

**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
January 21, 2004**

Members and Alternates Present

Chris Zimmerman, Arlington County Board
Mike Knapp, Montgomery County Council
Mick Staton, Loudoun County
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
David Snyder, City of Falls Church
Rick Canizales, Prince William County
JoAnne Sorenson, VDOT
Dick White, WMATA
Jeff Jennings, Councilmember Jim Graham's office
Karina Ricks, DC Office of Planning
Linda Smyth, Fairfax County Board of Supervisors
Andrew Fellows, City of College Park
David Moss, Montgomery County, DPWT
Wayne Cooper, Charles County
Ludwig Gaines, City of Alexandria
Skip Coburn, Councilmember Sharon Ambrose's office
Kanti Srikanth, VDOT

Ron Spalding, MDOT

MWCOG Staff and Others Present

Ron Kirby	COG/DTP
Michael Clifford	COG/DTP
Jim Hogan	COG/DTP
Bob Griffiths	COG/DTP
John Swanson	COG/DTP
Andrew Austin	COG/DTP
Jane Posey	COG/DTP
Eulalie Lucas	COG/DTP
Debbie Leigh	COG/DTP
Deborah Etheridge	COG/DTP
Daivamani Sivasailam	COG/DTP
Nicholas Ramfos	COG/DTP
Michael Farrell	COG/DTP
Michael Freeman	COG/DTP
Lora Byala	WMATA
Grady Ketron	VDOT
Arlee Reno	Cambridge Systematics
Tom Biesiadny	Fairfax County DOT
Deborah R. Burns	Federal Transit Administration
Bob Chase	NVTA
Kellie Gaver	MDOT
Fatimah Hasan	MDOT
Alex Verzosa	City of Fairfax, DPW
Kiran Bhatt	K.T. Analytics
Krute Singa	WMATA
Michael Lake	Fairfax County, DOT
Steven Ginsberg	Washington Post
Howard Chang	Tri-County Council for Southern Maryland

1. Public Comment

Chairman Zimmerman thanked everyone for accommodating the change in schedule. The meeting started at 10:00 a.m. instead of noon so that members of the Board could attend the funeral that afternoon of Carlton Sickles who was a long-time member of the board of the Washington Metropolitan Area Transit

Authority (WMATA). Chairman Zimmerman said that Mr. Sickles was an architect of the Metro system and was a symbol of regionalism in transportation.

Chairman Zimmerman announced the names of new members to the TPB.

Bob Chase, Northern Virginia Transportation Alliance, reminded the TPB of the TPB Vision, adopted in 1998, which called for the identification of a regional funding mechanism for transportation. He also quoted from the "System in Crisis" brochure, which the TPB produced in 2001, which called upon regional leaders to address the growing funding gap for transportation. Noting that the TPB was in the process of producing yet another brochure on funding, he said that regional leaders need to take action, not just describe the needs. Regarding ozone transport, Mr. Chase asked the TPB to ask the region's congressional delegation and the EPA to make rule changes to hold the region harmless for ozone resulting from ozone transported from other areas and states.

2. Approval of the Minutes of December 17, 2003 Meeting

Chairman Zimmerman asked for and received unanimous consent for acceptance of the minutes.

3. Report of the Technical Committee

Mr. Rybeck from the District of Columbia Department of Transportation introduced himself as the new chair of the Technical Committee.

Referring to the mailout material, Mr. Rybeck described items discussed at the January Technical Committee meeting:

- Regarding agenda item 8 on the TPB agenda, the Technical Committee discussed the draft solicitation document for the 2004 Constrained Long-Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP). He said the committee recommends approval of this document.
- Regarding agenda item 10, the Technical Committee received a briefing on the six-year needs study. He said the committee recommended that the presentation of this information should include descriptions of specific projects that will not be built if this funding is not forthcoming, and how the lack of funding will affect safety and quality of life.
- Regarding agenda item 12, the committee received a briefing on ozone transport.

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- The committee was also briefed on the preliminary budget for work activities in the FY2005 Unified Planning Work Program. This information will be coming to the TPB at its next meeting.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Mr. Muchnick, 2003 vice chairman of the Citizens Advisory Committee (CAC), said that the 2003 CAC met on January 15 because the 2004 CAC had not yet been appointed.

The CAC discussed possible topics for public forums this year. Members discussed whether it would be better for the committee to host less than six meetings. In addition, committee members discussed whether methods other than public outreach meetings should be used to focus attention on issues that the committee believes are important and deserve public attention.

Mr. Snyder thanked Mr. Muchnick for the substantive report. Regarding the report's comment on emergency preparedness, he said that the groups at COG working on emergency preparedness understood the need for public information to be improved. He said this need will be addressed in the update to the regional emergency preparedness plan. He said they need to look at the issue of public information before an incident and during an incident to make sure that the public is given what they need.

Regarding Mr. Chase's comments during the public comment period, Mr. Snyder suggested that the TPB might look into establishing a committee or some other entity to further discuss funding issues. Regarding Mr. Chase's comments on ozone transport, he said he agreed that the TPB should not just get information on this issue, but should consider taking some sort of action.

Chairman Zimmerman said that he would hold off commenting on the CAC report until next month, although he did say he was particularly interested in the first bullet related to bus service.

5. Report of the Program Committee

Mr. Kirby said that the Program Committee did not take any actions at its January meeting. He said that the briefing on ozone transport, which was being deferred from the agenda for the meeting that day, was an excellent presentation that will provide important information for the Board to consider.

Referring to the letters packet, Mr. Kirby said a letter had been received on December 18 from the Federal Highway Administration and Federal Transit Administration approving the interim Constrained Long-Range Plan (CLRP) and the Transportation Improvement Program (TIP) which were adopted by the TPB at its November 19 meeting. He said this approval means the funding process will not be

disrupted. He said that staff has been informed that the full CLRP and TIP are moving expeditiously through the federal approval process.

6. Chairman's Remarks

Chairman Zimmerman had no remarks.

7. Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2004

Chairman Zimmerman deferred this item until February.

8. Approval of Draft Solicitation Document for the 2004 Constrained Long-Range Plan (CLRP) and FY2005-2010 Transportation Improvement Program (TIP)

Referring to the mailout material, Mr. Kirby said that the solicitation document was presented in draft at the December meeting and it has been reviewed thoroughly by the Technical Committee. He said it lays out a schedule for submissions for the annual CLRP and TIP amendments. He said the Board was being asked to approve it so that it could be transmitted formally to the agencies which may have submissions for the CLRP and TIP. He said the schedule assumes submissions by February 6. The CLRP and TIP would be approved by July 21. He said this is the normal schedule for this process, although it has gotten delayed in recent years because of the complexity of the air quality conformity process.

A motion was made by Ms. Hudgins to approve the solicitation document. The motion was seconded by Mr. Knapp and was passed unanimously.

9. Approval of a Letter to the Washington Metropolitan Area Transit Authority (WMATA), Transmitting the TPB Access for Advisory Committee's Recommendations for Transit Services for People with Disabilities

Referring to the mailout material, Ms. Porter said the Board received a briefing last month on the recommendations in the letter to WMATA. She moved that the Board authorize the chairman to send the letter.

The motion was seconded by Ms. Hudgins and was approved unanimously.

10. Direction to Finalize the Brochure on Study Results of Near-Term Regional Transportation Funding Needs, Funding Availability, and Project Program Priorities

Referring to the mailout material, Mr. Reno of Cambridge Systematics, Inc. explained that the Board was being asked to provide comments on the draft text and tables for the brochure.

Mr. White said that he would like the brochure to connect the region's short-term funding needs to the forthcoming Congressional reauthorization of the Surface Transportation Act. He said it would be useful to quantify how the entire region would gain or lose under the three proposals currently under consideration in Congress. He said that now is the time to speak up. He suggested the TPB needs to figure out how to get the region's voice more active in this process.

Chairman Zimmerman agreed with Mr. White that this material needs to be tied to forthcoming federal action.

Ms. Pourciau agreed with Mr. White. She also said she believed the brochure should be more compelling. She said it should include names of projects that will not get built if the funding is not available. She said that this money is needed to prevent bridges from crumbling, not to build new bridges.

Chairman Zimmerman agreed with Ms. Pourciau. He asked Mr. Kirby how Ms. Pourciau's and Mr. White's comments could be addressed.

Mr. Kirby said the numbers in the tables for the brochure have been finalized. He said that he believed that compelling language could be written to accompany these numbers. Regarding Congressional reauthorization, he said that it was clear that the House bill would come closest to meeting the needs of the region.

Chairman Zimmerman said the brochure needs to scream that message.

Mr. Kirby said he thought that kind of message could be achieved, but the timing for producing the brochure was in question because the Board would not be meeting again until the middle of February.

Chairman Zimmerman suggested the Program Committee might work it out.

Mr. Kirby said that could be done if the Board were comfortable with that.

Chairman Zimmerman said the question was whether the Board was comfortable enough to let the brochure be finalized prior to the next meeting. He said that a draft could be shared with members. He also noted that the Program Committee meetings are open for anyone to participate.

There being no objection, the proposal was accepted to finalize the brochure through the Program Committee prior to the next TPB meeting.

Mr. White suggested that members of the TPB might also get involved in mobilization actions that are being supported by various national transportation associations.

Chairman Zimmerman said this might be discussed at the Program Committee.

Ms. Kaiser said the key issues in reauthorization, aside from the level of funding available, are 1) on the highway side, the formulas determining how much each state will get, and 2) regarding transit, the earmarked funding that will be made available for projects. She said the region should be strong and united in supporting all the earmarks across all jurisdictions.

Ms. Hudgins said that in regard to Dulles rail, both phases must be clearly indicated.

Ms. Sorenson said that in finalizing the funding tables it was important to be consistent regarding which numbers included federal funds and which did not. She said this could create a credibility problem if there were inconsistencies.

Mr. Kirby welcomed any assistance that Board members might offer in providing draft language.

11. Report on the Regional Pedestrian and Bicycle Safety Education Campaign

Referring to the mailout material, Mr. Farrell explained that Street Smart would launch a second campaign in April. He said that based on current commitments, the campaign is funded at \$382,500. Funding for the first campaign, in 2002, was \$320,000. He said the campaign will last about four weeks and will include radio advertisements, posters at bus stops, Metrorail stations and on bus back, and other methods.

Chairman Zimmerman asked if the expenditures were largely to meet the costs of advertising.

Mr. Farrell said they were.

Chairman Zimmerman said that the funding available represented the minimal level for it to be worth doing.

Mr. Farrell said that was correct. If there was more money, the campaign could do more. For example, it could include television or it could last longer than four weeks.

Chairman Zimmerman asked if it was fair to say that the campaign could be much better if it were a half million-dollar campaign.

Mr. Farrell said that was true.

Chairman Zimmerman said he noticed that a number of jurisdictions had contributed. He said it would not be fair if other jurisdictions did not also have a chance to contribute.

Mr. Farrell said he would be exploring that.

Chairman Zimmerman said he hoped more funding could be obtained so that more than the minimum could be done.

Ms. Porter commended the campaign for targeting Spanish-language media. She asked if the campaign might also include other languages. She also suggested that the campaign be coordinated with other, smaller pedestrian safety campaigns in different jurisdictions.

Mr. Snyder said it would be helpful if the material and messages from the campaign could be packaged so that they might be used on jurisdictions' web sites and on cable television. He also called attention to two problems to consider: pedestrians talking on cell phones and pedestrians running in front of emergency vehicles.

Mr. Salles congratulated Mr. Farrell for this effort. He suggested that the campaign might incorporate more diversity into its imagery.

Ms. Petzold asked if the material would be produced in other languages.

Mr. Farrell said that the material would be produced in Spanish. He said there have been discussions about producing the material in other languages, such as Vietnamese.

Ms. Petzold asked if the Spanish-language press would be used.

Mr. Farrell said it would be used. He said the Spanish-language media provided a lot of coverage last time.

Ms. Petzold said they might consider using the Korean or Chinese press, which she said would be relatively inexpensive.

Chairman Zimmerman commented that the campaign posters are very visual so they are not overly reliant

on language.

Mr. Farrell said that one method might be to more consciously target locations for posters where non-English speakers are more present. He also said that radio advertisements might be translated into other languages.

Mr. Fellows suggested targeting hot spots where accident rates are particularly high.

Mr. Farrell said that radio advertisements blanket the region so they cannot be targeted. But he said that the placement of posters might be more efficiently targeted.

Chairman Zimmerman emphasized the importance of targeting motorists because they have a greater responsibility to avoid pedestrians than vice versa, because they are the ones with the dangerous vehicle. He said the decisions of motorists have the most important effect, because the likelihood of serious injury or death increases at a geometric rate as speed rises.

Mr. Farrell added that motorists are easiest to reach because they are listening to radios.

Mr. Fellows again suggested that targeting hotspots could be a way to more efficiently use funding, instead of blanketing the region with media.

Chairman Zimmerman said that problems with particular intersections need to be addressed by responsible jurisdictions. He said that the real contribution for the TPB to make was to build awareness at the regional level, which required expensive media.

Ms. Hudgins asked if cable television would be part of the campaign.

Mr. Farrell said that video public service announcements were produced for the last round of the campaign, but they were not used because of cost.

Ms. Hudgins emphasized the potential effectiveness of using cable television. She asked if they had looked into using free public service announcements.

Mr. Farrell said that cable stations are more likely to leverage free ads if some money is put down.

Chairman Zimmerman said this was a good point and was further reason for jurisdictions to contribute to the campaign.

Ms. Porter said that some local government cable channels will run public service announcements for free.

Mr. Gaines noted Alexandria's strong support for the campaign. He said he believed their contribution would go up.

Chairman Zimmerman said this was really important and he looked forward to hearing more about it.

12. Report on Ozone Transport in the Washington Region

This item was deferred.

13. Outline and Preliminary Budget for the 2005 Unified Planning Work Program (UPWP)

Referring to the mailout material, Mr. Kirby said a draft Unified Planning Work Program (UPWP) would be brought to the TPB in February and would be scheduled for approval in March. He said the funding level is uncertain at this point because of the federal appropriations process and also the reauthorization. He said a flat budget level has been assumed. He said the work items would address the travel demand modeling issues raised during the modeling review by the Transportation Research Board.

Ms. Pourciau said that the District Department of Transportation (DDOT) had requested, and the Board had approved, putting in additional air quality analysis work. She said it was not able to be accomplished last year.

Mr. Kirby said he would look into that.

14. Other Business

There being no other business, the meeting was adjourned at 10:50 a.m.