

**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
May 21, 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
Edward L. Thomas, WMATA
JoAnne Sorenson, VDOT
Harry J. Parrish, Virginia House of Delegates
Patsy Ticer, Virginia Senate
John A. Giannetti, Jr., Maryland Senate
Peter J. King, City of College Park
Cicero Salles, Prince George's County
Carol Petzold, Maryland House of Delegates
David Moss, Montgomery County DPWT
Jim Burton, Loudoun County Board of Supervisors
Michael Knapp, Montgomery County Council
Marsha Kaiser, MDOT
Sean T. Connaughton, Prince William County
Karina Ricks, DC Office of Planning
Susan Hinton, National Park Service
Jeff Jennings, DC Council

David Snyder, City of Falls Church
Skip Coburn (representing Sharon Ambrose), DC Council
MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Jerry Miller	
Jim Hogan	
Bob Griffiths	
Debbie Leigh	
Andrew Austin	
John Swanson	
Andrew Meese	
Hailemariam Abai	
Wendy Klancher	
Michael Farrell	
Anant Choudhary	
William Bacon	
Joan Rohlf	COG/DEP
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
Rick Canizales	Prince William County
Randy Carroll	MDE
Betsy Massie	PRTC
Harry Sanders	Coalition to Build the Inner Purple Line
Jim Wamsley	FCSG
Joe Kakesh	Coalition for Smarter Growth
Karren Pope Onwukwe	TPB/CAC Chair
Kellie Gaver	MDOT
Rick Rybeck	DDOT
Kenneth Todd	NCBW
Deborah Burns	FTA
Kim Propeack	CASA of Maryland
Nguyen Dinh Thang	Boat People SOS
Lee Schoenecker	TPB/CAC

Tom Biesiadny	Fairfax County DOT
Ritch Viola	Arlington DPW
Herschel Kanter	Arlington Coalition for Sensible Transportation
Carroll George	Citizen
Dennis Jaffe	TPB CAC and Sierra Club
Deborah DeYoung	AAA Mid-Atlantic
Randy Boriled	Arlington DPW

1. Public Comment

Carroll George, retired engineer spoke about ways in which merge patterns could be changed on the 14th Street Bridge to improve traffic flow. Copies of his remarks were distributed for the record.

Dennis Jaffe, Sierra Club representative and member of the TPB Citizens Advisory Committee, spoke about a Sierra Club proposal to improve bus information in the region. The proposal calls for 1) distribution of free, portable Metrobus system maps; 2) increasing the number of locations where the maps are available; 3) posting Metrobus systems maps at all Metrorail stations, and at Metrobus shelters; and 4) development of an action plan to upgrade information at all bus stops. Copies of the proposal were submitted for the record.

Chairman Shapiro directed Mr. Jaffe to the work of the Access for All Advisory Committee, which has discussed the need for better transit information.

Mr. Jaffe noted that the previous week the TPB Citizens Advisory Committee had unanimously endorsed the Sierra Club recommendation regarding bus maps.

Mr. Zimmerman said that he had been that morning at Metro for a meeting where the need to increase bus ridership had been discussed. He said that Mr. Jaffe's proposal could be an example of a "low-hanging fruit"-method to increase bus ridership. He said he agreed that the biggest problem with the bus system is people not knowing where it goes and how to take it somewhere. He thanked Mr. Jaffe for his ideas and said he would be taking it back to Metro for further discussion.

Ms. Porter said the TPB would be getting a briefing on the joint project between the D.C. Downtown Business Improvement District (BID) and the District Department of Transportation (DDOT) to put route maps at bus stops.

Ms. Pourciau said that she had requested that the next TPB agenda include a presentation on this map project with the BID.

Ms. Hudgins thanked Mr. Jaffe for his comments. She said she is a bus and rail rider, and she understands the difficulties that bus riders face in trying to get good information.

Dr. Thang, executive director of SOS Boat People and a member of the Access for All Advisory (AFA) Committee, spoke in favor of the recommendations of the AFA recommendations to improve transit information for customers with limited English proficiency. He spoke of his personal experience in working with Vietnamese immigrants. He recommended two action items: 1) advertise the availability of translated transit information, and 2) disseminate material through churches, temples and other organizations, and develop partnerships with community organizations.

Allen Muchnick, board member of the Arlington Coalition for Sensible Transportation, noted that Virginia was planning to delete a study of widening I-66 from the Commonwealth's six-year plan. He said his organization urges deployment of innovative congestion reduction strategies that would be cost-effective and sustainable in the long term, yet provide immediate improvements. Copies of his remarks were submitted for the record, along with his organization's position paper on alternatives to I-66 widening.

Kenneth Todd said that the Mobile 6 mobile emissions model does not get realistic results. He said money spent on Mobile 6 was wasted.

Joe Kakesh, the Coalition for Smarter Growth and the Audubon Naturalist Society, presented comments from their testimony regarding proposed amendments to the 2003 Constrained Long Range Plan. He said they opposed construction of the Tri-County Parkway and study of the Intercounty Connector. He said they were pleased the Western Corridor Study had been cancelled. He expressed concern about cuts in transit funding. Copies of comments from the Coalition for Smarter Growth were submitted for the record.

Chairman Shapiro, picking up on the comments by the Coalition for Smarter Growth, said he was also concerned that the Corridor Cities Transitway was being pushed ahead of the Bi-County Transitway (The Purple Line) in the Constrained Long-Range Plan. He said that although he understood that there was consensus on the Corridor Cities project within Montgomery County, he did not see what contribution it would make to address the "region divided" issues that were so important to the region.

Mr. Salles said that the Bi-County Transitway would have higher ridership than the Corridor Cities project. He said it would benefit people who are transit dependent. He said he was surprised that the Corridor Cities project was being ranked a higher priority by the state.

Ms. Porter agreed that the Bi-County Transitway would be an extremely important resource, particularly for transit dependent people like many of those in Takoma Park

Ms. Kaiser said the state of Maryland would love to put both projects in the Constrained Long-Range Plan (CLRP), but there were not sufficient revenues. She said that the Corridor Cities project was a higher priority because it has gone much further than the Bi-County Transit Way has in terms of the National Environmental Protection Act (NEPA) process, and its conclusion of a Record of Decision. She said the Corridor Cities project also has total consensus of the political leaders and the public in Montgomery County, unlike the Bi-County Transitway.

Chairman Shapiro said that using the same logic regarding divided public support, it is hard to imagine why there would be funding to study the Intercounty Connector. He said that if there are concerns that there is a lack of consensus, then his suggestion would be start the process for the Bi-County Transitway in Prince George's County where there is unanimity in terms of the environment and desire for the project.

Ms. Kaiser said the Inter-County Connector will be started within the next four years, according to the direction she had been given, and the Purple Line Bi-County Transit Way study will be started very shortly.

Ms. De Young, AAA Mid-Atlantic, said her organization is concerned about the ways that officials in the region are making decisions about transportation as if each one were isolated. She expressed concern that parts of the Rock Creek Parkway might be closed, that funding in Maryland was being taken from transportation for budget balancing, that widening I-66 would not be studied, that Metro was hiking fares and not approving adequate parking, and that authorities have decided again to expand Tyson's Corner by another 100,000 square feet with no corresponding transportation component. She said AAA was pleased that Klinge Road in the District of Columbia would be opened. Copies of her remarks were distributed for the record.

Vice Chairman Hanley said she was at a complete loss to understand Ms. DeYoung's observation about Tyson's Corner. She said they have had no proposal to increase any kind of development in Tyson's Corner. She also said she did not understand Ms. Deon's comments about parking. She said they have an additional garage going in at West Falls Church, an additional garage about to open at Springfield, and others in Maryland. She asked to see a copy of Ms. DeYoung's statement.

2. Approval of the Minutes of April 16, 2003

Mr. Giannetti asked that the minutes be changed to reflect the correct spelling of his name. He also asked that the full meaning of acronyms be spelled out the first time they are used in the minutes.

Chairman Shapiro agreed that those changes would be made.

Mr. Zimmerman asked that the minutes be corrected as follows: On page 4, under Item 2, in the third paragraph, in the third sentence, strike the words "He said that" before "Mr. Kirby," and "had" after "Mr. Kirby." The revised sentence should read: "Mr. Kirby confirmed that Mr. Zimmerman's understanding was correct."

Mr. Zimmerman also asked for a deletion of the last sentence in that paragraph, which reads "He asked that the record be corrected." This deletion would simply leave the statement "Chairman Shapiro said that the record would be corrected to reflect that change."

Chairman Shapiro said the record would be corrected to reflect these changes. He asked that Mr. Zimmerman be provided with a copy of that paragraph before the next meeting.

Mr. Zimmerman asked that the minutes be revised on page 13, in the third paragraph, in the third sentence: He asked that the words "own research" be replaced with "dramatic ridership growth." The sentence will read: "For example, he said, the data showing a decline in transit use was clearly wrong as

Mr. Zimmerman moved approval of the minutes as amended. The motion was seconded.

Chairman Shapiro said the record would be corrected to reflect this change.

Vice Chairman Hanley asked that the third sentence be deleted on page 13 in the first paragraph: "Mrs. Hanley noted that Fairfax County has almost 40,000 employees total." She said that there were approximately 28,000 working in the Fairfax County schools, but she did not think the minutes needed to get into this level of detail.

The motion to approve the minutes as amended was approved unanimously.

3. Report of the Technical Committee

Referring to the mailout report, Ms. Byala described the meeting of the Technical Committee on May 2. She said the committee discussed four items on the TPB agenda:

- Review of some of the technical clarifications to the significant proposed project changes for the Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP). The committee recommended that the Board approve the project submissions, including those technical clarifications for inclusion in the air quality conformity analysis.

-
- Briefing by the Environmental Program staff on air quality rate of progress and contingency measures, as well as by the transportation staff on Transportation Emission Reduction Measures (TERMs) and Transportation Control Measures (TCMs) that were adopted in earlier State Implementation Plans (SIPs).
 - Discussion of the financial update to the 2003 CLRP. The committee discussed the projections that show that WMATA's capital and operating requests are not fully funded and asked the consultant to develop information for the Board presentation to highlight these important funding shortfalls.
 - Discussion of the draft scope of work for the air quality conformity assessment.

The committee also discussed two items for information: The draft 2002 Metro Core Cordon Count presentation and an update on the Joint Technical Working Group activities for the Regional Mobility and Accessibility Study.

She noted that the Technical Committee report now includes the meeting attendance as requested by the TPB.

Referring to the draft 2002 Metro Core Cordon Count, Vice Chairman Hanley observed that the report distributed to the TPB referred to the employment areas of the District of Columbia and Arlington County as the Metro Core. She said she understood that Alexandria was part of the Metro Core as well.

Mr. Kirby said that this confusion about the core area designation would be corrected.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Ms. Pope-Onwukwe said the Citizens Advisory Committee met on May 15. She said the meeting included an update on the Constrained Long-Range Plan development process and on the Access for All Advisory Committee report.

Ms. Pope-Onwukwe said that the CAC passed a resolution, included in the committee's report, in support of the Sierra Club's proposal to improve bus user information, including free provision of bus maps.

Ms. Pope-Onwukwe said the CAC had hosted two outreach meetings in May. The first meeting was May the 7th, and it was held in Washington, D.C. She thanked TPB members Mr. Mendelson and Mr. Thomas for attending. The second meeting was in New Carrollton. It dealt with the Purple Line and was attended by more than 100 people. She said she hoped the synergy demonstrated at that meeting would provide some impetus for the state of Maryland to hear what citizens are saying about the Purple Line. She thanked Mr. Salles for coming, and gave particular thanks to Chairman Shapiro for moderating the

session and providing his support.

Mr. Salles thanked Ms. Pope-Onwukwe for the excellent meeting on the Purple Line. He noted that the county executive was present at that meeting, and overall the level of support demonstrated that Prince George's County was speaking in unison in its support for the Purple Line.

5. Report of the Program Committee

Referring the handout and mailout material, Mr. Kirby reported that the Program Committee acted on one resolution for Virginia, which was to include a set of Enhancement projects in the 2003-2008 Transportation Improvement Program (TIP). He said information on that action was in the mailout packet.

6. Chairman's Remarks

Chairman Shapiro thanked Ms. Pope-Onwukwe for organizing the very successful meeting on May 20 on the Purple Line. He recognized TPB staff members for their good work in putting the event together.

7. Review of Comments Received, Approval of Recommended Responses, and Approval of Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2003 Constrained Long Range Transportation Plan (CLRP) and the Fiscal Year 2004-2009 Transportation Improvement Program (TIP)

Referring to the handout and mailout material, Mr. Kirby briefed the Board on comments received and responses provided.

Chairman Shapiro said he did not understand the response regarding transit projects in suburban Maryland, which stated "The Silver Spring to New Carrollton portion of the transitway lacks consensus." He said that on the contrary, the Silver Spring to New Carrollton portion of the Bi-County Transitway has complete consensus.

Mr. Kirby said that this response was based on a response received from the Maryland Department of Transportation (MDOT).

Ms. Kaiser said that this appeared to be based on a miscommunication. She said she would like to replace the word "lacks" with "has."

Chairman Shapiro agreed.

Ms. Hinton noted that a speaker during the public comment period had referenced including the Inter-County Connector (ICC) in the Constrained Long-Range Plan (CLRP) before the National Environmental Protection Act (NEPA) process was completed. She asked if this was unusual.

Mr. Kirby said that that ICC is currently included only as a study and therefore is not coded in the plan for air quality analysis.

Referring to Item 13 in the memorandum containing responses to public comments, Mr. Burton said that the widening of US 50 had been removed by Loudoun County from its comprehensive plan in the recent revision. He said the Virginia Department of Transportation (VDOT) decision to keep the project in the Constrained Long-Range Plan (CLRP) represented an example of possible friction between local jurisdictions and the state department of transportation on who decides which roads are built inside a county and whether or not those roads are consistent with the county's land use plans.

Mr. Zimmerman said that if Loudoun County was removing the US 50 widening project from its plan, then any action of the TPB should be consistent with that removal. He noted that the county had made a conscious decision to control development and to not allow widening of US 50. VDOT had responded to those decisions by saying that its analysis shows that "in 2025 U.S. 50 will operate at LOS-F [Level of Service F] for varying amounts of time during the day, including weekends, if the road remains a two-lane road." He said there is no way that anybody has figured out how to predict what is going to happen on any road 20 years from now. He expressed deep concerns that VDOT's analysis would carry more weight than the plans adopted by one of the TPB's member jurisdictions. He said that TPB should act in a way that is consistent with the jurisdiction.

Mr. Zimmerman also asked whether Mr. George's comments about lane merges, which were made during public comment period, had been referred to any appropriate agency for consideration and response. He said he had heard Mr. George make similar remarks several times, but he had not heard a response provided.

Mr. Kirby said that VDOT had looked at Mr. George's comments in regards to the Woodrow Wilson Bridge, but his current comments were made regarding a different location. Mr. Kirby said that Mr. George's current comments should be transmitted to the agencies conducting the 14th Street Bridge study because the comments could have merit.

Mr. Zimmerman said that he had more confidence in the opinions of traffic engineers about this kind of immediate issue than about long-term traffic projections. He said he would be very interested in learning

about the response to Mr. George's suggestion.

Mr. Knapp asked Mr. Kirby to explain the term "placeholder," which was used during Mr. Kirby's presentation.

Mr. Kirby said there are a number of projects where there is an alternative that has been looked at seriously. He said these are projects for which there is a clear intention to add capacity, but the final nature of the project is not yet determined through the Environmental Impact Statement (EIS) process. In these cases, a "placeholder" project for construction is included in CLRP and coded for air quality analysis purposes.

Vice Chairman Hanley asked if the US 50 widening in Loudoun County was included in the Northern Virginia 2020 Plan.

Mr. Burton asked when the 2020 Plan was adopted.

Vice Chairman Hanley said it was adopted in 2000.

Mr. Burton said that since 2000, Loudoun County had completed a comprehensive plan revision and a zoning map revision, in which the four-lane portion of Route 50 was removed.

Vice Chairman Hanley asked if US 50 was classified as a Highway of National Significance (NHS).

Ms. Sorenson said it was on the NHS.

Vice Chairman Hanley said that she understood that the action under consideration was to put the set of projects out for conformity testing. She noted, in response to an earlier inquiry, that studies do not need to be tested for conformity.

Ms. Petzold said that she understood that Mr. George's suggestions would likely take a law change, which would not be specific to any interchange. She asked that the Board be provided with information as to whether it would be desirable to authorize that kind of thing in the next session of the legislature so that it would be a tool that would be available should traffic engineers choose to use it.

Mr. Kirby said that could be researched.

Ms. Hudgins asked how frequently projects selected through the Environmental Impact Statement (EIS) process have been different from those placed in the Constrained Long-Range Plan (CLRP).

Mr. Kirby said that several placeholders have been in the CLRP for a long time and have never reached a conclusion. He said that Wilson Bridge is an example of a project which was included in a placeholder capacity before the EIS was completed. When the EIS was completed, the preferred alternative was consistent with what was in the plan.

Regarding US 50 in Loudoun County, Ms. Sorenson said that the Virginia Department of Transportation (VDOT) did take into consideration the latest changes in the county's comprehensive plan when they did their calculations. She emphasized that this is a primary route that carries more than local traffic. She said that after looking at the impact on other routes, VDOT felt the best compromise at this point was to move the project from 2015 to 2025. Even though they felt 2015 was an appropriate time for some action, there simply is not the money to do it.

A motion was made to adopt Resolution R17-2003 to approve the submissions for inclusion in the air quality conformity analysis for the 2003 Constrained Long-Range Plan (CLRP) and the FY2004-2009 Transportation Improvement Program (TIP). The motion was seconded by Ms. Ticer.

Mr. Burton offered an amendment to remove the widening of US 50 from west of Middleburg to Route 616 from the CLRP.

Mr. Zimmerman seconded the motion.

Mr. Burton explained that the county has consciously decided to keep this part of the county rural, knowing full well that there are commuters that come through from the west, from the Winchester area. He said this area, this stretch of road is now the subject of a national project on rural traffic calming. He said the idea that this can be widened to four lanes when the money becomes available is an indication that VDOT does not understand the people who live out there.

Mr. Zimmerman said that when the Northern Virginia 2020 Plan was adopted it was consistent with all the local plans on which it was based. Because it was intended to be consistent with local plans he said it would be appropriate for the TPB to make an adjustment now. He said that Mr. Burton's amendment could be justified based on respect for the local jurisdiction or because it addresses potential concerns about sprawl. But he said that the simplest reason for supporting the amendment is to make the plan more financially realistic. He said the project can always be added later.

Ms. Sorenson reiterated VDOT's position that US 50 is a primary road and therefore it was important to leave the project in the CLRP.

Mr. Connaughton said he was concerned about the process. He said he thought this issue needed to go through the Commonwealth Transportation Board (CTB) and the new Northern Virginia Transportation

Authority. He said that localities, particularly in Northern Virginia, have continually been criticized about not looking out further into the future. He said that the reality is that Loudoun and Prince William counties used to be the outer suburbs, but they are quickly becoming the inner suburbs. He said he was sympathetic to Mr. Burton's position, but he could not support the amendment.

Mr. Burton said that the traffic calming project on US 50, in which VDOT is an integral part, has produced studies that show that with the traffic calming project, level of service in 2025 on this two-lane road will be level of service B, not F.

In a show of hands, 13 voted to support the amendment, 5 voted to oppose, and 5 abstained. The motion was approved.

In a show of hands, 19 voted to adopt Resolution R17-2003 as amended, while 4 opposed. The resolution was adopted.

8. Approval of TPB Comments on Potential Transportation Control Measures for the Region's State Implementation Plan (SIP) Update

Referring to the mailout material, Mr. Kirby reviewed a draft letter from Chairman Shapiro to Phil Mendelson as chairman of the Metropolitan Washington Air Quality Committee. The letter provided comments and updated mobile emissions analysis from the TPB as the Metropolitan Washington Air Quality Committee (MWAQC) moves toward a release on May 28 of a draft air quality plan update.

Chairman Shapiro said the action under consideration was approval of the comments in the draft letter.

Mr. Zimmerman asked if this really meant that the TPB would be approving a letter from Chairman Shapiro to Vice Chairman Mendelson who was sitting right next to Chairman Shapiro

Chairman Shapiro said that was correct.

Ms. Kaiser asked for a clarification of whether 0.1 tons of VOCs and 0.2 tons of NOx was the goal for Transportation Control Measures (TCMs).

Mr. Kirby said that was correct.

Vice Chairman Mendelson asked for an explanation of the network analysis in the exhibits for determining the mobile emissions budgets.

Mr. Kirby said the network analysis does not take into account the Transportation Control Measures (TCMs) and Transportation Emissions Reduction Measures (TERMs). TCMs are subtracted from the network analysis when determining the budgets.

Vice Chairman Mendelson asked if Tier 2 reductions were included.

Mr. Kirby said that technology factors such as Tier 2 are built into the emissions factors for the network analysis. However, Transportation Control Measures (TCMs) and Transportation Emissions Reduction Measures (TERMs) were not included in those emissions factors.

Vice Chairman Mendelson asked if his understanding was correct that the region's transportation system right now produces 98.34 tons per day of VOCs and 238.12 tons per day of NO_x.

Mr. Kirby said those numbers were the projections for 2005.

Vice Chairman Mendelson asked if Mr. Kirby's expectation was that the budget will be set at that actual number for the 2005 projections.

Mr. Kirby said that the expectation was that the budget would be set at the 2005 projections less the commitments to Transportation Control Measures (TCMs).

Vice Chairman Mendelson asked if his understanding was correct that the TCMs in the letter would reduce volatile organic compounds (VOCs) by 0.23 tons and nitrogen oxides (NO_x) by 0.53 tons per day.

Mr. Kirby said that was correct.

Vice Chairman Mendelson commented that his understanding was that the draft letter was proposing a commitment by the state departments of transportation (DOTs) and the Washington Metropolitan Area Transit Authority (WMATA) for additional measures to provide target reductions of 0.1 tons per day of VOCs and 0.2 tons per day of NO_x. He noted that WMATA had already come up with three-fourths of those reductions before the DOTs had committed.

Mr. Burton asked what was the current mobile emissions budget for NO_x in 2005.

Mr. Kirby answered that with the previous conformity analysis, the VOC budget was 101.8 tons per day and the NO_x budget was 161.8 tons per day.

Mr. Burton said that meant that what was being proposed was a tremendous increase in the mobile

emissions budget for NOx.

Mr. Kirby said that the budget for VOCs would go down, while the NOx budget would go up.

Mr. Burton said that out of the various tests that have to be performed to reach attainment in 2005, only one is based on real data, i.e., real measurements by monitors throughout the region. He said that he thought that if care is not taken, the region could be heading towards a major disaster by taking actions based upon computer projections. He asked staff to distribute a handout which included the measurements from the monitors in the region, based on three-year averages. He said this is the real test that needs to be passed by year 2005. He said that starting this summer, the region must start to see a tremendous decrease in emissions and ozone. He said he placed little value in the calculations that have been prepared so far and the projections from these models, none of which have been actually verified. He said the models are run and compared to past projections, not compared with what actually happens. He said the predictions are showing that things are getting tremendously better. But the measurements on the monitors in the region contradict that. He said they are counting on reductions happening at the eleventh hour so that attainment can be reached in the year 2005.

He cautioned the Board not to put too much faith in the calculations and projections that had been presented. Instead, they should put faith in what has actually been measured.

Mr. Connaughton asked if the process was on schedule.

Mr. Kirby said that he was still hoping that the TPB could make a conformity determination in October, but it may slip until November. He said it depends on how long it takes EPA to make an adequacy determination for the mobile emissions budgets.

Vice Chairman Hanley said she was concerned when she heard that the schedule may slip. She emphasized that the process had to keep on schedule.

Mr. Snyder asked if the TPB had the right to rely on the computer forecasts.

Mr. Kirby said that there is not much choice. The only way the necessary estimates for the future can be made is through computer models.

Mr. Snyder asked if other regions are relying on the computer models in a similar way

Mr. Kirby said they are all using the Mobile 6 emissions model.

Mr. Snyder said that it was his understanding that it is a matter of law and matter of practice to rely on the

models. He also said that it is important to get the best monitoring system in place to make sure that unnecessarily high readings are not being obtained.

Mr. Zimmerman said it would be helpful to have the emission budgets provided in a parallel fashion on the same chart next to the emission inventories.

Mr. Zimmerman asked about the timeframe for implementing measures in order for them to count toward emissions reductions.

Mr. Kirby said that in order to be counted, the measures have to be in place by 2005.

Mr. Zimmerman asked if it was January 2005 or December 2005.

Mr. Kirby said it was the summer of 2005.

Mr. Zimmerman asked if March 2005 would be good enough.

Mr. Kirby said that would be fine if they were sure to be in place. He said that the analysis had taken a very conservative approach in that regard.

Mr. Zimmerman asked at what point it would be reasonable to count a measure.

Ms. Kaiser commented that it would be reasonable to count a measure when it has been paid for.

Vice Chairman Mendelson said that he was not really so concerned with the reliance on modeling but on that fact that in the end, the region will be tested on what the monitors show—which was Mr. Burton's basic point. He said there are a number of variables that will affect the monitors, including weather conditions. Therefore, he said that the region might not reach attainment, in spite of the projections that attainment ought to be reached.

Vice Chairman Mendelson said that his other concern was the new NOx mobile emissions budget would be 70 tons higher than in the current regional air quality plan, and he wondered how that could be justified to the community.

Mr. Kirby said that this higher NOx budget was a combination of the fact that the vehicle fleet is heavier than previously thought, plus the Mobile 6 model is attributing much higher emissions to these heavier vehicles than the previous (Mobile 5b) model. He said this has occurred throughout the country. He said there is very little forecasted change in the actual transportation system or the region's demographics. The big changes were in the vehicle fleet and the emissions factors.

Vice Chairman Mendelson said this meant that people's cars and trucks were guzzling more gas and this air quality plan was able to accommodate that because the region could take advantage of increased reductions in other, non-mobile sectors.

A motion was made to approve the draft letter from TPB Chairman Shapiro to Mr. Mendelson in his capacity as chairman of the Metropolitan Washington Air Quality Committee (MWAQC). The motion was seconded by Ms. Ticer.

The motion was passed with one "nay" vote by Mr. Burton and one abstention from Vice Chairman Mendelson.

9. Briefing on the TPB Access for All Advisory Committee's Report: "Improving Transit Information for Limited English Speakers," and on Proposed Changes and Additions to the

Ms. Porter, chair of the Access for All Advisory (AFA) Committee, provided an overview of the work of the committee. She noted that people with limited English proficiency (LEP) tend to be particularly dependent on transit. Improvements in transit information would be very important to them. She introduced Kim Propeack from CASA of Maryland. Ms. Propeack chairs the AFA Subcommittee on Transit Information for Limited English Proficiency (LEP) Customers.

Referring the mailout material, Ms. Propeack described the barriers that LEP customers face when trying to use public transit. She said that very few of the people that they work with at CASA of Maryland actually use the train system, because they do not understand the relatively complicated system. She said very few people know that telephone assistance is available to help plan trips on transit. But she noted that these services are often not customer-friendly. She noted that she that morning had tried to access a Spanish-speaking assistant at the Metro helpline and she had to listen to a five-minute recorded message in English. She described how the subcommittee developed its recommendations. This process included a focus group in January that brought together representatives from more than 30 nonprofit groups that work with immigrant communities. She described the recommendations contained in the committee's report that was included in the mailout to the Board. She said the subcommittee had met with the region's transit agencies, several of which had translated information into languages represented in their populations. But, she explained, a significant amount of work needs to be done to implement the committee's recommendations, which should include improved coordination and communication among transit agencies.

Ms. Porter said that the report would be brought to the Board for its endorsement at the next TPB

meeting. She said it was not the intention of the committee to stop working on these issues after the Board endorsement. She said that it will continue to work with all of the transit agencies and will monitor how the recommendations are implemented.

Ms. Porter also noted that the mailout packet included a list of changes and additions to the membership of the committee. The TPB would be asked to approve these changes and additions at the June 18 TPB meeting. She said that the committee would welcome any recommendations for membership that TPB members might have.

Chairman Shapiro asked the TPB members to carefully look over the report and proposed membership changes before the Board is asked to act on these at the next meeting.

Mr. Thomas said the Washington Area Metropolitan Transit Authority (WMATA) is looking forward to working with the committee on these recommendations. He said that WMATA is already pursuing some of the recommendations, including making a video. But he cautioned that transit is being asked to do a lot of things. He noted that there is a \$2 billion gap in funding for transit in the metropolitan area, and that is an issue that the region is going to have to grapple with.

Vice Chairman Hanley noted that the region has substantial language media, which frequently are free media, and that should be considered in these efforts.

10. Report on the Financial Analysis for the 2003 Update to the Financially Constrained Long-Range Plan (CLRP)

This item was deferred until the June meeting.

11. Status Report on Emergency Transportation, Evacuation, and Sheltering-in-Place (ETESIP) Planning Activities

Referring to the handout material, Mr. Snyder said that the Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and other groups working on emergency preparedness would be reporting to the Council of Governments (COG) Regional Emergency Preparedness Council in June and September on specific concrete developments in “Transportation and Traffic Aspects,” and the “Protective Actions Aspects.” He said the transportation aspects provide a precise analysis of the capacities of various systems under various circumstances. The protective actions aspects will focus on the emergency management agencies: What they have done, what their plans are, and how the best messages can be gotten to the public, both during and after an incident, and examples of what those messages can be.

He said that the most important tool that the region has added in the past year and a half is the Regional Incident Communications and Coordination System (RICCS). He said on several occasions recently, including the tractor that held up traffic on the Mall, the RICCS has not been used to its maximum capacity, resulting in unnecessary and preventable traffic tie-ups. He urged Board members to encourage use of the RICCS.

Beyond the RICCS, Mr. Snyder said, steps were underway to further develop the evacuation annex in the Regional Emergency Coordination Plan. He said the ultimate product will be an interactive database that will be able to give information on transportation and communications aspects for any incident occurring anywhere under any circumstance in the region.

Ms. Petzold asked what the RICCS is.

Mr. Snyder said it is the Regional Incident Communications and Coordination System, which is a virtual command center that comes into play when an incident occurs, but it only comes into play if somebody triggers it.

12. Briefing on Draft 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 material, Mr. Clifford described the work tasks and procedures required for performing the air quality conformity assessment which has to be accomplished before the new Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP) can be approved. He said the Board will be asked to approve this scope of work at its June 18, 2003 meeting.

13. Other Business

There being no other business, the Board adjourned at 2:13 p.m.