

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
April 20, 2011**

Members and Alternates Present

Monica Backmon, Prince William County  
Melissa Barlow, FTA  
Andrew Beacher, Loudoun County  
Nat Bottigheimer, WMATA  
Muriel Bowser, DC Council  
Barbara Comstock, Virginia House of Delegates  
Lyn Erickson, MDOT  
Tawanna Gaines, Maryland House of Delegates  
Edgar Gonzalez, Montgomery County Exec.  
Jason Groth, Charles County  
Cathy Hudgins, Fairfax Board of Supervisors  
Julia Koster, NCPC  
Carol Krimm, City of Frederick  
Colleen Mitchell, DC Office of Planning  
Glenn Orlin, Montgomery County  
Mark Rawlings, DDOT  
Karina Ricks, DDOT  
Rodney Roberts, City of Greenbelt  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County Board of Supervisors  
Reuben Snipper, City of Takoma Park  
David Snyder, City of Falls Church  
Kanti Srikanth, VDOT  
Patsy Ticer, Virginia Senate  
Todd M. Turner, City of Bowie  
Lori Waters, Loudoun County Board of Supervisors  
Jonathan Way, Manassas City  
Victor Weissberg, Prince George's County  
Robert Werth, Private Providers Task Force  
Patrick Wojahn, City of College Park  
Christopher Zimmerman, Arlington County

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MWCOG Staff and Others Present

Ron Kirby  
Gerald Miller  
Robert Griffiths  
Nicholas Ramfos  
Andrew Meese  
Elena Constantine  
Andrew Austin  
John Swanson  
Michael Farrell  
Wendy Klancher  
Sarah Crawford  
Debbie Leigh  
Deborah Etheridge  
Rex Hodgson  
Karin Foster  
Deb Kerson Bilek  
Huijing Quiang  
Dave Robertson COG/EO  
Sunil Kumar COG/DEP  
Steve Kania COG/OPA  
Lewis Miller COG/OPA  
Alexis Verzosa City of Fairfax  
Tina Slater CAC + Action Committee for Transit  
Bill Orleans Citizen  
Anthony Foster PRTC  
Judi Gold CM Bowser's Office  
Art Smith Arlington  
Bob Owolabi Fairfax County DOT  
Erik Dahlberg WMATA  
Mark Scheufler City of Manassas Park Resident/CLI Graduate  
Brian Winterhalter TPB CAC/CLI Graduate  
Greg McFarland NVTC  
Gary Ponder Community Leadership Workshop/CLI Graduate  
Stu Whitaker Community Leadership Workshop/CLI Graduate  
Greg Billing Washington Area Bicyclist Association  
Liz Farmer Washington Examiner  
Pierre Holloman City of Alexandria  
Sean Kennedy WMATA  
Monika Kerderman DC ANCS/CLI Graduate  
Amanda Campbell TPB CAC/CLI Graduate

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## **1. Public Comment on TPB Procedures and Activities**

There were no public comments.

## **2. Approval of Minutes of March 16 Meeting**

Mr. Zimmerman made a motion to approve the minutes of the March 16 meeting. Vice Chair Turner seconded the motion, which passed unanimously.

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

Mr. Kellogg said that the Technical Committee met on April 1, and received briefings on the Bike to Work Day events planned for May 20, the proposed amendment to the FY2011-2016 TIP for WMATA's capital program, the US Department of Transportation FY 2011 budget, an update on the TIGER bus priority project, and COG's proposed action plan steering committee and schedule for identifying improvements to regional incident management following the January 26 afternoon peak snow event. He added that the committee discussed the list of regional priority bus projects that have been recommended by the Regional Bus Subcommittee, and said that the TPB would be able to review this information at its May meeting. He mentioned that the committee was also briefed on the status of the federal certification review, and received an update on the Version 2.3 travel demand model. He concluded by mentioning that the committee was briefed on the 2010 CLRP baseline analysis of transportation performance measures which were prepared for the TPB Priorities Plan Scoping Task Force.

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

Mr. Martin introduced himself and said that he would provide the CAC report for Mr. Dobelbower, who was absent from the meeting. He said the CAC met on April 14, and spent most of the time discussing the scope of the Regional Transportation Priorities Plan and activities related to changes to WMATA governance.

With regard to the scope of the Regional Transportation Priorities Plan, Mr. Martin said that CAC members inquired about how performance measures would be used within the context of developing the plan, and expressed confusion as to whether performance measures would be used to score projects. He said that Mr. Kirby provided clarification that performance measures would not be a project-scoring mechanism but, instead, would provide a top-down regional approach to priority setting, and would help identify performance gaps that the region needs to address to meet regional performance goals. He said that several members said it was important to develop a systems approach for the priorities plan, and added that members discussed how the priorities planning effort is similar to and different from previous TPB scenario analysis. He explained that the CAC believes that identifying a list of priority projects would contribute to the TPB becoming "TIGER ready" and being able to submit a competitive grant application to

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USDOT for any future opportunities such as the TIGER grant awarded to TPB in 2009. He said that the CAC discussed the merits and drawbacks of conducting a short-term priority-setting exercise in light of any future TIGER opportunities.

Mr. Martin said that the CAC also discussed a need to make a tangible connection between local interests and the regional context for the sake of enhancing public involvement, and suggested that the TPB staff conduct outreach and coordinate with planning staff and other civic organizations in TPB member jurisdictions to develop an awareness of the transportation priorities planning process and how people can plug into it.

With regard to WMATA governance, Mr. Martin said that Fairfax County Supervisor, WMATA Board Chair, and TPB member Cathy Hudgins attended the CAC meeting, and provided an overview of WMATA governance matters, with a focus on the work of the new standing WMATA Governance Committee. He added that the CAC also discussed the topic of Complete Streets, including whether the region should develop a more coordinated approach to Complete Streets planning. He concluded by stating that the CAC intends to take up this topic again at its May meeting.

Ms. Hudgins thanked the CAC for inviting her to attend the meeting. She encouraged members of the CAC to remain involved in the TPB planning process and in the WMATA governance process.

Chair Bowser asked for clarification on the CAC discussion of the benefits of short- and long-term priorities planning as it relates to TIGER-readiness.

Mr. Martin replied that the CAC had a robust conversation about setting priorities, and acknowledged that there are multiple opinions on this matter.

Mr. Kirby commented that although the TIGER funding process had been the subject of uncertainty through the 2011 federal budget proceedings, the recently passed FY2011 USDOT budget appropriates money for a TIGER III program. He said he would revisit this during Item 9, and mentioned that he did not believe that the timeline of the TPB priority-setting process would impede the TPB's ability to respond to a TIGER solicitation.

Vice Chair Turner expressed appreciation for the work of the CAC in bringing issues relating to priority-setting to the forefront of the TPB agenda. He acknowledged that it has been 11 months since the Conversation on Setting Regional Transportation Priorities, and that there was a very good discussion during the TPB Priority Scoping Task Force meeting, before today's TPB meeting. He said he looks forward to bringing the work of the task force to the TPB for review, comment, and consideration.

Chair Bowser thanked Vice Chair Turner for chairing the scoping task force.

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

Mr. Kirby said that the Steering Committee met on April 1, and took two procedural actions, which included transferring \$85,000 for a Metrorail station access study into the next fiscal year, and approving a TIP amendment that added \$1 million for planning for the Maryland 180/351 road improvement project in Frederick County, as requested by the Maryland DOT.

Mr. Kirby provided a summary of letters sent and received, which he said would be distributed soon. These included responses to the Secretaries of Transportation and the interim director of DDOT that report on previous TPB action relating to WMATA governance studies, and a letter from Mr. Moore, who is the VDOT Division Administrator in Northern Virginia, which responds to a question previously posed by Mr. Snyder about MATOC funding.

## **6. Chair's Remarks**

Chair Bowser said that the TPB would receive a briefing about reauthorization later in the meeting, and emphasized that funding for a TIGER program was included in the recently passed FY2011 USDOT budget, although it was reduced by 12% from previous levels. She mentioned that the region will celebrate Bike-to Work Day, and emphasized the importance of remaining focused on cycling trends in the region.

Chair Bowser appointed Mr. Wojahn as the interim chair for the Human Services Transportation Coordination task force. She said that Mr. Wojahn is actively involved in issues facing traditionally disadvantaged communities, and thanked him for volunteering to serve in this capacity.

Mr. Wojahn thanked Chair Bowser and the TPB. He said it is a privilege to serve as interim Chair of the Human Services Coordination Task Force.

Chair Bowser recognized the TPB's recent graduates of the Community Leadership Institute (CLI), held on March 31 and April 2. She presented Mr. Winterhalter, Mr. Whitaker, Mr. Scheufler, Ms. Kerdeman, Ms. Campbell, and Mr. Baskerville with certificates of completion, and asked Mr. Winterhalter to provide a summary of his experience as a graduate of the CLI.

Mr. Winterhalter provided an overview of the activities included in the CLI curriculum, including transportation project funding priority exercises, which he said required participants to communicate different points of view. He added that in one role-play exercise, he was assigned a role that was very different from his traditional advocacy role, which he said was an eye-opening experience. He said he appreciated learning from a group of people from around the region, and found the CLI to be a very worthwhile activity. He thanked the TPB for the opportunity to participate.

Chair Bowser thanked TPB staff for their efforts in making the CLI a worthwhile experience for the participants. She then introduced a new TPB member, Tawanna Gaines, who represents

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Prince George's County in the Maryland House of Delegates.

## **ACTION ITEMS**

### **7. Approval of Regional Bike to Work Day 2011 Proclamation**

Mr. Ramfos, referring to a PowerPoint presentation, provided an overview of Regional Bike to Work Day on May 20. He highlighted the Bike to Work Day event survey findings, which he said measure impacts of event participation and assess the use of bicycling for commute travel before and after the event. Based on the survey, he said that the 2010 Bike to Work Day event was the first such event for over 30% of survey respondents, that close to 20% of respondents had never commuted by bike before participating in Bike to Work Day, that 10% of survey respondents began riding to work after the event, and a little over 20% started riding to work more frequently.

Mr. Ramfos displayed images of TPB members who have participated in the Bike to Work Day events through the years. He said the May 20 Bike to Work Day event coincides with Bike to Work Week, and that the goal for this year is to increase participation by 10% to yield over 10,000 participants. He summarized the 49 pit stop locations in the region, 15 of which are new for 2011, and referred TPB members to the mailout for more detailed information about each pit stop. He described the TPB partnership with the Washington Area Bicyclist Association, exhibited some of the promotional materials, and invited TPB members to use these materials to promote the event in their jurisdictions. He said that the event has over 35 sponsors who collectively contribute close to \$50,000 in support.

Mr. Ramfos pointed out the twitter and facebook pages for the event, and said that registration for the event is available at [www.waba.org](http://www.waba.org). He reviewed the employer outreach for bicycling measures that have been conducted as part of the Commuter Connections program, summarized some of the benefits of bicycling to work, and described the employer challenge luncheon that is part of the Bike to Work Day event. He provided an overview of the cycling classes offered by WABA, demonstrated the bike pathfinder feature that is on the Commuter Connections website, and mentioned that bicycling to and from work is covered through the regional Commuter Connections Guaranteed Ride Home program.

Mr. Roberts asked if Mr. Ramfos was aware of any year-round pit stops for cyclists.

Mr. Ramfos replied that he was not aware of any year-round pit stops.

Ms. Ricks endorsed Bike to Work day as one of the most exciting events in the region. She said that the region has a huge pent-up demand for bicycling as a commuting mode, and cited the 8,000 new members of the Capital City Bikeshare program that resulted from the recent Living Social promotion. She said that the Capital City Bike Share system is now the world's largest bike share system, as measured by members per bike. She emphasized that most new members are from outlying jurisdictions, and said that Bike to Work day is a great way to get people

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introduced to cycling as a viable, efficient, fun way to commute to work.

Mr. Bottigheimer echoed Ms. Rick's enthusiasm and said that the Metro board recently adopted a policy to quintuple the riders who get to Metro by bike over the next 20 years.

Ms. Krimm said that the Mayor and all five members of the Board of Alderman in the City of Frederick participated in Bike to Work Day in 2010 by biking from City Hall to the MARC train station. She challenged Mr. Smith to have all five of the Frederick County Board of Commissioners participate in Bike to Work Day this year.

Mr. Smith accepted Ms. Krimm's challenge.

Ms. Backmon said that Prince William County will have six pit stops at the Bike to Work Day event this year, compared with one from 2010, which she said indicates that enthusiasm for the Bike to Work day program has grown.

Chair Bowser asked Mr. Ramfos what motivates people to form a pit stop, and if there are any economic or quantifiable benefits that have been measured.

Mr. Ramfos replied that interest in forming a pit stop is generated by employers in a specific business improvement district coverage area.

Chair Bowser said that bicycling to work indicates that people want to promote green commuting and to promote their place of work as progressive and forward-thinking. She congratulated all who have been involved in making Bike to Work Day a success, and issued a challenge to TPB members to be involved in the Bike to Work Day.

A motion was made and seconded to approve the Regional Bike to Work Day 2011 Proclamation. The motion was approved unanimously.

Chair Bowser signed the Regional Bike to Work Day 2011 Proclamation.

## **8. Approval of an Amendment to the FY 2011-2016 TIP to Include the WMATA FY 2012 Capital Improvement Program**

Mr. Bottigheimer explained that this amendment would enable the FTA to approve previously submitted grant applications. He said that WMATA wanted to start spending its capital funds on July 1, so the projects for which it had submitted applications needed to be in the conforming TIP. He said that the amendment would change FY2012 funding source amounts to reflect current estimates of federal and matching funds available. He said that the capital program had been shared extensively with the public. He added that the format was new, and explained the significant changes to the format.

Mr. Zimmerman made a motion to approve the amendment, and the motion was seconded.

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Chair Bowser noted that there had been some discussion of the amendment at a meeting of the Technical Committee, and asked Mr. Kellogg if WMATA had provided all the necessary clarification.

Mr. Kellogg said that some of the discussion related to the formatting changes that Mr. Bottigheimer had explained, but that the major request had been for a text description of the amendment, which had since been received.

Chair Bowser thanked Mr. Kellogg and asked if there was any further discussion. There was none, and the amendment passed unanimously.

## **INFORMATION ITEMS**

### **9. Update on the FY 2011 US Department of Transportation (DOT) Budget and the Reauthorization of the Surface Transportation Program**

Referring to a PowerPoint presentation, Mr. Kirby provided an update on the US DOT budget for FY2011 and the reauthorization of the Surface Transportation Program. He explained that the current program (SAFETEA-LU) was enacted in August 2005 and expired in September 2009, and has since been extended six times. He said the most recent extension took place on March 4, 2011 and would expire at the end of September 2011. He said that the corresponding budget appropriation was signed by the president on April 15, 2011 and funds the government until the end of September.

Mr. Kirby said that there were some significant cuts in the 2011 budget relative to the 2010 budget, with an 18.3 percent reduction in the Transportation, Housing, and Urban Development Appropriations portion. He explained the cuts to transportation in detail, noting that the biggest reduction was in high-speed rail, which had been reduced from \$2.5 billion in 2010 to zero in 2011. He also mentioned a cut in FTA New Starts funding, which he said was significant, because funding from this program would be sought for regional projects such as the Purple Line. The other cuts that Mr. Kirby detailed were in the FTA Greenhouse Gas Energy Reduction program, the Highway Contract Authority Formula apportionments, and pre-1999 earmarks.

Mr. Kirby said that there was a positive side, most notably the fact that WMATA's \$150 million was not cut. He also said that many people were pleasantly surprised that the TIGER program had only been reduced by 12 percent and that TIGER III would therefore be funded at \$528 million. He said that the solicitation for TIGER project applications was likely to occur in June or July 2011 and the terms would probably be similar to TIGER II, so preparation for the application process could begin straight away.

Mr. Kirby said that unlike in previous years, key players in the House, the Senate and the administration are interested in getting a new reauthorization done, and are actually hoping to do so by August. He also noted a consensus view that a new bill would feature an increased focus



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on performance management, something he said will dovetail well with the work of the TPB's Regional Priorities Scoping Task Force.

Mr. Kirby said that while it was good news that the key players agreed on the importance of a new authorization, they were in very different places as regards scope and funding. He said that at the high end, the administration had called for a \$556 billion program over six years, which would almost double the level of the current program. He noted, however, that it has expressed opposition to a gas tax increase. He stated that gas tax revenues could be reasonably expected to continue to flow at current tax rates, but that this would produce only about \$240 billion over six years, as gas taxes are not indexed for inflation and vehicles are becoming more fuel-efficient. He said this figure represented the low end, and that Senator Baucus had recently made a middle-of-the-road proposal to do a two-year bill at current funding levels. He said that the House and Senate had not put out anything specific, but he commented that the administration's 2012 budget proposal provides a clear indication of its priorities, including increased transit funding, competitive grants, program consolidation, and opportunities for innovative financing. He also noted that most of the additional funding would go into discretionary programs at the federal level rather than formula programs to states and transit agencies, which would consolidate more decision-making authority at US DOT.

Mr. Kirby concluded by saying that the developments he had described meant the TPB needed to be "TIGER-ready," and he said that it would be important to press on with the regional transportation priorities effort.

Chair Bowser thanked Mr. Kirby and asked if anybody had any questions.

Vice Chair Turner asked about a national study on transportation funding that he said the TPB had been briefed on early last year or the year before that. He asked whether the study would play a part in the reauthorization discussion.

Mr. Kirby responded that Congress had actually formed two commissions to investigate the funding challenge and that both had called for a significant increase in the gas tax, as had almost every other significant study. He said there was also interest in a fee based on vehicle miles traveled, but the consensus was that this could not be implemented in the near future.

Vice Chair Turner expressed a recollection that the TPB had sent a letter based on its discussion at the time of the earlier briefing. He asked Mr. Kirby if it would be useful to do that again.

Mr. Kirby replied that it would be a good idea to write letters to the appropriate congressional representatives at such time as reauthorization really becomes a possibility, despite the low likelihood of achieving an increase in the gas tax.

Mr. Roberts asked for more details of the high-speed rail cuts, and what exactly they encompassed.

Mr. Kirby replied that the cuts would affect all projects that have been advanced under high-

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speed rail, which could mean anything upward of 120 or 130 miles per hour, and would include the maglev and other very high-speed rail options at the high end. He noted that some states that were awarded initial funding have backed away from the program due to fears about overrun costs and operating costs, which he said could be part of the reason why funding was cut.

Mr. Way asked what the funding match would be for TIGER III.

Mr. Kirby replied that it was 80 percent federal funding for TIGER II and would be the same again for TIGER III. He said that 20 percent would be the minimum local match, but he added that the administration had made it clear that projects that have a higher match will be more favorably viewed.

Mr. Way asked what a jurisdiction should do to ensure a shovel-ready project would be considered.

Mr. Kirby said the most important thing was to spend a lot of time making sure that all of the solicitation requirements can be met, noting that the overriding goal of TIGER is “to invest in infrastructure projects that will have a significant impact on the nation, a metropolitan area, or a region.”

Chair Bowser asked Mr. Kirby to remind TPB members of the process that they had gone through for their successful TIGER submission for the bus priority projects.

Mr. Kirby said that the TPB had already been working on priority projects at the time TIGER was introduced, partly through the scenario studies, and they seemed like something that could be quickly pulled together into a competitive TIGER submission. He said that a critical component of TIGER I was that it was necessary to show that projects could be implemented within two years, but he said this requirement had been relaxed for TIGER II. He said it would be important to read the TIGER III criteria very carefully.

Chair Bowser asked when the TIGER III solicitation might take place.

Mr. Kirby said that he understood it was likely to be in June or July, and that it would probably require a quick turnaround of a couple of months based on past experience.

Mr. Kirby added that he thought linking TIGER transportation projects to the larger urban planning goals reflected in Region Forward might also strengthen the application.

Chair Bowser said that this might be something to include on the next agenda as part of the roadmap, and asked if there were any further questions.

Mr. Wojahn thanked Mr. Kirby for the update and asked if there was any more information regarding the JARC and New Freedom programs, as he understood the president wished to consolidate them.

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Mr. Kirby replied that the programs remained in the same structure in the current year's budget, but he confirmed that the administration is proposing to consolidate them as part of the reauthorization process. He said that consolidated programs often include sub-categories relating to the individual components, so that while there is more freedom to move funds between categories, much of the language from the individual programs is likely to remain in the consolidated one.

## **10. Briefing on COG's Proposed Regional Major Incident Response Action Plan**

Mr. Robertson provided a summary of the Proposed Regional Major Incident Response Action Plan, which was adopted by the COG Board of Directors at the March COG Board meeting. He said the COG Board commissioned a steering committee on the plan and the first meeting of that committee will be April 28. He said the action plan has four areas of focus: real-time information and technology, communication, coordination, and decision-making. He said the steering committee will provide recommendations for improving incident response in the region related to the four areas of focus, which will be presented to the COG Board by November 2011.

Mr. Mendelson asked what amount of funding Maryland has contributed to the Metropolitan Area Transportation Operations Coordination (MATOC) Program for this year.

Mr. Kirby replied Maryland contributed \$400,000.

Mr. Mendelson asked how much the District has contributed.

Mr. Kirby said the District has committed \$400,000 and that the funding is on its way from the District.

Mr. Mendelson said this came up two months ago and asked why the funding has not arrived yet.

Ms. Ricks said the money is in the District Department of Transportation budget and that it must go through a process to be transferred to MATOC.

Mr. Mendelson said that is the same answer he received two months ago and noted it is amazing how long it takes to transfer funds. He asked how much Virginia has contributed to MATOC.

Mr. Kirby said Virginia has committed \$150,000, which is in its budget and also in the process of being transferred to MATOC.

Mr. Mendelson summarized that Maryland has contributed \$400,000, the District has committed \$400,000, and Virginia has committed \$150,000. He asked the members from the Virginia Department of Transportation (VDOT) to explain why it is not able to match the funding provided by the other states.

Mr. Srikanth explained that the issue is currently being reviewed by VDOT.

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Mr. Mendelson said he recalls that when MATOC was organized the number of dollars needed to operate the program was around \$2 million. He noted that three states contributing at \$400,000 would equal \$1.2 million and said it is his impression that Virginia is renegeing on its commitment. He asked if WMATA has contributed to MATOC.

Mr. Kirby said no, and that the budget for MATOC is \$1.2 million.

Mr. Mendelson said that figure is revised down from what it was initially and again asked about WMATA's contribution.

Mr. Kirby said WMATA is a very active participant, but has not contributed financially.

Mr. Mendelson said there is a need for transportation incident response, related to avoiding another disastrous reaction to an event like that which occurred on January 26, but that the region cannot pay for the program established in response to the September 11, 2001 terrorist attacks.

Mr. Snyder said he would like to underscore the points made by Mr. Mendelson on funding, which is a tiny fraction to assure people a level of safety that they do not now have. He asked if it would be possible to receive periodic reports on the COG steering committee's deliberations before the recommendations are finalized. He said he believes that part of the reason the region has not responded well to major incidents stems from the current structures for decision-making and the generation of regional messages to the public. He said it is important not to let this effort go by without fully addressing the structural flaws that exist in decision-making and public messaging. He said the TPB has been a leader in trying to address these issues, but that it often gets lost in the process. He said it is important for the TPB, due to its role in and responsibility for the performance of the transportation network, to be involved in the COG process to ensure that it adequately addresses the important issues. He closed by saying that he commends all involved on the action plan.

Chair Bowser noted that the TPB is not represented on the steering committee. She said it would be worthwhile to have a member of the TPB serve on the committee and asked if the COG Board considered this option.

Mr. Robertson said he would take this request back to the COG Board and ask if it would like to address the request, adding that a TPB member might add value to the process, though the intention was to keep the steering committee small.

Chair Bowser asked Mr. Robertson to report back to the TPB on this request.

Mr. Robertson replied that he would.

Mr. Zimmerman said he shares and appreciates the frustration expressed by Mr. Mendelson and Mr. Snyder. He said he is amazed that a decade after September 11, 2001, the region has not yet taken seemingly simple steps to solve these problems. He said there is not the commitment and

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there is not the leadership, meaning there is not someone in charge. He said the total budget for MATOC is paltry when one considers what it costs to run the transportation system in the region and what it is estimated to cost when the system breaks down. He referred to the letter from VDOT in response to Mr. Snyder's earlier request for information about the funding situation for MATOC, essentially directing the TPB to find funding for MATOC out of federal funds that are some of the only funds over which local authorities have any discretion. He suggested that the response was a polite way of indicating that the Commonwealth of Virginia is not interested in funding MATOC. He said the TPB talks a lot about MATOC, and understands that there is a lot of potential gain from properly coordinating incident communication, but that there is no interest from the only people who can make it work and fund it, namely the state departments of transportation. He said the commitment from Maryland and the District is limited, but better than Virginia.

Chair Bowser noted that in the letter Mr. Zimmerman referenced, a conference call is scheduled. She asked for the date of the call.

Mr. Kirby said the call is scheduled on April 29.

Chair Bowser asked how the COG Board is addressing the funding uncertainties in the action plan.

Mr. Robertson said that under focus area three, the steering committee will review the levels of funding for operational support.

Ms. Comstock asked what kind of efforts exists to encourage telecommuting for when there are inclement weather situations in the forecast. She asked if it would be possible to promote telecommuting over the use of a liberal leave policy.

Mr. Robertson said the federal government recently released a strengthened telework and alternative commute policy for federal workers, that many of the COG member jurisdictions have similar policies, and that COG has a telework policy. He said that part of this effort will be to examine how alternative work schedule programs align at all levels of government and in the private sector. He added that school systems have improved upon the systems in place for closing schools.

Mr. Snipper suggested that part of the effort include speaking with businesses that will be crucial in the days following an incident, such as grocery stores and hospitals.

Mr. Srikanth said he will take the points made by Mr. Snyder and Mr. Zimmerman back to VDOT. He spoke to an earlier comment that was made suggesting that VDOT is reneging on a commitment and asked to clarify this. He said VDOT committed to provide its full share of funding to match federal funds that were made available to start MATOC. He said VDOT provided those funds. He said that after the federal funds expired, there was a question of continuing MATOC as an organization. He said VDOT remained committed to the concept, chaired the first steering committee, put the first work program together, and remains a member

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of the steering committee. He said VDOT provides a lot of information that helps MATOC operate. He said there should be no sense that VDOT is renegeing on a commitment and that its commitment to MATOC remains firm. He said the current question is different and asks how much money is needed for MATOC, what functions those monies provide, and how those functions either complement or duplicate existing efforts under programs and organizations that VDOT is already funding. He said those are discussions that VDOT is currently having.

Chair Bowser thanked Mr. Robertson and said the TPB will look forward to hearing from the COG Board on the progress of the effort.

Mr. Robertson said he would coordinate with Mr. Kirby to make sure that a subsequent presentation on these efforts will be informative and timely.

Chair Bowser asked member agencies to consider any further response necessitated by the discussion as a request from the Chair to respond directly to the TPB.

## **11. Briefing on Regional Bus Priority and Rapid Bus Projects**

Mr. Randall, referring to a PowerPoint presentation, provided a brief summary of a memorandum on regional bus priority and rapid bus projects in the Washington region. He defined bus priority and why it is important to the region, identifying some of the major bus priority projects. He said WMATA is continuing implementation of its Priority Corridor Network. He provided an update on the status of the 16 bus improvements funded under the \$58 million TIGER grant received by the TPB in 2010. He said the benefits of the various bus improvement projects will be captured in performance measures reported to the US DOT.

Mr. Zimmerman asked for an update on the schedule of the development of a priority list of regional bus initiatives, adding that the TPB heard last month that it would likely be brought to the Board in May.

Mr. Kirby said that slide 15 of the presentation summarized the items in the TPB's work program related to the development of a priority list of bus projects. He said that this work is being done by the Regional Bus Subcommittee, and staff will bring a list to the TPB in May. He said that a consultant has also developed a guidance document on how to implement bus priority treatments that will be presented to the Technical Committee in May. He said that there is \$216,000 in the UPWP in the coming year for studies to develop solutions to bus hot spot locations.

Mr. Zimmerman asked if the TPB could have a schedule that shows precisely when each of the items Mr. Kirby described would be brought before the Board. He confirmed that the list of regional projects would be brought before the TPB in May.

Mr. Kirby said that is correct.

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Mr. Zimmerman asked if the TPB would see the guidance document in June.

Mr. Kirby said that is correct.

Mr. Zimmerman reiterated his desire to see a schedule for all bus related activities.

Mr. Kirby said staff would be happy to do that.

Chair Bowser asked if the TPB would have to report on the jobs created related to the TIGER projects.

Mr. Randall said reporting on jobs is a requirement.

Chair Bowser asked if any of the work had started yet on the TIGER projects.

Mr. Randall said one activity is complete – the installation of security cameras on PRTC buses. He said that the rest of the projects are in the design and procurement phases, adding that WMATA completed a request for consultant inquiries on the transit signal priority component and will meet with partner agencies shortly to discuss how to move forward on equipment procurement.

Chair Bowser said that as staff reports to the TPB on the status of the projects, she would like to see reports on jobs creation.

Ms. Ricks said that while reporting on jobs creation is required, it is also important to report on access to jobs and the ability of people to keep their jobs. She said time travel reliability is deteriorating around the region and the inability for workers to routinely report to work on time puts their jobs at risk. She said it would be useful to capture the ability of the TIGER investment to help people maintain their jobs.

Vice Chair Turner said he noticed that it is not anticipated that the TIGER projects will be completed within the two-year timeframe. He said he is curious about the impact that will have on the funding.

Vice Chair Kirby said the US DOT has realized that some of the schedules initially established were too optimistic. He said that he does not believe there is any danger TIGER grant funding will be taken away.

Ms. Barlow explained that US DOT used a two-year, shovel-ready timeframe as one of the criteria for evaluating the grant applications, but that as the grants have been executed, that criterion has been relaxed.

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## **12. Other Business**

Chair Bowser reminded TPB members that the Regional Freight Forum would take place on April 27.

## **13. Adjourn**

Chair Bowser adjourned the meeting at 2:05 p.m.