

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

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
April 21, 2010**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Andrew Beacher, Loudoun County
Nat Bottigheimer, WMATA
Bill Bronrott, Maryland House of Delegates
Kerry Donley, City of Alexandria
Gary Erenrich, Montgomery County, DOT
Lyn Erickson, MDOT
Jason Groth, Charles County
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Julia Koster, NCPC
Carol Krimm, City of Frederick
Christopher Lawson, FHWA
Michael C. May, Prince William County
Phil Mendelson, DC Council
Colleen Mitchell, DC Office of Planning
Mark Rawlings, DDOT
Karina Ricks, DDOT
Rodney Roberts, City of Greenbelt
Linda Smyth, Fairfax County Board of Supervisors
Reuben Snipper, City of Takoma Park
JoAnne Sorenson, VDOT
David Snyder, City of Falls Church
Todd Turner, City of Bowie
Jonathan Way, Manassas City
Patrick Wojahn, City of College Park
Blaine Young, Frederick County
Christopher Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Gerald Miller	
Nicholas Ramfos	
Andrew Meese	
Tim Canan	
John Swanson	
Jane Posey	
Andrew Austin	
Deborah Etheridge	
Michael Farrell	
Darren Smith	
Rex Hodgson	
Wenjing Pu	
Dave Robertson	COG/EO
Randy Carroll	MDE
Bill Orleans	Citizen
Jim Maslanka	Alexandria
Maureen Budetti	TPB/CAC Chair
Mark Miller	WMATA – OEM
Michael Zezeski	MDSHA
Arlee Reno	Cambridge Systematics
Kiran Bhatt	KT Analytics
Joan Rocker	FHWA – VA
Merissa Laube	USDOT/Volpe Ctr.
John Sprowls	FTA
Tom Biesiadny	Fairfax County DOT
Gregory Billing	DC/Washington Area Bicyclist Association
Carl Schuettler	Prince George’s DPW&T
Greg McFarland	NVTC
Dan Malouff	Arlington DOT
David Awbry	VA DRPT

1. Public Comment on TPB Procedures and Activities

Bob Chase, President of the Northern Virginia Transportation Alliance, noted that many projects were slated to be removed or delayed in the Constrained Long-Range Transportation Plan (CLRP) due to lack of funding. He said that for several years, the CLRP has added little of regional significance and that the TPB has refused to study or test projects such as new Potomac River crossings. He said that with funds short and costs increasing, the current trend of project delays and cancellations is likely to continue. He called on the TPB to demonstrate leadership in

building consensus around regional and state funding solutions for transportation, rather than just blaming state and federal legislators.

2. Approval of Minutes of March 17 Meeting

Vice Chairman Turner moved to approve the minutes of the March 17 TPB meeting. The motion was seconded and passed unanimously.

3. Report of the Technical Committee

Mr. Verzosa said that the Technical Committee met on Friday, April 9th, and reviewed eight items on today's TPB agenda, including:

- A briefing on the regional Bike to Work Day on May 21st (Item 7).
- A briefing on the federal certification review of the regional transportation planning process (Item 8).
- An update on the financial analysis for the 2010 CLRP by the analysis consultant, including a discussion of WMATA funding through the "Davis Bill" (Item 9). He said that the Committee had recommended that the financial analysis not include an assumption of Davis Bill funding beyond 2021 because of a lack of matching fund commitments by all three states.
- A briefing on project submissions for the air quality conformity assessment for the 2010 CLRP and FY 2011-2016 TIP (Item 10).
- A briefing on the draft scope of work for the above-referenced air quality conformity assessment (Item 11).
- A briefing on the MWCOG After-Action Leadership Forum on Regional Snow Response (Item 12).
- A briefing on current activities of the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program (Item 13).
- An update on the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program (Item 15).

Mr. Verzosa said that the Technical Committee addressed two additional items, which included a briefing by WMATA staff on the recently completed Metrobus priority corridor network evaluation study, and a briefing on the status of the request by the Martz National Coach company for federal assistance for commuter bus service.

4. Report of the Citizens Advisory Committee

Ms. Budetti said that the CAC had met on April 15th, and while she was unable to attend the meeting, past CAC chair Farrell Keough substituted as chair. She said that the meeting was focused on the federal certification review, with visitors from the U.S.DOT who explained the

review process and engaged the Committee in a discussion about TPB public involvement processes and techniques. She noted that the federal review team had supplied the CAC with discussion questions in advance of the meeting. She said that CAC members shared some ideas for increasing public awareness of the TPB through various media, but also noted that it is difficult to capture public interest in the relatively complex and regional-scale issues dealt with by the TPB.

Ms. Budetti also summarized recent work by the CAC in preparation for the upcoming event on May 26 on the regional transportation prioritization process. She said that the three members of the CAC serving on the TPB working group for planning the event have worked with all interested members of the CAC via conference calls to discuss CAC goals for the event. She said that the working group had developed an agenda for the event featuring short presentations by the TPB officers that will summarize regional transportation challenges, the history of regional priority-setting for transportation, and the emerging context for regional decision-making in transportation. She said that she will give a brief presentation on the history of the CAC's involvement and hopes for the future. She said that small-group discussions will be held at tables with seats assigned to ensure a mix of people from different roles and parts of the region. Invitees to the event include members of the TPB, the Technical Committee, the Access For All Advisory Committee, and the CAC.

Ms. Budetti said that the CAC planned to hold additional conference calls and discuss the May 26 event at its next meeting.

5. Report of Steering Committee

Mr. Kirby said that the Steering Committee met on April 9th, and in addition to reviewing the agenda for today's TPB meeting, approved one amendment to the FY 2010-2015 Transportation Improvement Program (TIP) requested by MDOT. He said that the amendment added \$2.5 million in federal public lands funding for design of BRAC-related intersection improvements near Joint Base Andrews (formerly Andrews Air Force Base) in Prince George's County.

Mr. Kirby said that the letters packet included a memo from him to the TPB summarizing the current status of plans for the May 26 event. He noted that Peter Shapiro, a former chairman of the TPB, has been assisting with development of the event plans and will be facilitating it as a consultant. He said the letters packet also included a letter from Ms. Hudgins in her role as chair of the TPB Access For All Advisory Committee to Peter Benjamin, chairman of the WMATA Board of Directors, recommending specific strategies for addressing reductions in the MetroAccess budget this year. He said the packet included a letter from Don Halligan of MDOT to Nicholas Ramfos, director of the Commuter Connections program, asking for expansion of the Guaranteed Ride Home program into the Baltimore metropolitan area and committing MDOT funding for that expansion. He said the final item in the packet was a letter from Greg Whirley, acting commissioner of VDOT, responding to a TPB letter regarding support for the Metropolitan Area Transportation Operations Coordination (MATOC) program. He said that the

commission expressed support for the program, but was awaiting results of a benefit/cost analysis currently underway before determining a funding commitment.

Mr. Kirby also recognized Delegate Bronrott for his participation on the TPB, noting that he had been appointed to a position with the U.S.DOT.

Mr. Bronrott thanked Mr. Kirby and said that it has been an honor to serve on the TPB and the COG Board over the last several years while serving in the Maryland House of Delegates. He said that he has accepted an appointment to be the deputy administrator of the Federal Motor Carrier Safety Administration. He said the position would give him a chance to work on transportation safety from a new angle.

6. Chairman's Remarks

Mr. Snyder thanked Delegate Bronrott for his service on the TPB and praised him as a dedicated and effective advocate for transportation safety.

Mr. Snyder also commented regarding the upcoming discussion on the MATOC program. He noted that as the TPB continues to grapple with a lack of funding for transportation, it needs to support initiatives such as MATOC that are low-cost and high-impact, and make better use of existing resources.

ACTION ITEMS

7. Approval of Regional Bike to Work Day 2010 Proclamation

Mr. Ramfos of TPB staff said that this year's Bike to Work Day is Friday, May 21, coinciding with National Bike to Work Week. He said the event was started as a D.C. event by the Washington Area Bicyclists Association (WABA), but was rolled out regionally by the TPB beginning in 1998. He said that participation has dramatically increased since then and that more than 8,000 participants are expected for this year's event.

Mr. Ramfos noted that a survey is conducted every three years to measure participation and assess the impacts on commuter travel, and said that the results are used in regional Transportation Emissions Reduction Measures (TERMs) analysis. He said that the most recent survey found that 21 percent of the respondents never commuted by bicycle before participating in the event, and 12 percent of the respondents who commuted by bicycle previous to the event started bicycling more after participating in that event.

Mr. Ramfos said that changes for this year's event included a new logo and eight new pit stop areas in the region, bringing the total to 35 stops including one in every TPB jurisdiction. He said that the event has a record number of sponsors - 30 - this year, and noted that TPB members

could pick up marketing materials following the meeting. He said that for the first time the event would be promoted through Twitter with live updates on the day of the event. He noted that registration for the event is at the WABA website, waba.org, and that WABA would be leading commuter convoys and offering free "confident cycling" classes and safety checks at the pit stops. He said that the pit stops would also feature free t-shirts and refreshments for registered participants, along with prize raffles.

Mr. Ramfos said that the event also features an employer challenge, which rewards the employer with the most participants, and an employer raffle for a bicycle rack. He also described the year-round services for bicyclists offered by Commuter Connections, including an online bike path finder and inclusion of bicycle commuters in the Guaranteed Ride Home program.

Mr. Ramfos asked the TPB to approve the resolution for the Bike to Work Day proclamation.

Chairman Snyder asked the maker of the motion to include an additional statement in the proclamation reminding participants of the importance of safety.

Mr. Zimmerman moved to approve the resolution, amended to include a statement reminding participants of the importance of safety. Mr. Bottigheimer seconded the motion, which passed unanimously.

INFORMATION ITEMS

8. Briefing on the Washington Region Transportation Planning Process Certification Review

Mr. Kirby said that TPB staff has spent the past few days in the company of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff addressing questions by the federal review team, as well as hosting members of the review team at the April 15 CAC meeting and at the upcoming AFA meeting. He said that an additional meeting is scheduled for April 29 focusing on the TPB travel modeling process. He said that staff is interested to hear suggestions by the federal review team as to possible improvements, and that he was impressed with the depth of the questions from the review team in drilling down to many details of the work program. He invited Mr. Lawson, FHWA Administrator for the District of Columbia Division, to give a preliminary report, and noted that there would be a more detailed report later in the summer.

Mr. Lawson thanked the TPB and staff, and other regional participants, for taking part in the federal review process. He said that in accordance with SAFETEA-LU requirements, FHWA and FTA must jointly certify adequacy of the transportation planning process. He said that the Washington metropolitan area's regional transportation planning process continues to make significant progress and remains state-of-the-art in metropolitan transportation planning. He also noted that while the federal planning regulations provide for a formal, once-every-four-year look

at the planning process, a lot more goes on on a regular basis to ensure that the planning process, its products, and our collective actions in the public interest ultimately meet the requirements of federal law. He said that the certification process is designed to assess the overall planning processes in our larger metropolitan areas, and thanked Ms. Jackson and Ms. Barlow for their work in keeping the federal agencies well informed of TPB activities.

Mr. Lawson summarized a few of the federal team's preliminary observations of the certification review site visit. He said that the federal team recognizes the unique challenge that the TPB faces as a multi-state MPO that can serve as a national model for other metropolitan areas grappling with coordination issues. He said that the TPB should consider ways to increase transparency of financial planning and fiscal constraint through improved documentation to make analysis and results more comprehensible to the public. He said that regarding public involvement, the federal team is impressed with extensive public involvement efforts, particularly the Community Leadership Institute, outreach to community leaders, and use of social networking. He said that the team is concerned, however, about over-reliance on the website and suggested the need for specific outreach efforts to reach and engage the general public. He said that the federal team also recommends that the TPB take a greater role in outreach to transit operators and long-range transit planning, addressing limited capacity, revenues, and decreasing ridership.

Mr. Lawson said that the certification review provides an opportunity to enhance the planning process and improve the quality of transportation decisions. He noted that the public comment period for the certification review is open until April 30th. He said that the federal review team would be providing a draft report in the coming months and would return to a TPB meeting to issue official certification, most likely in September or October.

Chairman Snyder asked what the next steps were for the TPB in addressing the issues raised by the review team.

Mr. Kirby noted that there would be two additional meetings attended by the federal review team and that staff would await a more detailed report from the review team. In the meantime staff would pay attention to the suggestions made to strengthen the regional process.

9. Update on the Financial Analysis for the 2010 Financially Constrained Long-Range Transportation Plan (CLRP)

Mr. Reno of Cambridge Systematics, Inc. provided a PowerPoint presentation on the status of the 2010 financial analysis for the CLRP, which estimates transportation revenues and expenditures through 2040. He said that a financial plan for the CLRP must show that the reasonably expected revenues cover all operating and preservation costs for the transportation system as well as expansion costs for new projects. He noted that the revenue and expenditure forecasts are presented both in future year of expenditure dollars, per the federal requirements, and also constant dollars. He provided information on potential new revenues, and said that the uncertainty of the dedicated federal funding from the Davis Bill for Metro beyond 2020 is a

significant issue. He said that this challenge, among others, is related to a growing proportion of revenues dedicated to operations and preservation of the transit and highway systems. He said the final report would provide details about potential revenue solutions and how to organize new revenues or enhancements to existing revenues for new projects, operations and system preservation. He said that he will present a draft financial analysis to the TPB Technical Committee in May, and then to the TPB in June.

Chairman Snyder commented that this item related to the big financial picture and the status of funding, while the following item will show the effects caused by the current constraints in funding and overall inadequate financing.

Mr. Zimmerman said he looks forward to hearing about the potential revenue sources. He said the deterioration of revenue has led to many of the transportation problems people experience on a daily basis. He said that the funding situation for Metro beyond 2020 is not related to a matter of local jurisdiction providing a match to federal funding from the Davis Bill, but the fact that the federal government has not allocated funding for Metro beyond 2020. He said that it's not just that the local match is not forecast to be available, but that the federal funding that gives rise to the match is not authorized.

Mr. Reno said that the match is a 50/50 requirement and without the local match, he cannot assume that the federal funds are available because they are not matched.

Mr. Zimmerman said that reasoning is backwards. He said the reason that there is a local match now is because there was a federal bill passed for a ten year period that requires a match, therefore the local money has been made available. He said that to the extent that the federal government does or does not appropriate that money, there won't be a local match in the first ten years.

Mr. Reno said that is correct.

Mr. Zimmerman noted that the federal funding from the Davis Bill is not necessarily definite and while it has been appropriated, Metro has not received any funding. He noted that the Davis Bill, with the local match, would provide \$3 billion over the next ten years. He said that the funding problem isn't just beyond 2020, because the documented needs of the system of the next ten years are \$11.4 billion. He said the federal and local funding provided through the Davis Bill is grossly inadequate to the needs of Metro in simply maintaining the existing system.

Mr. Bottigheimer said one possible revenue solution involves fees assessed in specific districts to capture the benefits of a transportation investment. He said that evaluation of the transportation network typically is associated with air quality impacts and transportation demand and system capacity. He said that the region does not have an adequate range of measures of the benefit that different investments provide. He said it would be useful to have a base of information on which to prioritize investments based on what they contribute to a set of regional outputs we would like to see, which are travel or time savings, carbon reductions, or economic value created through

real estate.

Mr. Kirby said that in the past, the TPB primarily has looked at the ability to accommodate demand on the transit system as forecasted by the travel model. He said that since the year 2000, the TPB has constrained transit ridership in the air quality analysis to a level that can be supported by the funding available for transit. He said this involves taking riders that are forecasted to take transit if the capacity and reliability were there and putting them back into the highway system, causing more congestion and greater emissions. He said the impacts from emissions and congestion have been quantified. He also noted that the transit demand that has been forecasted over the next 30 years comes from current land development policies, namely the fact that more development is centered around the transit system. These policies have already been quite successful, to the point that the region now has a crowded rail system.

Mr. Bottigheimer said that it is one thing to talk about mechanisms that could raise money, but that it's another to have shown that different projects have played different roles in creating or preserving economic value or created value to pay for the investment. He said it would be helpful to have more information along that vein to aid in decision making.

Mr. Kirby said that these are good points and that we will work to better identify and quantify benefits.

10. Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 Transportation Improvement Program (TIP)

Mr. Austin provided a presentation on the project submissions for the 2010 CLRP and FY 2011-2016 TIP. He said that on Thursday, April 15, the TPB released for public comment the project submissions for the 2010 CLRP and FY 2011-2016 TIP; the public comment period will close on May 16. He said there are four new significant projects proposed for inclusion in the documents, all from the District of Columbia. He said that Maryland and Virginia proposed to delay or remove several projects from the CLRP which are listed in the handout. He said that on May 19, the TPB will be asked to approve the submissions for inclusion in the air quality conformity analysis.

Mr. Erenrich asked that an error on the Maryland listing of proposed changes be corrected. He said that construction has already begun on Father Hurley Blvd. from Wisteria Drive to Germantown Road, and that this project is not being dropped from the plan, as shown in error in the list.

Chairman Snyder asked a representative from the Maryland Department of Transportation (MDOT) to comment on the agency's proposed list of project submissions.

Ms. Erickson said that for its 2010 CLRP submissions, MDOT decided to focus more funding on transit and said MDOT is fully funding WMATA through their contribution to the Davis Bill.

She said MDOT is putting almost \$700 million into MARC for the MARC growth and investment plan, and is fully funding both the Corridor Cities Transitway at \$1.2 billion and the Purple Line at \$1.8 billion. She said these projects are not reflected in the project submission tables because they are already included for air quality conformity. She noted that this investment in transit comes at the expense of some of the highway projects, so MDOT has worked closely with the local jurisdictions to make sure the delayed and removed projects would still provide an adequate balance of transit and highway.

Ms. Sorenson spoke on behalf of the Virginia Department of Transportation (VDOT) and said that VDOT submitted corrections to the documentation in the blue handout that Ms. Austin circulated earlier in the item. She said the one additional item not included on that list related to the US Route 1 project. She said the construction portion of that project will be removed, but that there is still funding for project engineering and design, which will remain in the plan.

Ms. Smyth asked about the VA Route 7 widening project from the Dulles Toll Road to I-495 through Tysons Corner.

Ms. Sorenson said that VDOT is still working to ensure that project will stay in the plan and that it should not be on the delayed or removed project list.

Mr. Beacher asked why VDOT is proposing a change in project limits for the Tri-county Parkway.

Ms. Sorenson replied that she thinks the change in project limits is necessary to match up with the project as proposed several years ago by the Commonwealth Transportation Board.

Mr. Turner noted for the record as the representative from the City of Bowie that one of the projects MDOT is requesting to be removed from the plan, US Route 301 upgrades from Mount Oak to US Route 50, directly impacts the City of Bowie. He said this is the second occasion where a project within the city limits has been taken out of the CLRP or delayed as a result of other MDOT priorities.

Ms. Ricks said the District Department of Transportation's (DDOT) project submissions are an exciting and multimodal balance to the plan.

Ms. Sorenson asked about the studies DDOT conducted leading up to its proposed bike lane pilot project. She asked if staff at DDOT felt comfortable that there would not be a lot of negative impacts resulting from the bike lanes. She described an example of a project in Reston, Virginia, on Lawyers Road where VDOT resurfaced the road and took it from a four-lane road to a two-lane road with bike lanes, an idea she referred to as a "road diet." She said that before VDOT began the project, it conducted traffic counts, reviewed the crash data, and checked speed data. She said VDOT staff conducted an operational analysis to make sure they could be comfortable that they would not cause a congestion problem on Lawyers Road, seeing that it is a connection between I-66 and the Dulles Toll Road. She asked if DDOT had conducted similar analysis for

its bike lane pilot project.

Ms. Ricks said that for a series of the corridors, particularly 15th Street, Pennsylvania Avenue, and the L and M Street corridors, DDOT has or is conducting traffic simulations, crash assessments, and congestion forecasting for the additional trips that will be on those corridors. She added that DDOT staff has also reviewed the traffic operations on the intersecting streets. She said DDOT staff has done a significant amount of work leading to their feeling comfortable moving forward with the dedicated cycling facilities. She said DDOT has a number of performance measures that she would be happy to share that describe what DDOT will be looking for when assessing the pilot project.

Chairman Snyder asked if DDOT would be able share all the results of the studies with the region.

Ms. Ricks said yes.

Chairman Snyder said that would be very helpful. He noted that he usually commutes to the District via Metro, but does drive on rare occasions on those streets, which are major commuter routes. He said this project will yield high regional interest from the federal government and the private sector, which he expects to see during the public comment period.

Ms. Ricks said that DDOT has put limited bike facilities in place on 15th Street north of Massachusetts Avenue. Significant increases in bicycling have already been reported on those streets, which DDOT assumes would help reduce some of the congestion on those corridors as well as increase the bike mode share.

Mr. Erenrich asked that DDOT staff confer with Montgomery County and the Maryland State Highway Administration on the District's Glove Park streetscaping project and the reconfiguring of Wisconsin Avenue, related to the impacts on Wisconsin Avenue in Maryland resulting from the reduction in lanes on Wisconsin Avenue.

Ms. Ricks said DDOT would do that. She noted that Wisconsin Avenue is not six lanes for the entire length of the segment under consideration. She said there is already a capacity constraint on Wisconsin Avenue, so the facility is already limited as to its capacity. She said this is not necessarily a major capacity change, though DDOT will model the impact.

Mr. Kirby asked Ms. Ricks for a status update on the funding allocations for the DC Streetcar project, noting that the TPB must be concerned about meeting the financial constraint requirement of the CLRP.

Ms. Ricks said DDOT has identified a number of different funding sources, many from the general obligation bond issuances that were previously allocated for other projects, such as the Great Streets projects, all of which are on federal aid routes. She said DDOT now plans to fund improvements for the Great Streets project through the federal aid program and reallocated the

local resources so that DDOT can fund the initial investments in the streetcar system. She said DDOT has identified some other bonding mechanisms that would allow it to raise additional funds. She said DDOT has received encouraging signs that the DC Council will approve the changes in funding to the Great Streets program, allowing that local funding to be used for the streetcar system.

Ms. Barlow noted that one possible funding source listed for the DC Streetcar projects is the FTA Urban Circulator program. Since the award recipients have not yet been announced, it's not a guaranteed source of funding.

Mr. Austin said that the project additions, deletions, or delays covered under this item are regionally significant changes. He said there is a much more detailed list of project changes in the air quality conformity tables that will be modeled as part of the air quality analysis.

Chairman Snyder asked that TPB staff provide the revised version of the proposed changes to the CLRP as soon as possible so that the public has the same basic knowledge of the financing and project submissions in order to effectively comment on the proposed changes.

Mr. Kirby said staff would make those changes and post them to the web today.

11. Briefing on the Draft Scope of Work for the Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 TIP

Ms. Posey referred to the draft scope of work for the air quality conformity analysis of the 2010 CLRP and FY 2011-2016 TIP. She said this scope includes the technical approach to the analysis and the detailed work tasks. She said there are two changes from last year in terms of how this analysis will be conducted. She said TPB staff will be using the Round 8 Cooperative Forecasts, and that the analysis will go out to forecast year 2040.

Ms. Posey reviewed the schedule for the CLRP analysis and said the TPB is scheduled to approve the scope of work for the air quality conformity analysis on May 19. Staff expects to have a draft assessment available for review in October. She said the conformity assessment, the 2010 CLRP, and the FY 2011-2016 TIP are scheduled for TPB approval at the November TPB meeting.

12. Briefing on the Metropolitan Washington Council of Government's After Action Leadership Forum on Regional Snow Response

Mr. Robertson provided an overview of the Metropolitan Washington Council of Governments (COG) After Action Leadership Forum, held on April 5. He said it covered the issues relating to the major winter snowstorms in the region: what worked well, what did not work, what could have been done differently, and how improvements can be implemented in the future. He said

that over 100 appointed and elected officials and stakeholders attended the event. He said that the event was facilitated by DC Council Member and COG Board Chair Kwame Brown as well as John Berry, Director of the Office of Personnel Management. The forum included a series of panels that focused on road and sidewalk clearance, transit, rail, and bus issues, critical infrastructure and services, and aids in decision-making. It concluded with a session focusing on lessons learned.

Referring to the mailout, Mr. Robertson outlined seven major takeaways from the event, including: (1) review and revise snow plans, (2) uniform parking practices and coordination, (3) communications and messaging, (4) consider a regional pool of equipment, (5) establishing federal aid agreements in advance, (6) emphasizing telework strategies, and (7) appeal the 48-hour rule that claims that jurisdictions are eligible for partial reimbursement under federal law for some of the snow removal when there's a Presidential, local, or state declaration of emergency.

He asked the TPB if there were any additional issues to address, and described the next steps. He said that COG staff will coordinate with TPB staff to work through these recommendations. He said COG will reconvene a forum in advance of next winter with a comprehensive report that outlines differences, improvements, and how the region is better prepared.

Mr. Erenrich asked if the After Action Forum addressed issues relating to managing the public's expectations. He also asked if the discussions addressed how to provide information on the prioritization of whether roads or transit would be cleared first.

Mr. Robertson replied that the issue of managing expectation filtered through all discussions. He mentioned that many jurisdictions made mid-course corrections, citing an example where safety issues sometimes trumped mobility issues because public safety vehicles were unable to move within jurisdictions. He also mentioned the importance of communicating a message that encourages people to stay indoors and wait a couple of days for officials to get the infrastructure back to normal.

Mr. Turner raised a question about the locations where storm measurements take place. He said that there were areas in Prince George's County that were heavily hit by the storm, but were not included in the record level, and were therefore not reflected as emergency status. He also expressed concern that if FEMA were to use this most recent target as a way to establish the new record snowstorm level, any amount of snow less than this may not be eligible for removal reimbursement in the future. He asked if the discussions covered either of these points, and noted that if the latter issue did not come up as part of the conversation, he would like to make it a focus for future discussions.

Mr. Robertson said that where measurement takes place is important, particularly given the varied topography of the region. He said he would flag the second issue raised by Mr. Turner for additional attention.

Mr. Wojahn asked if there was any discussion about setting guidance for government office closures, including coordinating around the region on the matter of closing government offices. He noted that when the federal government shuts down, several private employers follow suit, so communication on these matters is key to helping workers plan ahead. He also mentioned the importance of coordinating this with public transportation to avoid cases of Metro shutting down at mid-day, leaving people stranded at work.

Mr. Robertson replied that there was extensive communication on this concern. He described a regional phone call led by COG that occurs early in the mornings when there is a forecasted weather event. This phone call includes an exchange of information from the National Weather Service, the State DOTs, WMATA, and others, after which a series of conversations ensue about decisions for how to handle the weather event. He also said that many entities look to the federal Office of Personnel Management for guidance, and underscored that decisions for opening or closing government offices are made in collaboration with appropriate people. He acknowledged that this process could be refined for the future.

13. Briefing on the Metropolitan Washington Area Transportation Operations Coordination (MATOC) Program

Mr. Zezeski, Maryland State Highway Administration and current Chair of MATOC, provided an update on major MATOC activities, outstanding issues, major incidents from March and April, and funding. He said that major activities include continuing coordination and monitoring of operations. He noted that MATOC is currently housed in the CAPWIN Office in Greenbelt, Maryland, with two operators on staff, working about five days a week, 13 hours a day. He also said that, on average, there are about 20 major incidents a month as well as other minor incidents. He said the Regional Integrated Transportation Information System (RITIS) is continuing to undergo improvements by the University of Maryland with the guidance of the MATOC committees. He noted that the MATOC Steering Committee is addressing funding availability for FY 2011, hiring a MATOC facilitator, and finalizing the benefit/cost analysis of the program.

He highlighted three major incidents that were managed in March and April. These incidents include: a 14th Street incident at Constitution Avenue where all lanes were closed, a March 15^h incident at the George Washington Parkway, just north of Spout Run, involving a downed tree that resulted in closure of all lanes, and the Nuclear Security Summit on April 12th and 13th, where MATOC had a role in planning and coordinating with different stakeholders. He explained that MATOC extended its regular hours in order to have more coverage of this event, including monitoring multiple information sources through MATOC and RITIS tools in order to provide hourly updates to many of the partner agencies on the closures, as well as the park restrictions and the congestion that was occurring.

With regard to funding, Mr. Zezeski noted that the original federal grant to fund MATOC was provided through June 30, 2010, and that MATOC is looking to extend this funding through

September 30, 2010 to support both MATOC and RITIS. Additionally, the MATOC steering committee is looking into alternative ways to secure funding. He said that Maryland has committed to providing \$400,000, and that DDOT is pursuing federal funding through CMAQ and other sources. He said that VDOT has expressed support for MATOC and is awaiting a benefit/cost analysis of the program, and that a potential \$100,000 in FY2011 could be made available through a CMAQ grant. He also mentioned a \$200,000 earmark for FY2011 made available through the Federal Transit Administration, which was secured by Congressman Ruppertsburger.

He said that MATOC consultants are almost finished with the benefit/cost analysis of the program, the funding for which was made available through the original MATOC earmark. He said the summary report will be released very soon, and that a very conservative benefit/cost ratio is estimated to be at least 10 to 1. He also said that in the short-term, MATOC will finalize the benefit/cost analysis, seek to extend the eligibility period for the federal grant, and further develop 2011 work activities. In the long-term, he said MATOC would continue to operate, look for ways to strengthen the program, further develop a MATOC traveler information website, and hire a new facilitator. He ended by reiterating the need to identify funding sources for FY2011. Chairman Snyder thanked Mr. Zezeski and called for questions.

Mr. Mendelson requested clarification that MATOC is in the process of recruiting a facilitator.

Mr. Zezeski confirmed that MATOC is in the process of recruiting a facilitator.

Mr. Mendelson, referring to the mailout, asked for clarification as to whether Mr. Zezeski could hire a facilitator given that there is not secure funding in place for the future.

Mr. Zezeski said that MATOC could recruit a facilitator with the current funding structure in place because this has been identified as a priority.

Mr. Mendelson pointed out that MATOC funding currently falls short by \$800,000.

Mr. Zezeski confirmed this shortfall.

Mr. Mendelson asked what other activities would suffer because of this funding shortfall.

Mr. Zezeski said that other activities would have to be reduced, such as the planning that MATOC does with RITIS, as well as some of the support activities conducted by the MATOC contractor.

Mr. Mendelson asked for clarification about the support behind the benefit/cost estimate.

Mr. Zezeski replied that various leaders within the transportation departments had requested clarification about MATOC's benefits, which prompted the formal benefit/cost study.

Mr. Mendelson asked if MDOT has asked about the MATOC benefits.

Mr. Zezeski replied that MDOT is one of the agencies asking for this information.

Mr. Mendelson asked if DDOT was one of the agencies asking about the MATOC benefits.

Mr. Zezeski replied that all three states requested information on the benefits of MATOC.

Mr. Mendelson asked Mr. Kirby about a study that was conducted in 2004 or 2005.

Mr. Kirby said that the study referenced was not a benefit/cost analysis.

Mr. Mendelson asked for clarification on who conducted the study. He recalled that DDOT had requested this study.

Mr. Meese said that this was a study conducted by the Volpe Transportation Center of the US Department of Transportation.

Mr. Kirby confirmed that the Volpe study looked at the basic structure and need for MATOC, and commented that this study was conducted during the development and implementation of the program. He clarified that the current study is evaluating the performance of MATOC over the last year, and will demonstrate the benefits of the program on the ground.

Mr. Mendelson stated that he thought the current study sounds redundant, and questioned whether some of the funding agencies are having second thoughts, and are therefore asking to study MATOC's benefits again. He asked for confirmation that the Volpe study showed overwhelming value to MATOC.

Mr. Kirby confirmed that the Volpe study made that case.

Mr. Mendelson asked if the benefit/cost analysis, in effect, studies the same benefit.

Mr. Kirby said that the difference is that there is now experience that provides quantification of benefits and costs, whereas the former study was conducted prior to MATOC's implementation.

Mr. Mendelson asked for further clarification on the purpose of the current study.

Mr. Kirby said that the current study actually quantifies the value and the benefits of the MATOC program based on actual incidents in which MATOC has been involved, and compares this to the cost of the program. He reiterated that the conservative estimate of benefits to cost is ten to one

Mr. Mendelson asked if funding for MATOC is still in question.

Mr. Kirby reiterated that this kind of study is valuable in justifying funding.

Mr. Mendelson asked Ms. Ricks why DDOT is hesitating to commit funding for MATOC.

Ms. Ricks replied that DDOT concurs on MATOC's value. She said that committing funding is a budgeting exercise, and that making \$400,000 available for this project means that \$400,000 would not be available for other projects. She said the DDOT has identified resources to use for MATOC, and is now in the process of going through the proper channels to approve these resources.

Mr. Mendelson asked Ms. Ricks when a commitment letter from DDOT would be made available.

Ms. Ricks replied that a letter would be made available once there is approval to use CMAQ funding from the Federal Division Office.

Mr. Mendelson asked when this would be.

Ms. Ricks replied that nothing has been submitted yet.

Mr. Mendelson stated that he would have a problem with the CLRP or TIP if there is not a commitment letter on this. He stated that this has gone on for two months, referring to a previous question about a funding commitment from DDOT. He said, speaking for the District, that there should not be a funding question.

Mr. Kirby confirmed that this question of funding arose two months ago for DDOT and VDOT. He said that Ms. Ricks' statement was encouraging, and is more specific and closer to a letter than was made available two months ago. He said that the VDOT letter is supportive of the program, and marks the first time that a written statement to this effect has been made available from the Commissioner's office in Richmond. He noted that the issue appears to be a struggle for funding, but that a request to submit a benefit/cost analysis has already been met, and that this will hopefully result in commitment letters from VDOT and DDOT.

Chairman Snyder clarified that if MATOC were to receive \$400,000 in funding from VDOT, DDOT, and MDOT, it would have the base budget needed to maintain operations.

Mr. Kirby confirmed Chairman Snyder's statement.

Chairman Snyder asked who is funding the current benefit/cost study.

Mr. Kirby clarified that the current study is being funded out of the original federal earmark from Congressman Moran, with matching funds from the three state DOTs. He also stated that some of the TPB planning funds contribute to supporting MATOC.

Chairman Snyder asked how much the study costs.

Mr. Meese clarified that the study costs approximately \$30,000.

Mr. Zezeski added that the study is setting up performance metrics that will be used to monitor MATOC in the future.

Chairman Snyder asked Ms. Ricks when the request for funding would be submitted.

Ms. Ricks replied that she could not provide a specific timeline, but anticipated that it would be soon. She reiterated that DDOT has found capacity within the budget to commit to MATOC.

Chairman Snyder stated that it is important that VDOT join the commitment to MATOC. He said that if there is no objection from the Board, he would follow up with VDOT as appropriate to make sure this happens.

14. Briefing on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

Mr. Branyan provided a presentation on the Street Smart campaign, which promotes regional bicycle pedestrian and motor vehicle driver safety. He reviewed regional crash data and traffic fatalities. He summarized the most recent campaign, which ran from mid-March through mid-April. The overall objectives included educating drivers, pedestrians, and bicyclists about bicycle and pedestrian safety, and informing the target audience about increased law enforcement. He mentioned that this campaign included cable television ads for the first time in the program’s history, which extended the campaign’s reach. He said that the campaign runs twice annually – once in the spring and once in the fall – and that the campaign’s annual budget is \$658,000.

He discussed a recent press event, which included a speed demonstration and remarks from Chairman Snyder. He highlighted the focus of the event, which was on maintaining appropriate speed. He said that if a vehicle is going 40 mph when striking a pedestrian, that pedestrian has a 90% chance of dying. However, a pedestrian has a 90% chance of living if struck by a vehicle traveling at 20-25 mph. He discussed and exhibited outdoor advertisements that appeared on buses and transit shelters, as well as handout materials printed in English and Spanish.

He also discussed pre- and post-campaign surveys that are conducted as a requirement of the federal government. He said that evaluations show steady increased awareness as a result of the campaign. He also discussed funding for the program, and stated that any financial support from TPB member jurisdictions would be appreciated, and that concurrent law enforcement efforts from jurisdictions would bolster these education efforts.

Mr. Zimmerman asked Mr. Branyan to review the key thresholds of speed and fatality.

Mr. Branyan said that if a vehicle traveling at 40 mph strikes a pedestrian, that pedestrian's chance of living is 10%. If a vehicle strikes a pedestrian traveling 20 mph, that pedestrian has a 90% chance of surviving.

Mr. Zimmerman clarified that the severity of injury increases dramatically as a vehicle moves from 20 to 40 mph. He recalled that the odds of a pedestrian living when struck by a moving vehicle are 50% when that vehicle is traveling below 35 mph.

Mr. Branyan concurred, stating that there is an exponential increase in risk.

Mr. Zimmerman highlighted the importance of understanding this, particularly with roads that have posted speed limits in the 25 – 35 mph range and where enforcement is actually 10 mph above what is posted. He noted that a road with a posted speed rate of 35 mph requires enforcing speeds below 45 mph, since such a road creates a hazard of killing a pedestrian who steps in front of a vehicle. He emphasized the importance of these numbers, and suggested that the campaign could be useful in expressing this to the public by highlighting the impacts of driving 25 mph versus 40 mph. He also suggested reconsidering the nature of the semi-annual campaign. Noting limited resources and concerns for reaching enough people, he suggested that it might be more useful to conduct one longer, more intensive, annual campaign rather than two shorter campaigns. He reiterated his support for the campaign as a whole, but recognized that many jurisdictions are cutting their budgets, and suggested that spring may be a preferable time of year to conduct the campaign.

Chairman Snyder asked Mr. Branyan to consider Mr. Zimmerman's suggestion.

Mr. Branyan said he would consider the suggestion.

Chairman Snyder asked if Mr. Branyan had a video clip of the news coverage, which included a demonstration.

Mr. Branyan played the media clip.

Chairman Snyder stated that the media clip illustrated resources well spent, and thanked Mr. Branyan.

15. Update on the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recover (TIGER) Program

Mr. Kirby provided an update on the implementation of the \$58 million in funding awarded to the TPB under the DOT TIGER program. Referring to a slideshow and handout, he said that the Federal Transit Administration (FTA) has been designated as the modal administration within the US Department of Transportation for administration of the grant. He said that the TPB has contacted project owners and asked them develop scopes, budgets, and schedules of their

projects for FTA approval, citing May 15 as the absolute deadline for submission. He said a start-up meeting was held on April 15 for TPB staff, project owners, and FTA staff to review grant requirements. He explained that once scopes and budgets are received, COG, acting as TPB's administrative agent, will execute a grant agreement with FTA. He noted that staff is proposing to hire a consultant to assist with the administrative requirements, and that staff is working to minimize administrative expenses so that funding for implementation can be maximized. He mentioned that the project owners will be sub-recipients of TPB, and will include WMATA (\$11.4 million), DDOT (\$13.6 million), MDOT (\$14.6 million) the City of Alexandria (\$9.2 million), and PRTC (\$10 million). He said that budgets and scopes will be reviewed by April 22 in order for TPB staff to conduct a preliminary review with FTA, and that TPB staff is in the process of developing MOUs with its sub-recipients.

16. Notice of Proposed Amendment to the FY 2010-2015 TIP to Update Project Information on Use of New Federal Funding for the Washington Metropolitan Area Transit Authority (WMATA)

Mr. Bottigheimer provided notice that WMATA is planning to make a change to its TIP submission related to the use of the new \$150 million in federally dedicated funds for FY2011. He said that the details would be described at an upcoming board meeting, and will then be submitted to FTA for review. He said WMATA has worked with TPB to assemble a schedule that allows the maximum amount of notice possible for the region to review the proposed changes, and that WMATA is hoping for TPB approval to this amendment at either the May or June TPB meeting.

17. Other Business

There was no other business.

18. Adjourn

Chairman Snyder entertained a motion to adjourn the meeting, which was seconded and approved unanimously.

The meeting was adjourned at 2:13 p.m.