

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
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MINUTES OF THE
TRANSPORTATION PLANNING BOARD
December 20, 2006

Members and Alternates Present

Nat Bottigheimer, WMATA
Skip Coburn, DC City Council
Andrew Fellows, City of College Park
Jason Groth, Charles County
Catherine Hudgins, Fairfax County Board of Supervisors
Michael Knapp, Montgomery County Council
Julia Koster, NCPC
Bill Lebegern, Metropolitan Washington Airports Authority
Timothy Lovain, Alexandria City Council
Phil Mendelson, DC Council
Sam Minnitte, MDOT
David Moss, Montgomery County
Carol Petzold, Maryland House of Delegates
Kathy Porter, City of Takoma Park
Michelle Pourciau, DDOT
Rick Rybeck, DDOT
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
C. Paul Smith, City of Frederick
Linda Smyth, Fairfax County
Kanti Srikanth, VDOT
Victor Weissberg, Prince George's County
Bill Wren, City of Manassas Park
Chris Zimmerman, Arlington County Board

MWCOG Staff and Others Present

Ron Kirby COG/DTP
Michael Clifford COG/DTP

Jim Hogan	COG/DTP
Nick Ramfos	COG/DTP
Wendy Klancher	COG/DTP
Debbie Leigh	COG/DTP
Deborah Etheridge	COG/DTP
Michael Eichler	COG/DTP
Andrew Meese	COG/DTP
Andrew Austin	COG/DTP
Michael Farrell	COG/DTP
Jane Posey	COG/DTP
Erin Morrow	COG/DTP
Mark Moran	COG/DTP
Ron Milone	COG/DTP
John Swanson	COG/DTP
Paul DesJardin	COG/HSPPS
Jeff King	COG/DEP
Jim Maslanka	Alexandria
Randy Carroll	MDE
Tamara Ashby	Arlington County
Mark Rawlings	DDOT
Soumya Dey	DDOT
Tom Biesiadny	Fairfax County DOT
Bill Orleans	PG ACT
Chris Body	Mark IV IVHS
Richard Steeg	VDOT
Mark Miller	WMATA
Mark Kellogg	Arlington DOT
Jamie Lake	MDOT/OOP
Mike Nixon	MDOT/OOP
Eric Gilliland	Washington Area Business Association
Nathan Price	DCPTDA
Anthony Foster	PRTC
Harry Sanders	Action Committee for Transit
John Contestabile	MD DOT
John Townsend	AAA Mid-Atlantic
Bob Owolabi	Fairfax County DOT

1. Public Comment on TPB Procedures and Activities

Eric Gilliland, director of the Washington Area Bicyclist Association (WABA) urged the TPB to include in the TIP the list of priority bicycle and pedestrian projects identified by the Bicycle and

Pedestrian Subcommittee of the TPB. He said that the projects do not cost much in relation to the TIP as a whole, but would represent significant progress toward a more bicycle-friendly Washington region. He noted that the subcommittee also encourages inclusion of bicycle and pedestrian accommodation in all transportation projects, akin to the “complete streets” policies adopted in other parts of the country. He also expressed support for the creation of a staff position at WMATA that would be dedicated to improving non-motorized access to Metro bus and rail systems. Copies of his remarks were submitted for the record.

Chairman Knapp thanked WABA for its advocacy and outreach and noted that the organization received the COG partnership award this year.

Bob Chase, president of the Northern Virginia Transportation Alliance expressed disappointment in the TPB’s agenda and work program over the past year, and said that the Board should focus on dramatic actions that will address the transportation crisis in the region. He said that the region has many attributes, but noted the rising costs of congestion and the toll it could take on the region’s continued vitality. He called on the TPB to develop a strategic transportation plan, well-defined priorities, regional consensus on funding strategies, and improvements to evacuation infrastructure. He asked Board members to tackle important transportation priorities in 2007 such as new river crossings, regional parkways, and realistic land use scenarios. He said that if the TPB is not the forum for such discussions, then a new forum should be found or created. Copies of his remarks were submitted for the record.

Mr. Bottigheimer said in response to Mr. Gilliland that he would be sure to forward a copy of his comments to incoming WMATA General Manager John Catoe, Jr. in January.

2. Approval of Minutes of November 15, 2006 Meeting

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

3. Report of Technical Committee

Mr. Canizales said that the Technical Committee met on December 1 and discussed the following items on the TPB agenda:

- Review of the draft brochure for the Transportation and Land Use Connections (TLC) pilot program (Item 9).
- Review of the draft call for projects document for the CLRP and TIP, which the Technical Committee recommended for approval by the TPB at the December meeting despite lingering uncertainty about funding and timing of new project submissions (Item 10).

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- A briefing on ongoing work activities to identify transportation measures for the eight-hour ozone SIP and air quality conformity assessments, including a draft letter related to the issue to the Metropolitan Washington Air Quality Committee (MWAQC) (Item 11).
 - A briefing on the draft mission, goals, and membership of the proposed Regional Bus Subcommittee, which Mr. Canizales said the Technical Committee will recommend for establishment at the January TPB meeting (Item 14).
 - A briefing on the updated list of priority regional bicycle and pedestrian projects recommended by the Bicycle and Pedestrian Subcommittee (Item 15).

Mr. Canizales said that the Technical Committee also considered five items not on the December TPB agenda, including the following:

- A report by TPB staff on a Transportation Research Board symposium on visualization practices in the transportation field, including ideas of how regional projects and scenarios might be better represented for public audiences.
- A briefing by the consultant conducting the assessment of the TPB's public involvement processes, summarizing how the assessment will be conducted.
- A briefing on the Commuter Connections "live near your work" project.
- A briefing on the pretest results for the regional household travel survey.
- An update on activities regarding the allocation of FTA formula funds for the Washington area and the possibility of the Fredericksburg Area Metropolitan Planning Organization (FAMPO) receiving a portion of those funds for the Washington Urbanized Area.

Chairman Knapp thanked Mr. Canizales for his service as Chairman of the Technical Committee over the past year, and presented him with a commemorative plaque. He praised Mr. Canizales for his ability to keep everyone focused on the greater good of the region while recognizing the concerns and sensitivities of the local and state jurisdictions.

Mr. Canizales thanked Chairman Knapp for the plaque and thanked TPB staff and TPB members for making the job of committee chairman easier.

4. Report of Citizens Advisory Committee

Mr. Tydings said that the Citizens Advisory Committee (CAC) had dealt with three major items at its December 14 meeting: the Regional Mobility and Accessibility Scenario Study, the TPB's Household Travel Survey, and election of the members of next year's CAC that the committee is allowed to elect internally. He said that the CAC hopes to present the TPB in January with some recommendations regarding the scenario study, pertaining in particular to the study's purpose and how it relates to the regional project selection process, plus the issue of the continued commitment of the TPB to the study and the development of composite scenarios. He said that

the briefing on the Household Travel Survey was very technical but informative, and said that the CAC looks forward to seeing the results. Regarding the CAC election, Mr. Tydings listed the re-elected committee members and asked the TPB to move quickly to nominate its portion of the committee's membership. In addition, Mr. Tydings said that TPB staff had reported on continued outreach efforts and various scenario study presentations taking place around the region.

Chairman Knapp thanked Mr. Tydings for his leadership and service to the CAC, and said that he thought the CAC plays an important role not only in providing feedback on projects like the scenario study but in encouraging the TPB to move from analysis to implementation. He presented Mr. Tydings with a plaque in appreciation of his service as CAC chairman.

Mr. Tydings thanked Chairman Knapp for the plaque and for having appointed him to the CAC, and said that he has enjoyed serving on the committee.

5. Report of Steering Committee

Mr. Kirby said that the Steering Committee met on December 1 and approved several amendments to the 2007-2012 TIP, including amendments pertaining to repairs to the Springfield Interchange bridges and walls in Fairfax County, Route 15 bicycle and pedestrian improvements and a roundabout on Route 15 in Loudoun County, and a Northern Virginia bridge deck evaluation study, all requested by VDOT. He said that an additional amendment approved by the committee dealt with the federal functional classification of the L'Enfant Plaza Promenade in the District of Columbia.

Mr. Kirby noted that the letters packet for the TPB included a copy of an editorial about TPB priorities that appeared in the *Examiner* newspaper on December 5, and a response from the TPB officers that was published in its entirety on December 15. He said he hoped the response faithfully represented the views of the TPB. He said that the other items in the packet were a commitment from Montgomery County to fund the Street Smart campaign, and an expression of interest from the City of Greenbelt in applying for assistance through the Transportation/Land Use Connections (TLC) Program. He also drew attention to a publication by the Washington Business Journal that describes a 2020 Vision for the Washington Region and mentions or references many COG and TPB materials and data. Copies of the document were distributed at the meeting, and Mr. Kirby encouraged Board members to peruse it.

Mr. Fellows thanked Mr. Kirby for distributing the Washington Business Journal piece and noted that it mentioned redevelopment along Route One in College Park. He said that along with transit-oriented redevelopment around the Greenbelt Metro Station, which was not mentioned in the article, this is the sort of activity that should be encouraged in the region.

6. Chairman's Remarks

Chairman Knapp thanked the other Board members for their efforts over the past year, and said that he thinks more people are coming to understand the need for regional thinking. He said that he thought the year had been productive, and cited the creation of the Transportation/Land Use Connections (TLC) Program, progress with the Regional Mobility and Accessibility Scenario Study and related outreach efforts, the success of the Community Leadership Institute, and advances in regional coordination of operations and incident response as highlights. He thanked Mr. Mendelson and Mr. Snyder for their efforts related to the latter issue, and thanked TPB staff for managing many different projects at once.

Chairman Knapp presented a commemorative plaque to departing TPB member Carol Petzold, and noted that Ms. Petzold has been a Board member since 1990. He thanked Ms. Petzold for her leadership and advocacy and invited her to make some remarks.

Ms. Petzold recalled several notable events during her TPB tenure and thanked fellow TPB members and TPB staff. She said that she would continue to follow the activities of the TPB and wished the Board luck in alleviating congestion in the region.

Chairman Knapp noted that commemorative plaques would also be given to departing TPB members not present at the meeting.

7. Report of Nominating Committee for Year 2007 TPB Officers

Mr. Zimmerman presented the report on behalf of the nominating committee, including Ms. Porter and Mr. Mendelson in addition to himself. He said that because of government transition at multiple levels in Maryland currently, the committee would have to delay presenting a candidate for second vice chair. On behalf of the committee, he nominated Ms. Pourciau for first vice chair, and Ms. Hudgins for chair. He said that the committee had also addressed the vacancy of chair of the Value Pricing Task Force with the departure of Ms. Petzold, and nominated Ms. Pourciau for that position.

The nominations were seconded and approved unanimously.

Chairman Knapp congratulated the new officers on their election.

Ms. Hudgins commended Chairman Knapp for having advanced the TPB's agenda over the past year, especially in improving public outreach through the Community Leadership Institute and maintaining the Board's focus on the issue of dedicated funding for Metro. She thanked Chairman Knapp for his service and guidance of the Board, and presented him with a commemorative plaque in recognition of that service.

Mr. Zimmerman thanked Chairman Knapp for his service and said that he thought the TPB and its Chairman could be proud of what had been accomplished in the past year under difficult circumstances that limit the Board's ability to act. He said he thought the TPB had advanced considerably the cause of dedicated funding for Metro and moved in the right direction in linking transportation and land use through the TLC Program. He thanked Chairman Knapp for the role he played in those efforts.

8. Appointment of the Six Members Designated by the 2006 Citizens Advisory Committee (CAC) to the CAC for the Year 2007

A motion was made to appoint the six members designated by the 2006 CAC to the CAC for the year 2007. The motion was seconded and passed unanimously.

9. Approval of Brochure and Application Form for the Transportation/Land Use Connection (TLC) Pilot Program

Mr. Kirby reviewed the action the TPB took at the November meeting to approve funding of the TLC program to begin in January 2007. He asked the Board to approve the brochure advertising the program and the program application form, noting a typo in the brochure that would be corrected for final printing. He said that the items would be posted on the TPB Web site and distributed widely in the region. He also briefly summarized the application and project selection process.

Ms. Petzold asked if a generic photo of a transit vehicle in the brochure could be replaced with a photo of a transit system in this region such as a Metrorail train. She also asked if the photos in the brochure could better reflect the region's diversity.

Mr. Kirby said that a photo of Metro could be used and that the staff would try to use photos that show more diversity.

Mr. Rybeck moved to approve the TLC program brochure and application form for distribution to TPB member jurisdictions. The motion was seconded by Ms. Hudgins and was approved unanimously.

10. Approval of the Final Call for Projects Document for the 2007 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2008-2013 Transportation Improvement Program (TIP)

Ms. Klancher described the call for projects document included in the mailout packet, and explained that it contains the policy framework for projects based on the TPB Vision, a description of federal requirements that projects must meet, and instructions on how agencies should submit their projects including the basic schedule for public comments, air quality conformity analysis, and plan approval. She noted that new to the document this year are the requirements from SAFETEA-LU.

Mr. Kirby noted that there is some concern among member jurisdictions about being able to meet the January 26 deadline for project submittal due to uncertainties about funding and the Base Realignment and Closure (BRAC) planning process. He said that he would report back to the TPB at the January meeting as to the need to potentially push the deadline back.

Mr. Canizales said that in addition to BRAC-related concerns, there are other projects in the region such as I-95/395 High-Occupancy/Toll (HOT) Lanes for which there is some concern about meeting the January 26 deadline. He said that in particular, there are some local projects for which funding through bonds will not be determined until later in the localities' budgeting process.

Chairman Knapp noted that there had been discussion at the meeting of the Steering Committee of sending a letter to the officials working on the BRAC process that clearly outlines the deadlines for transportation projects and the implications for completing improvements by the time jobs are relocated as part of BRAC.

Mr. Kirby said that more information would be available by the January 17 meeting of the TPB, and the Board would be in better position then to determine if it would be appropriate to send such a letter.

Mr. Weissberg asked about the availability of training for use of the online project submission process.

Mr. Austin said that staff would be able to begin creating user accounts for submitting agencies in the next week, and begin training in early January. He said that people submitting projects may be able to start using the site before getting training, as it will have a format similar to past forms and will hopefully be rather intuitive.

A motion was made to approve the final call for projects document for the 2007 CLRP and FY 2008-2013 TIP for distribution to state, regional, and local agencies. The motion was seconded and passed unanimously.

11. Approval of Amendment to the FY 2007-2012 TIP that is Exempt from the Air Quality Conformity Requirement to Fund the Job Access Reverse Commute (JARC) and New

Freedom Programs

Ms. Klancher, referring to the materials in the mailout packet, said that the amendment of program funding serves as a placeholder for the JARC and New Freedom programs, for which the TPB was designated as the recipient of the federal funds for the Washington Urbanized Area. She said that adding the programs to the TIP allows the TPB to solicit for projects that will be programmed and funded through the TPB, as well as allowing the TPB to start making administrative arrangements with the FTA to get the process moving. She noted that the TPB Human Service Transportation Coordination Task Force will be producing the coordinated plan to guide the project selection process for the two funding programs, and the task force hopes to present that plan along with a framework for the competitive selection process to the TPB at the February or March meeting.

Ms. Klancher said that this action will hopefully allow for project funding determinations to be made by May or June and for funding to be allocated more quickly to the projects that are chosen. She said that it also allows the TPB to be reimbursed for costs associated with administering the program. She said that the FTA allows for up to ten percent of the federal money to be used for administrative costs, but that the TPB does not anticipate using more than eight percent of the funds for administration. She noted that the action is exempt from air quality requirements.

Mr. Weissberg asked if the draft coordinated plan will give consideration to programs that have historically been funded through the JARC program and weigh that factor in the selection.

Ms. Klancher said that all the projects will have to compete with each other in the competitive selection process under the criteria in the coordinated plan of meeting the needs of low-income workers, people with disabilities, and older adults.

Ms. Petzold said that the previous question pointed out the possibility that an existing program already receiving federal funding might not be refunded in favor of a new idea.

Ms. Klancher agreed that such a scenario was possible, and noted that the intent of the provisions in SAFETEA-LU was to make sure the money is going to projects that are really addressing the needs through a coordinated plan competitive selection process instead of just earmarking them. She said that there was some concern at the federal level that projects funded through the JARC program were not serving low-income populations.

Ms. Petzold said she was concerned about the idea of existing programs that are doing a good job and have come to depend on federal funding may lose that funding, and she will be interested to see what programs end up being selected.

Ms. Porter said that she wanted to reiterate that the criteria for selection will essentially be efficiency, coordination, and meeting unmet needs, so any existing program that is operating

successfully in that regard has a pretty good chance of keeping its federal funding. She emphasized that the funding is now premised on the idea of a coordinated network of services for the specified populations as opposed to a disjointed collection of programs scattered around the region.

Ms. Petzold thanked Ms. Porter for the further explanation and said that she felt more encouraged about the process.

Chairman Knapp noted that many of the programs in question are dealing with a current lack of funding because of the transition to the new selection process, and that the Board's action today should accelerate the process of getting the funds out to those providing services.

Ms. Smyth made a motion to adopt Resolution R12-2007 to approve an amendment to the FY2007-2012 TIP that is exempt from the air quality conformity requirement to include federal funding for the JARC and New Freedom programs. The motion was seconded by Mr. Fellows and was passed unanimously.

12. Approval of Letter to the Metropolitan Washington Air Quality Committee (MWAQC) offering TPB Review and Comment on Transportation Measures to be Submitted by COG Member Governments to Reduce Air Pollution

Mr. Clifford noted that the mailout packet included a letter from the TPB to MWAQC on the subject of transportation emissions reduction measures (TERMs) and effects on the calculation of mobile source emissions budgets. He drew attention to tables included with the letter showing emissions estimates and TERMS, from which mobile source budgets are derived. He also drew attention to a resolution passed by the COG Board in November that encourages commitments by COG member governments to emissions reduction measures. He said that some of these measures could be transportation-related and could possibly go directly from the member governments to the MWAQC and the EPA in the SIP documents without being included in the TPB process. He pointed out that this has implications for the TPB's air quality conformity process, as the result could be transportation measures moving between the SIP and the TPB's conformity process without the TPB being aware of it.

Mr. Clifford referred to the draft letter to MWAQC included in the mailout packet that reviews the SIP and conformity processes and how emissions reduction measures are credited, and offers TPB review and comment on any transportation measures that are put forward by COG member jurisdictions. He reviewed the contents of the letter and said that a paramount concern expressed in the letter is the danger of the double counting of the benefits of TERMS in the SIP and the TPB's conformity process.

Mr. Bottigheimer asked if the calculation of the mobile source budgets includes any margin of

error between the modeled emissions and the budgets set in the SIP, and if not, if that meant that later changes to planning information or data could result in a conformity issue.

Mr. Clifford said that the only margin built into the mobile source budget calculation is the existing TERMS.

Mr. Bottigheimer asked if the region's jurisdictions are thus being encouraged to adopt TERMS in order to build a cushion in the TIP.

Mr. Clifford said that if the existing list of TERMS included in the TPB's conformity process were to be moved into the SIP category, there would be no cushion whatsoever. He noted that some components of the Commuter Connections program, for example, were on the list associated with the COG Board resolution, and if those components were to be moved to the SIP the associated cushion in the mobile source budget calculation would be lost.

Ms. Pourciau asked why value pricing measures were not mentioned in any of the documents.

Mr. Kirby said that such measures would be included in the conformity process as they advance, and that they are in too early of a stage for anyone to have proposed building them into the SIP yet. He said a primary intent of the letter is to make sure the TPB is made aware of measures for which local jurisdictions are claiming credit, so that double counting is avoided.

Mr. Fellows noted that the list of potential emissions reduction measures provided by COG to member jurisdictions includes a catch-all category that encourages jurisdictions to consider measures they may be planning or have underway that could result in reduced emissions, including value pricing initiatives.

Mr. Kirby said that the catch-all item includes, for example, telecommuting, which is already credited in the TPB conformity process, and the same applies to the extension of Metrorail to Dulles.

Chairman Knapp said that his understanding of the letter was that it sought to prevent double-counting of measures, while also encouraging localities to inform the TPB about any other measures not previously considered as part of the emissions reduction picture.

Mr. Kirby agreed, and said that getting such information from the localities would also allow the TPB to comment on such efforts relative to its own criteria.

Mr. Zimmerman moved approval of the draft letter from TPB Chairman Knapp to MWAQC Chairman Mendelson. The motion was seconded by Ms. Smyth and was passed unanimously.

13. Update on the Washington Region Metropolitan Area Transportation Operations

Coordination (MATOC) Program

Chairman Knapp acknowledged the efforts of Mr. Mendelson and Mr. Snyder to create this coordination program.

Referring to the handout material, Mr. Steeg briefed the Board on recent actions to implement the MATOC program. He provided background on the program, explaining that in October 2005, the TPB amended the CLRP/TIP to include a Regional Transportation Program. Congressman James Moran sponsored funding in the federal surface transportation bill (SAFETEA-LU) for the program. These funds were matched by the departments of transportation for the District, Virginia and Maryland. The three DOTs, plus WMATA, have been working as a steering committee to form the program. In 2005 and 2006, the Volpe Center developed several guiding documents under DDOT sponsorship.

Mr. Steeg said the program has been named the Metropolitan Area Transportation Operations Coordination (MATOC) program. "MATOC" replaces the name CapCom due to trademark issues. MATOC is being developed as a regionally oriented program to: improve technological systems for data sharing; enhance standard operating procedures and notification practices; and provide more timely and accurate transportation information to the public, especially during incidents.

Mr. Steeg spoke about the MATOC program status. He said official MATOC documents are being developed, and are now being circulated among DDOT, MDOT, VDOT and WMATA heads for official signatures. A contractor team was selected in June, but legal findings regarding contracting procedures necessitate re-advertising this contract. Agency and RITIS work is continuing as feasible for the time being in anticipation of future consultant support. He emphasized that MATOC is one of several ways that regional concerns are being addressed.

Mr. Steeg said next steps include: finalizing official transportation agency approvals; defining MATOC as a program; and beginning to build MATOC.

Mr. Snyder asked Mr. Steeg to identify the other members of his team from the other jurisdictions that were present.

Mr. Steeg introduced John Contestabile from MDOT, Soumya Dey from DDOT, Mark Miller from WMATA and Andy Meese from the COG/TPB staff. He also recognized Michelle Pourciau who was integral in helping the Volpe study move forward.

Mr. Snyder gave a quick summary of the program's development going back to the attacks of September 11, 2001 when serious regional coordination issues emerged. He said that since then, extensive work has been done to improve regional coordination among the agencies and to improve information provided to the public. He said these efforts were near to reaching a successful conclusion. He said this activity is low visibility and does not require a huge amount

of money, but it will allow the agencies to use their resources better in a whole range of incidents, and will provide an extensive cost benefit. He said that this program will be designed to respond to an event that has a true regional impact, ranging from multiple vehicle accidents to terrorist attacks and natural catastrophes. He concluded by thanking everyone who has worked to move it forward. He said the program has achieved critical agency buy-in.

Mr. Mendelson said he felt less positive about the program than Mr. Snyder. He said he was feeling impatient that it has taken so long to implement and is still not established. He asked when the Memoranda of Understanding (MOUs) described on slide four of the presentation would be executed.

Mr. Steeg said the Maryland documents were executed on December 14. The Virginia documents are in the commissioner's office. He said he was unsure of the status of DC and WMATA, but the objective was to have these documents executed sometime in late January.

Mr. Mendelson noted that it has taken at least a year on just that process. He noted that the next step was to get a contractor. He asked what this contractor would do and how it would be critical.

Mr. Steeg said the organization of the program to date has consisted of ad hoc members attempting to use COG as a mechanism to help disburse funds and to bring a contractor on board to help guide the development of the concept of operations provided by the Volpe Center. He said it has been a long review process and it has been challenging to get the funding agreement and project management agreement through four agencies' attorney generals offices.

Mr. Mendelson said he was still not clear on how the contractor is critical to this program becoming fully functional. He also said that he did not want to give Mr. Steeg a hard time, but he reiterated that the establishment of this program should not be taking so long. He noted that it has taken at least three years. Going back to his previous question, he asked when the documents before the agencies will be signed.

Mr. Steeg reiterated that the documents were expected to be signed by the end of January 2007.

Mr. Mendelson asked if the contractor would be selected in February.

Mr. Kirby said that once the agreements are signed, the Request for Proposals (RFP) would be reissued because, as Mr. Steed mentioned, there was a procurement issue raised during the review by the attorneys general. He said it would take a couple of months to go through that procurement process again.

Mr. Mendelson asked if that meant the contractor would not be on board until May.

Mr. Steeg said that it could be that long.

Referring to the last slide of the presentation, Mr. Mendelson asked if “defining the program” would occur once a contractor is on board.

Mr. Steeg said there has been a significant amount of work already done by the steering committee and with the Volpe Center to develop a concept of operation that defines the MATOC program. He said that additional work will be needed to define the details.

Mr. Mendelson asked what funding is available and what will the annual funding needs be.

Mr. Steeg said the funding presently available is earmarked in SAFETEA-LU in the amount of \$2 million.

Mr. Mendelson asked if there was any Urban Area Security Initiative (UASI) money available.

Mr. Steeg said he understood that \$1 million in UASI funding was being used for the development and integration of the Regional Integrated Transportation Information System (RITIS).

Mr. Mendelson asked if that UASI funding was available for MATOC.

Mr. Steeg said that yes, they have collectively looked at both those sources of funds to be available for this program.

Mr. Mendelson asked if the annual operating funding for the program had been identified. Mr. Steeg said they have not been able to develop that yet, because they are not certain about how the organization will be structured. He noted that they anticipate it will be a virtual organization and not a brick and mortar type structure.

Mr. Mendelson said that if the operating money is not yet identified that means it could not be funded on an operational basis until the fiscal year starts for the different jurisdictions, which in the District of Columbia is October 1. Mr. Mendelson said he wanted to conclude by reiterating that he did not believe an adequate sense of urgency had been attached to this project.

Mr. Lovain thanked the steering committee for the progress that has been made. He said he believed that incident management is the single most cost effective measure that can be taken to combat congestion.

Mr. Steeg agreed.

Vice Chairman Pourciau said that agencies in the region have well exceeded the capabilities of the TRANSCOM center in the New York region, but there are still some coordination issues that the agencies are struggling with. She said the agencies have been excited about the prospect of

getting a consultant on board for the program, and she was very disappointed that legal obstacles to the contracting process at COG have emerged. She asked the group if there are steps that can be taken in the meantime to continue work to get the appropriate systems in place. She said it was important not to lose time. She said it was important not just to ensure that agencies are adequately coordinated, but that systems are in place to inform citizens about incidents.

Summarizing the comments made by Board members, Chairman Knapp said that there is an appreciation for the progress that has been made, but also deep concerns that the MATOC program is not moving forward quickly enough.

14. Briefing on the Proposed Regional Bus Subcommittee of the TPB Technical Committee

Referring to the mailout material, Mr. Kirby said that Board had received a proposed mission statement and goals and organizational structure for the regional bus subcommittee, which was initiated by Vice Chairman Pourciau in July. He said the subcommittee will provide a permanent process for coordinating bus planning throughout the region. He said the subcommittee's proposed goals deal with coordination and integration with the TPB process. He said the principle transit planners from each of the local state and regional agencies would be asked to be members of this committee. He acknowledged Jim Hamre from WMATA, who was helpful in drafting the materials.

Vice Chairman Pourciau thanked staff and the Board for supporting the establishment of this subcommittee. She said it was intriguing that the next item on the agenda would be a presentation from the Bicycle/Pedestrian Subcommittee on regional bike/ped priorities. She said she would like the bus subcommittee to someday develop such a list. She said she hoped the bus committee would focus on which bus services should be included in the TPB's long-range plan, and not on day-to-day operations issues.

Ms. Porter said she thought this subcommittee was a very good idea. Speaking as past chair of the Access for All Advisory Committee, she noted how important bus transportation was for minority and low-income populations.

Mr. Zimmerman said he also supported the establishment of this subcommittee. He said his only complaint was that it takes six months to get a committee put together.

Vice Chairman Hudgins said the subject of bus transportation is very important to having a comprehensive planning effort at the TPB that fully considers all modes.

Mr. Bottigheimer said he agreed with the comments already made. Responding to Mr. Zimmerman, he said the subcommittee intended to "hit the ground running."

15. Review of Priority Regional Bicycle and Pedestrian Projects

Referring to the mailout material, Mr. Jackson with the Maryland Department of Transportation provided a briefing on the top priority bicycle and pedestrian projects for the Fiscal Year 2008-2013 Transportation Improvement Program (TIP). He said the Bicycle and Pedestrian Subcommittee now has a process to develop this list every two years. The projects were developed using a set of seven criteria that are explained in the briefing package. Each submitting member jurisdiction was allowed to submit one project. All the projects submitted are listed in approved local plans and are supported by local government. All of the projects listed will improve access to transit for pedestrians and bicyclists, connect with the existing bike way transportation network, or provide needed safety improvements for nonmotorized users. The total cost of these nine projects is estimated at \$46 million, with an average of \$7.7 million per year. He listed and briefly described the nine projects, which were detailed in the mailout materials.

16. Other Business

Mr. Mendelson asked that staff report at the January meeting on whether the official documents on MATOC have been signed.

17. Adjournment

There being no other business, the meeting was adjourned at 2:03 p.m.