanka	City of Alexandria
Kellie Gaver	MDOT
Tom Magnus	Dudnyk Advertising & PR
Jack Powers	Dudnyk Advertising & PR
Shiela Lewin	Pathways Strategic Communications
Stephen Wade	Washington Regional Network for Livable Communities
Dr. Nguyen Dinh Thang	Boat People S.O.S.
Miniabiyi T. Ford	Ethiopian Community Development Council
Kristin Haldeman	WMATA
Sharmila Samarasinghe	DRPT - VA

## **1. Public Comment**

Bob Grow, Greater Washington Board of Trade, thanked the TPB for moving forward on traffic signal optimization, which, he said, could reduce congestion in a given corridor by about 10 percent, remove about a ton a day of air pollution, and is relatively inexpensive. He asked the Board to keep moving forward on this effort.

Mini Ford spoke about the needs of African immigrants in getting information about public transit. She noted that these immigrants sometimes have limited English proficiency. She spoke in support of the recommendations of the Access for All Advisory Committee, under Item 8 in the agenda.

Chairman Shapiro thanked Ms. Ford for her comments and her interest in the Access for All Advisory Committee. He noted that 10 percent of his constituents are African immigrants.

Lon Anderson, American Automobile Association-Mid-Atlantic, said he was pleased that an expansion at Tyson's Corner of 4.1 million square feet, which had recently been approved by the Fairfax County Board of Supervisors, would be transit oriented. He said it was important that when development is announced that corresponding plans be announced at the same time to help ease the transportation congestion caused by additional development. He said that AAA would like to suggest that the TPB recommend that Fairfax County should make sure that the development happens at the same time that the Metro station opens.

Vice Chairman Hanley said that in approving the additional development, the Board of Supervisors

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invoked the county's comprehensive plan to make sure it is transit-oriented and that it includes residential units near the future Metrorail station. She said that the proffer related to this development says that if a full funding grant agreement for the Metrorail facility is not in place by January of 2005, the additional development and density, which is transit oriented, would not take place.

Bob Chase, Northern Virginia Transportation Alliance, said that air quality has dramatically improved in the Washington region in the past decades. It is a problem confined to a limited number of summer days, just as snow problems are confined to a limited number of winter days. He said the region should not spend millions of dollars on year-round measures. The best investments are in Clean Air Partners and similar programs educating and involving people in specific actions on specific Code Red or Orange days. Copies of his remarks were submitted for the record.

Stephen Wade, Washington Regional Network for Livable Communities and the Coalition for Smarter Growth, expressed concerns regarding the TPB's Regional Mobility and Accessibility Study. His comments included: concerns about Round 6.3 forecasts, which he said reflected sprawl trends; a request that the land use scenarios include a composite scenario that might be based on the Coalition for Smarter Growth's Blueprint for a Better Region; and concerns that the traffic analysis zones being used by the TPB are too large, particularly in the outer areas' activity centers. He suggested looking at a proposal by the D.C. Office of Planning to place land use analysis zones (LAZs) within the TAZs. He said the "jobs out" scenario should include jurisdictions outside the COG area.

Chairman Shapiro thanked Mr. Wade for his comments. He said the work session that morning on the Regional Mobility and Accessibility Study had been very productive.

## **2. Approval of the Minutes of May 21, 2003**

A motion was made to approve the minutes. The motion was seconded and was approved unanimously.

## **3. Report of the Technical Committee**

Referring to the mailout report, Ms. Byala said the Technical Committee met on June 6 and discussed a number of items on the TPB agenda:

- Review of the draft scope of work for the Air Quality Conformity Assessment for the 2003 Constrained Long-Range Plan (CLRP) and the FY 2004-09 Transportation Improvement Program (TIP). The committee recommended approval of the work scope.

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- Update on the draft results of the financial analysis for the 2003 CLRP. The committee recommended that the projections be completed and presented to the Board so that the Board can address the identified funding shortfalls, particularly in the Washington Metropolitan Area Transit Authority's (WMATA's) capital and operating requests.
  - Briefing on the region's new State Implementation Plan (SIP), which was approved for public hearing by the Metropolitan Washington Air Quality Committee (MWAQC) on May 28.
  - Briefing on the regional mass marketing campaign that will be launched through Commuter Connections as a Transportation Emissions Reduction Measure (TERM).
  - Briefing on the TPB's value pricing conference on June 4.

The committee also reviewed a number of items not on the TPB agenda, including a review of draft TIP, the spring 2002 Cordon Count, and the Regional Mobility and Accessibility Study.

#### **4. Report of the Citizens Advisory Committee**

Referring to the handout report, Allen Muchnick, vice chair of the Citizens Advisory Committee (CAC), said the committee met on June 10 and discussed several items on the TPB agenda. The CAC received a briefing on the Commuter Connections Mass Marketing campaign. The committee also was briefed on the TPB value pricing conference on June 4, which was attended by a number of CAC members. CAC member comments and questions were detailed in the CAC's written report.

Mr. Muchnick noted that two CAC outreach meetings for this year have already taken place and four more need to be scheduled and planned. He welcomed TPB suggestions for locations and topics for these four meetings.

Vice Chairman Hanley asked that renewed consideration be given to using local government electronic kiosks to provide regional traveler information. She said that such a suggestion had been discussed several years ago, and she said the time may now be right to develop a protocol that would facilitate this type of information sharing. She noted that information through the kiosks could be provided in a number of different languages, which was a key concern of the Access for All Advisory Committee.

Chairman Shapiro suggested that the Access for All Advisory Committee should take up this issue. He also suggested that Commuter Connections should look into it.

Vice Chairman Hanley noted that a complication can be that certain funding streams are restricted in what they can be used for. But she said she believed these kinds of complications should be overcome because the opportunities to improve information are very good, particularly in different languages.

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## **5. Report of the Program Committee**

Referring to the mailout, Mr. Kirby said that the Program Committee had amended the FY 2003-08 Transportation Improvement Program (TIP) to include several transit projects advanced by the Virginia Department of Transportation.

Referring to the mailout packet of letters, Mr. Kirby called attention to the final version of the TPB's transmittal to the Metropolitan Washington Air Quality Committee (MWAQC) regarding the draft State Implementation Plans (SIP). The comments in the letter, which the Board approved at the May 21 meeting, were incorporated by MWAQC into the draft SIP.

Mr. Kirby noted that the mailout packet also included the certification review report that is done every three years by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). He said that Sandra Jackson of FHWA would brief the TPB on the report at the July meeting.

Referring to the additional letters packet, Mr. Kirby called attention to a letter from the County Commissioners of Charles County, Maryland. The 2000 Census found a portion of the county to be urbanized and therefore it must be represented in a planning process through a Metropolitan Planning Organization (MPO) like the TPB. Charles County is opting to join the TPB only for that portion of the county that is urbanized, which is next to Prince George's County. Commissioner Wayne Cooper will be representing the county and Steve Magoon, the Planning Director, will be the alternate.

## **6. Chairman's Remarks**

Chairman Shapiro said he had no remarks.

Mr. Speck announced he was leaving the Alexandria City Council and would therefore be leaving the TPB. He said he has been appreciative of the diligence of the TPB members and impressed by the professionalism of the TPB staff, particularly Mr. Kirby.

Chairman Shapiro thanked Mr. Speck for his efforts and his service.

On behalf of Fairfax County, Vice Chairman Hanley also thanked Mr. Speck for his efforts, noting his understanding of the complexity of the work of the TPB, which, she said, is no mean feat.

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## **7. Approval of the Scope of Work for the Air Quality Conformity Assessment for the 2003 Constrained Long-Range Plan (CLRP), and FY 2004-2009 Transportation Improvement Program (TIP)**

Referring to the mailout item, Mr. Clifford said a draft of the scope of work had been released for comments at the last TPB meeting. No comments had been received and no changes had been made since it was first released.

Mr. Clifford said that the project submissions for the 2003 Constrained Long-Range Plan (CLRP) and FY 2004-2009 Transportation Improvement Program (TIP), which were approved at the last TPB meeting, were being coded into the transportation network for the conformity analysis. He said the work for the conformity assessment was on schedule.

Chairman Shapiro called attention to a handout item describing the implications of a conformity lapse.

Mr. Kirby said that staff had received a number of questions regarding what the implications might be if the region would have a conformity lapse in January of 2004. He said the answer to those questions very much depends on the nature of the project, the timing, where it is in implementation, and who is implementing it. He explained that the handout included the section from the federal conformity rule describing the implications of a conformity lapse.

Mr. Gonzalez asked if a project that does not receive any federal funding could be implemented if a lapse occurs.

Chairman Shapiro said that said that this information was being provided to the TPB members because in each example there is tremendous complexity. TPB members will have the opportunity to work with the staff to get detailed answers on any specific projects.

A motion was made to approve the scope of work. The motion was seconded and was approved unanimously.

## **8. Approval of the TPB Access for All Advisory Committee Report on Improving Transit Information for Limited English Speakers, and Proposed Changes and Additions to the Committee's Membership**

Referring to the mailout material, Ms. Porter said the report on improving transit information for limited

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English speakers had been developed through a subcommittee that met over a six-month period. The recommendations were informed by comments received through a focus group of community representatives that was convened in January. She said that transit agency representatives had been involved throughout the process.

She noted that the report ties into a number of other issues before the Board, including the forthcoming Commuter Connections mass marketing campaign and the agenda item on bus maps at bus shelters.

Mr. Porter said that the resolution before the Board would 1) endorse the committee's report; 2) encourage the transit agencies to implement the report's recommendations; and 3) call for the Access for All Advisory Committee to report back to the TPB in six months on implementation.

Ms. Porter moved approval of Resolution, R19-2003 to endorse the recommendations of the subcommittee of the Access for All Committee.

The motion was seconded.

Chairman Shapiro asked if the membership changes in the committee was included in the motion.

Ms. Porter said that they could be done together.

Chairman Shapiro asked that, without objection, the membership changes in the committee be considered in conjunction with the motion.

Mr. Snyder asked if the Washington Metropolitan Transit Authority (WMATA) believed the recommendations could be implemented in a reasonable time and in a cost-effective manner.

Mr. Stevens said that it could be done in a cost-effective manner, but he said that timing would depend upon funding. He said WMATA was moving forward in putting together a video that could be translated into different languages. He noted that transit had been the focus of the committee for two years, and he said the original mission of the committee was to look at the entire transportation network. He suggested the committee might take up other issues related to the transportation network beyond transit.

Ms. Porter said the committee is interested in all aspects of the transportation network. However, she said the committee has been following the lead of the organizations that are members of the committee, many of whom are very transit-dependent.

Mr. Snyder said he was supportive of the motion, but wanted to be sure that actions were being taken that would be cost-effective and meaningful.



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Ms. Porter said that WMATA has been a participant in the committee from the very beginning, and as Mr. Stevens noted, they have made some efforts already, the most recent of which is the video that is under development.

Ms. Petzold described trying to catch a bus recently from Wheaton. She said that the information at the bus stops was missing and the information that was there was unclear. She said it seemed like a relatively low-cost improvement to replace that information.

Mr. Stevens said that WMATA has about 6,000 of those bus cases throughout the region, and it is a constant effort to keep the information updated.

Vice Chairman Hanley suggested that an electronic kiosk at that Metro station could provide information on buses in multiple languages.

The motion was approved unanimously.

## **9. Briefing on the Shelter-Mounted Bus Route Map Demonstration Project in the District of Columbia**

Alex Eckmann, Mass Transit Administrator for the District Department of Transportation (DDOT), said that DDOT is very interested in promoting greater familiarity with transit in the District of Columbia, in particular with the bus system. He noted that the District of Columbia has more bus riders than Metrorail riders. He said the Downtown Business Improvement District (BID) several years ago had suggested putting bus system maps in the downtown bus shelters. The project has been funded with unused federal funds that had been committed to Metrorail construction for projects that have been completed. He said there are about 400 bus shelters in the District of Columbia; most of those have advertising, and DDOT hopes that before too long most of them will have a bus system map. The project is being funded as a one-time demonstration project that will be tested for a year and then made permanent.

Anne-Marie Bairstow of the BID described the need for a systemwide bus map and the inadequacy of current bus information. She said the primary market for maps is visitors and residents who might be occasional riders if they had better bus information. She said they had worked extensively on the design for the map so that it would be easier to use than existing bus maps. She said they were hoping to have them installed in the fall.

Chairman Shapiro asked if the map was for display and distribution.

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Ms. Bairstow said it was only for display. She said it would be size of one glass panel at a bus shelter.

Ms. Porter said the final map was even better than a preliminary version she had seen earlier. She said it was a wonderful idea that she would like to see expanded to other transit systems in the region.

Mr. Snyder commented on the linkages between this item and the Access for All Advisory Committee's report on transit information. He volunteered the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Task Force to work on some of the technology opportunities that might provide for improved bus and transit information. He asked if the map would be available on Metro's website.

Mr. Eckmann said that Metro already has extensive bus information on its website. He said that DDOT hoped that one day computer monitors providing extensive information could be installed at bus shelters.

Ms. Hudgins commented that a big obstacle for potential riders was lack of familiarity and comfort with the system, and system maps like this go a long way in addressing those obstacles.

Ms. Pourciau thanked Mr. Eckmann and Ms. Bairstow for their hard work on this project. She said that DDOT was interested in getting comments from the TPB on the project's implementation, and she offered their assistance in making this project a platform for a regional effort.

Mr. Salles said this was a fantastic project. He asked if the map would indicate in which direction buses continue after they leave the District of Columbia.

Ms. Bairstow said this was a good suggestion.

Chairman Shapiro complimented the excellent work reflected in this project. He suggested that follow-on or related efforts might involve the MOITS task force and the Access for All Advisory Committee.

## **10. Briefing on the Regional Mass Marketing Transportation Emissions Reduction Measure**

Referring to the handout and mailout material, Mr. Ramfos described the Commuter Connections regional mass marketing TERM. He said that by 2005, the program is aiming to reduce daily vehicle miles of travel (VMT) across the region by 250,650 miles. By 2007, daily VMT will be cut by 501,300 miles. He said the new year-round marketing campaign will establish a Commuter Connections brand that will communicate the benefits of ride sharing, transit, telecommuting, biking and walking—any option besides driving alone. The campaign will target those drivers who actually have viable commuting options. For that reason, the advertising will be aimed at selected regional activity centers and at surrounding areas with

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under-utilized transit corridors and stations.

Mr. Ramfos said that Dudnyk Advertising and Public Relations has been selected to create the campaign. Funding for the program will start aggressively—\$1.275 million this year—in order to build brand identity for Commuter Connections. Funding will gradually level out over the program’s six-year timeframe.

Mr. Ramfos said a TPB work session to further discuss the campaign will be held on the morning of July 16 prior to the regular TPB meeting.

Mr. Stevens asked how this program is being dovetailed into existing programs. He also questioned whether an evaluation should be done prior to June 2005, which was the date given in Mr. Ramfos’ report.

Mr. Ramfos said that this program will be coordinated with existing programs, but it is designed to go above and beyond those efforts. Regarding the evaluation, Mr. Ramfos said that some preliminary evaluation of the program would be included in the next State of the Commute report, which will be done prior to June 2005.

Vice Chairman Hanley noted that Mr. Ramfos had referred to targeting commuters who might use currently under-utilized park and ride lots. She asked where these park and ride lots are located. She expressed skepticism as to whether they exist at all.

Mr. Ramfos said that the project was still in its preliminary stages and additional work was needed to identify where such facilities might be located. He said that Vice Chairman Hanley’s comment was excellent feedback and he looked forward to getting more such comments at the TPB work session on July 16.

Ms. Pourciau recommended that in order to be effective, the advertising efforts must be reflective of the region’s diversity. She also suggested that the campaign consider issues related to walking and walkability.

Ms. Kaiser noted the reference in Mr. Ramfos’ materials to highway and transit signage. She asked what this meant.

Mr. Ramfos said that on the highway side, the Commuter Connections rideshare signs throughout the region had been effective, and the new program might look at ways to enhance them even more, including potential expansion onto National Park Service roads. Regarding transit signage, Mr. Ramfos referred to the Access for All Advisory Committee’s report, which called for more user friendly signage, including more use of symbols for people with limited English proficiency.

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Chairman Shapiro said he was inclined to believe the funding for this program should be used to tie together information and services that are already in existence, rather than spreading the money too thin by creating something completely new. He cited the bus system map as an example of an existing project that could be taken up and developed for the entire region.

Mr. Kirby suggested that several existing projects might offer the opportunity for this kind of integration. For example, he suggested promoting the Smartrip card, which will be available on buses in the near future and would provide a means to promote a more integrated approach to transit. He also said that new technologies for information sharing, including the expanded use of electronic kiosks, provided new ways to tie together and build upon information and services that are already in place.

Mr. Glenn encouraged the program to work with the Board of Trade, which has a successful transit benefits program.

Ms. Hinton invited Mr. Ramfos to call her office at the National Park Service to discuss the issue of signs.

## **11. Briefing on the June 4, 2003, Conference on Value Pricing for Transportation in Washington Region**

Referring to the mailout report and handout presentation, Mr. Kirby described the value pricing conference held on June 4. He described six key themes that emerged during the conference: equity, expanded choice, revenue, technology, a wide range of support, and public education.

Mr. Speck said that although the media tended to focus on High Occupancy/Toll (HOT) lanes, he thought that the parking cashout programs deserve more attention. He explained that this concept means that instead of providing parking, employees are provided the opportunity to receive the cash in lieu of the parking.

He said parking cashout programs could be particularly attractive because they do not require legislation, government funding, or technology. He said they are revenue-neutral and appear to have an impact in reducing single-occupant vehicles. He suggested that the TPB should further look into the possibilities of parking cashout programs in the region.

Ms. Pourciau suggested that staff from Commuter Connections might make a presentation on their efforts regarding parking, and how they might be expanded.

Mr. Stevens said the conference was very well run and he was impressed with the level of enthusiasm for

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the concepts discussed. He said he was particularly impressed with the presentation of Martin Wachs, and he suggested that Mr. Wachs might make the same presentation at a future TPB meeting.

Mr. Gonzalez said that Montgomery County has had a parking cashout program for many years.

Ms. Kaiser said that the state of Maryland has commuter tax credit legislation that also gives tax credits to employers for doing the parking cashout.

Mr. Zimmerman said he moderated the session with the parking cashout presentation, and he was very intrigued. He said that part of the question is how do you get programs like this extended on a voluntary basis to places that would not be doing it otherwise.

Chairman Shapiro said that the comments made by TPB members demonstrate that if a TPB task force on value pricing is formed, it should not be simply focused on HOT lanes, but also on other forms of value pricing. He asked staff to put together a proposal, which could be presented to the TPB in July, for how the task force might be structured and what tasks it would undertake. He said he would be interested in chairing the task force.

Mr. Marcus said that Rockville has a cashout program, which was established with the assistance of COG staff. He said that it is implemented through the city's review procedures on new developments.

Mr. Snyder cautioned that the work of the committee should not become so diffuse that it is unable to focus on concepts that have a real possibility for implementation.

Ms. Pourciau said that a participant asked about the use of smart cards after every session. She said that the District of Columbia is incorporating smart card chips in the District government I.D. cards, which will make the cards accessible for transit use.

## **12. Report on the Financial Analysis for the 2003 Update to the Financially Constrained Long Range Plan**

Referring to the mailout memorandum, Mr. Reno of Cambridge Systematics reported that the steering committee working on the analysis had finished its technical analysis, but was awaiting information from Virginia jurisdictions regarding contributions to the Washington Metropolitan Area Transit Authority (WMATA). He noted that WMATA's request for operating and capital expenses did not appear to be fully funded. The state of Maryland had not identified adequate dollars to fund its share of WMATA's request for operating expenses, although it did fully fund anticipated capital costs. In contrast, the District of Columbia funded its share of WMATA's operating request, but did not fully fund the transit agency's

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capital request. In Virginia, information on local jurisdiction funding for WMATA was not yet available.

Mr. Reno said that anticipated revenues for highways were consistent with anticipated expenditures. However, he noted that the level of annual highway spending was roughly 10 percent lower than the levels included in the 2000 Constrained Long-Range Plan (CLRP).

Mr. Reno said the board will be presented with a final financial analysis at its meeting on July 16.

Mr. Stevens noted that the federal certification letter included in the letter packet described the need to fund rehabilitation and preservation of the rail and bus systems in the region. He noted that three years after the last CLRP update, this funding remains a concern. He said that the region has been talking about these concerns for a long time, and it was now time to start making some decisions about it.

Mr. Gonzalez asked whether modeling for conformity uses the what the transit agency wants or what the jurisdictions can afford.

Mr. Kirby said that the inputs are intended to be what the region can afford. The financial analysis must show that the region can not only pay for construction but also for operations and rehabilitation. He said that to the extent that there are shortfalls between what is being assumed in the CLRP and what is anticipated in terms of revenues, those discrepancies have to be addressed.

Chairman Shapiro suggested the TPB may need to raise the visibility of this issue and perhaps play some kind of a convening role again if it is possible. He said he did not see how the TPB would not be subject to some kind of legal challenge when the funding shortfalls are so transparent.

Vice Chairman Mendelson said that it seemed that if there were a shortfall in WMATA's request then there would have to be a ratcheting back in the program. And if there is a ratcheting back in the program, then that would affect the air quality conformity analysis.

Mr. Kirby said that due to the shortfall in funding for system access and capacity, Metrorail's ridership had been constrained in the last CLRP update. However, he said the process could not realistically impose constraints in response to shortfalls in operating costs and preservation of the existing system. He said there was an assumption that these shortfalls would be addressed.

Vice Chairman Mendelson asked if that meant the CLRP is not constrained by the shortfall in operating or preservation, but it is constrained by the shortfall in system access and capacity which is the category previously called ridership growth.

Mr. Kirby said that was correct.

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Vice Chairman Mendelson asked if system access and capacity were being constrained the same amount as in 2000.

Mr. Kirby said yes. He said that ridership is being capped at the 2005 levels into and through the core area. For the out-years, the model projects increased demand on trains and some potential transit riders are allocated to the highway system.

Mr. Zimmerman said he was concerned about the tables distributed. He said it seemed to him that, unless he was misunderstanding them, they were misleading at best, and at worst inaccurate. He asked how the analysis could predict what the jurisdictions would give to WMATA in future years — 2006 or 2008, for example.

Mr. Kirby said the projections come from the staff of the local jurisdictions and from staff of the state agencies. The projections are based on a standard methodology that has been used many times in the past.

Mr. Zimmerman said he thought the number indicating a shortfall in the WMATA operating request should be zero because he saw no reason to presume the region is not going to pay its Metro bills. He said the real problem, however, is related to the capital shortfall, and he was concerned this part of the story might get lost. He said the region is billions of dollars below where it needs to be for capital expenses, particularly for expansion, but also for access and preservation. He said the region was facing important decisions over the next 12 to 24 months that will affect whether WMATA is going to be anywhere near where it needs to be on the capital side. He said this needs to be communicated to the public at large.

Mr. Stevens said that the lack of funding for eight-car trains would seriously limit WMATA's ability to deal with crowding that is expected to begin in 2006 or 2007. He noted that at this point Maryland has only identified funding for about two-thirds of WMATA's operating expenses.

Ms. Kaiser said the problem is trying to solve WMATA's financial problems while also trying to develop the CLRP. She said that operating expenses are handled on a year-to-year basis. She said that when Maryland's share of the bill comes in, it will pay that share of the bill. She said it is difficult to conduct financial analysis with little understanding of how the numbers were developed. She noted some questions and concerns regarding how they were derived. But she said that the TPB was not the forum in which these issues could be resolved. They had to worked out through the WMATA board.

Vice Chairman Hanley reiterated Mr. Zimmerman's point that operating expenses should be the least of the region's worries regarding WMATA funding. Regarding the absence of information from the jurisdictions in Northern Virginia, she said that information could be more or less extrapolated, and more

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importantly, she emphasized that when the local governments get their WMATA bills, they pay them.

Vice Chairman Hanley said she was concerned that the analysis showed no shortfall for system expansion, which could be misleading. She said that information about the funding shortfall for capital expenses needed to be publicized in a less technical way.

Chairman Shapiro said this was a useful discussion, but he reminded TPB members that the document before them was a draft.

Ms. Pourciau said that District Department of Transportation (DDOT) staff had told her that morning that expenditures still were well in excess of anticipated funding, but that shortfall was not indicated on the chart that had been distributed.

Mr. Reno said he would discuss this at a later time with Ms. Pourciau.

Mr. Zimmerman said the TPB can control how this information is presented. He said the most important thing that a body like the TPB can do is to help the region focus on what the real problem is.

Vice Chairman Mendelson said that he recalled that during the last CLRP update highway operations and maintenance funding needs were understated.

Ms. Kaiser said she believed that the analysis very much under-represents the needs for highways, and that the Maryland Department of Transportation (MDOT) would be looking at this soon.

Vice Chairman Mendelson asked if Ms. Kaiser's response was true for the District of Columbia and Virginia as well. Representatives from the Virginia and District departments of transportation indicated the answer was yes. Vice Chairman Mendelson said this means there is an issue as to whether the region is adequately funding operations and maintenance.

Vice Chairman Mendelson said he continued to have the feeling that the needs for public transit were being understated, and therefore the problem for conformity purposes might be understated as well.

Mr. Kirby said that was a fair statement. He said that if the region cannot adequately maintain the system, then there is a question as to whether it can maintain the ridership levels that are being forecast.

Mr. Salles pointed out that Maryland is investing in transit, and he said that MDOT should be commended for this.

Mr. Kirby said that the next step was to determine how to characterize what these numbers really mean



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for the region, and what their implications are for the planning process and conformity.

### **13. Update on the Region's Draft State Implementation Plan (SIP) and Schedule**

Referring to the handout material, Ms. Lowe described the status of the update of the region's State Implementation Plan (SIP) for attainment of federal air quality standards. She described elements of the SIP that were described in an executive summary included in the mailout. She said that on May 28, MWAQC approved for public comment the first part of what is expected to be a two-part SIP submittal. The first part of the submittal is designed to enable EPA to perform an adequacy determination on the mobile emissions budget so that the TPB can move ahead with its conformity determination, and have a new CLRP in January of 2004. She said the public comment period for the drafts began on June 6 and would conclude in the second week of July. Each state would be holding a public hearing on the SIP.

Mr. Gonzalez asked why the comment period ends on July 7 in Maryland and ends July 8 in Virginia.

Ms. Lowe said that the Maryland Department of the Environment (MDE) will continue to accept written comments through the public hearing, so if people show up at the public hearing with written comments they can hand them in then.

### **14. Other Business**

There being no other business, the meeting was adjourned at 2:17 p.m.