

TRANSPORTATION PLANNING BOARD

Technical Committee Minutes
for meeting of
February 4, 2011

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - February 4, 2011**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Colleen Mitchal

MARYLAND

Charles County -----
Frederick Co. -----
City of Frederick -----
Gaithersburg -----
Montgomery Co. Gary Erenrich
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. -----
 Prince George's Co. Harold Foster
MDOT Lyn Erickson
 Renna Mathews
MTA -----
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
 Jennifer Fioretti
City of Fairfax Alexis Verzosa
Fairfax Co. Robert Owolabi
Falls Church -----
Loudoun Co. George Phillips
Manassas -----
Prince William Co. Monica Backmon
NVTC Greg McFarland
PRTC Anthony Foster
 Michael Weinberger
VRE Christine Hoeffner
VDOT Kanathur Srikanth
VDRPT David Awbrey
NVPDC -----
VDOA -----

WMATA

WMATA Mark Kellogg
 Sean Kennedy
 Mark Miller

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----

COG Staff

Ronald Kirby, DTP
Gerald Miller, DTP
Mark Pfoutz, DTP
Bob Griffiths, DTP
Ron Milone, DTP
Jane Posey, DTP
Andy Meese, DTP
Andrew Austin, DTP
Clara Reschovsky, DTP
Nick Ramfos, DTP
Elena Constantine, DTP
Eric Randall, DTP
Karin Foster, DTP
Monica Bansal, DTP
John Swanson, DTP
Sarah Crawford, DTP
Paul DesJardin, DCPS
Greg Goodwin, DCPS
Joan Rohlfs, DEP

Other Attendees

Randy Carroll, MDE
Bill Orleans

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Technical Committee Minutes

1. **Welcome and Approval of Minutes from January 7, 2011 Technical Committee Meeting**

Minutes were approved with a clarification on page 11, Item 7. Mr. Srikanth said a sentence in paragraph 6 should say that “DOTs already have funding options for large scale capital improvements “ not small scale.

2. **Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2011 CLRP**

Mr. Austin distributed copies of the Air Quality Conformity Inputs for the 2011 Update to the CLRP. He described the significant new projects and changes to existing projects. These included a new peak-period, bus-only lane on H Street in the District of Columbia, a new streetcar in Arlington County between Pentagon City and Potomac Yard parallel to US 1, new widening of I-66 between US 15 and US 29 near Gainesville, a new reversible on/off ramp that connects Seminary Road and the I-395 HOV lanes to and from the south, as well as a reduction in the project limits of a widening project on US 1 in Fairfax County, and the reconfiguration of the HOT/HOV lanes on I-95 and I-395 to eliminate the HOT portion of the facility inside the Capital Beltway. He also stated that the HOT/HOV Lanes project and the reversible ramp at Seminary Road also being proposed by VDOT as an amendment to the 2010 CLRP so they could be analyzed for air quality conformity impacts at on a faster schedule that would have them approved by the summer rather than in the fall.

Mr. Austin asked the Committee to review the Conformity Inputs table and return their comments by the end of the following Monday. He stated the materials would be released for a 30-day public comment period beginning on Thursday, February 10.

Mr. Kirby noted that to kick off the comment period, a public meeting would be held on February 10 from 6:00 to 7:00 p.m., in lieu of the regular Citizens Advisory Committee that would be held at that time, since the 2011 CAC hasn't been appointed by the TPB yet. He added that the comment period would close on March 12 and the TPB would be asked to approve the project submissions for inclusion in the Air Quality Conformity Assessment at their meeting on March 16.

Mr. Rawlings asked if representatives from the DOTs should be present for the meeting. Mr. Kirby said it would be helpful to have DOT staff on hand to respond to questions that might come up.

Mr. Srikanth identified an error in the change of a completion date for a portion of the I-495 HOT Lanes project and said that he would send an email to TPB staff regarding the correction.

Mr. Kellogg noted that the change in scope on the HOV/HOT Lanes project might present an opportunity to advance more transit options on the facility inside the Beltway, particularly if people were willing to accept tolls on the express lanes of I-395 which

could generate significant amounts of revenue. Mr. Srikanth noted that VDOT is still considering the option of tolls inside the beltway and related transit measures, but that the agency wanted to move ahead with parts of the project that are ready to go. Mr. Owolabi voiced support for the project proposal from Fairfax County. Mr. Rawlings also noted that the District of Columbia had no objections to moving forward with the project as proposed.

3. Briefing on Draft Scope of Work for the Air Quality Conformity Assessment for the 2011 CLRP

Ms. Posey discussed two air quality conformity assessment scopes of work. The first, for the VDOT I95/I395 HOT lanes amendment to the 2010 CLRP, was distributed. The second, for the 2011 CLRP, was included in the mail out.

For the VDOT amendment, Ms. Posey reviewed the table summarizing the technical approach to the analysis. She stated that the approach was exactly the same as that used in the conformity analysis of the 2010 CLRP. She reviewed the schedule, noting the public comment period dates, and the analysis completion date.

For the 2011 CLRP analysis scope, Ms. Posey also reviewed the technical approach. She noted that there would be significant changes since the analysis of the 2010 CLRP, including: the use of the new version 2.3 travel demand model, updated 3722 TAZ area system, updated Round 8.0a Cooperative Forecasts, and an update to the definition of "regional significance". She discussed Attachment B, a memo summarizing the proposed change to "regional significance". She reviewed the schedule, noting the public comment period dates, and the analysis completion date.

Mr. Rawlings asked if a project that removed a lane would also be considered regionally significant. Ms. Posey said yes. Mr. Srikanth thought that the term "from one access/egress point to the next" [re: the proposed definition for regional significance] was not clear. Ms. Posey explained that staff had tried to craft a definition that did not require judgment calls to be made. Mr. Srikanth asked if every node was an access point. Ms. Erickson asked if driveways were considered access/egress points. Mr. Owolabi suggested changing the wording to say "from one major intersection to the next". Mr. Kellogg instructed Ms. Posey to redraft the statement to clarify the proposed definition, taking the discussion into consideration.

Ms. Erickson asked which years would be analyzed. Ms. Posey said: 2002, 2016, 2020, 2030, and 2040.

Mr. Owolabi asked if the MOVES model would be used. Ms. Posey said that the Mobile model would be used.

Mr. Sivasailam said that it was no longer necessary to compare ozone season emissions to the 1-hour mobile emission budgets. Mr. Kumar agreed. Ms. Posey noted that, of the 8-hour budgets, only the 2008 RFP budget had been found adequate. Mr. Srikanth agreed that the out-year 8-hour budgets had not been approved, and that not showing adherence to the 1-hour budgets would save neither money nor time.

Ms. Posey said that staff would discuss the matter internally.

Mr. Griffiths noted that there would be a small change in the Cooperative Forecasts from Round 8.0 to Round 8.0a. The change incorporates the updates made in the Baltimore region in the past year.

4. Review of Draft FY 2012 Commuter Connections Work Program (CCWP)

The Fiscal Year 2012 draft Commuter Connections Work Program (CCWP) was in the agenda packet for today's meeting. A presentation was then given by Mr. Ramfos which covered background information on Commuter Connections, the benefits of Commuter Connections, an overview of what is new with the program and budget, and next steps for the CCWP.

Mr. Ramfos explained that Commuter Connections is a network of public and private transportation organizations, including COG, state funding agencies, and local organizations, that work together to help reduce congestion and improve air quality in the region.

Commuter Connections benefits local jurisdictions by helping to manage and reduce congestion which will then allow commuter, tourist, and goods mobility. The program also helps reduce emissions and helps support local economic development efforts that lead to recruiting and retaining employers. Commuter Connections also provides commuting options that help reduce stress, costs, and the time it takes for the region's workforce to get to and from work and helps to support quality of life for the region's commuters.

Mr. Ramfos then discussed the Commuter Connections service area and stated that it is much larger than the MSA for workers eligible for the guaranteed ride home (GRH) program, and larger still for workers who can access the Commuter Connections ride-matching services. He also showed a chart with American Community Survey Census rankings for carpools and transit use for MSA areas. The Washington DC region ranks 2nd in the nation in total percentage of carpools and transit users, placing us behind the New York Metropolitan region.

The total daily impacts of the Commuter Connections program for VT, VMT, NOx, and VOC were given. Mr. Ramfos then explained that Federal planning regulations require the TPB to approve a congestion management process which includes Transportation Demand Management as part of the metropolitan transportation plan. Commuter Connections is the major demand management component of the region's congestion Management process (CMP). Commuter Connections also provides transportation emission reduction measure benefits for inclusion in the air quality conformity determination approved by the TPB. This is part of the annual update of the region's CLRP and TIP. Impacts from the program may be needed to address future regional or national transportation green house gas emission targets.

Commuter Connections has been shown to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting in the Washington metropolitan region. The overall cost-effectiveness for the

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Commuter Connections program which is based on the results of the Commuter Connections TERM Analysis for VT, VMT, NOx, and VOC was reviewed.

Mr. Ramfos then showed the comparison of the FY 2011 budget to the proposed FY 2012 budget and stated that there are some slight variations for some of the program areas. He said that there is a slight increase in the budget from FY 2011. The budget breakdown includes about 31% of the costs going to COG/TPB Staff & Overhead, 49% of the cost for private sector services, 8% of the costs are passed through to local jurisdiction TDM programs, and 12% of the costs for direct costs.

Next, The FY 2012 CCWP also has some new features and projects, including a revised map to show the new GRH Baltimore project coverage area as well as the addition of the Car Free Day Steering Committee into the committee structure chart. COG/TPB staff would begin work on the development of a "mobile app" for regional ridematching and the 'Pool Rewards carpool incentive program is slated to continue during FY 2012. The Monitoring and Evaluation program area will include the production and distribution of the 2010 State of the Commute general public report, and the final TERM Analysis Report. The FY 2012 Placement rate Study would be conducted and a report will be produced. Mr. Ramfos stated that results from the TERM Analysis Report would be included in the regional TERM Tracking Sheet.

Lastly, Mr. Ramfos discussed the next review and approval steps for the document.

Mr. Erenrich asked how GRH operates during weather emergencies similar to the recent snow storm. Mr. Ramfos stated that commuters could not use GRH during a weather emergency mainly because there would not be enough capacity to handle ride requests. There are program participation guidelines which include language relating to this issue.

Mr. Erenrich then asked whether or not the region was capturing Section 5307 mileage for vanpools. Mr. Ramfos stated that there had been an effort several years ago in Northern Virginia to capture the miles and report them to the National Transit Database; however the project never got off the ground. Mr. Ramfos added that Northern Virginia is currently studying the issue through a recent RFP issued and there may be an opportunity to include Maryland and the District of Columbia into the discussion.

5. Review of Draft FY 2012 Unified Planning Work Program (UPWP)

Mr. Miller distributed a draft of the Unified Planning Work Program (UPWP) for FY 2012 (July 1, 2011 through June 30, 2012). He said the final draft of the FY 2012 UPWP will be presented to the Committee for review at its March 4 meeting and to the TPB for approval at its March 16 meeting.

Mr. Miller said that because there is considerable uncertainty due to the lack of Congressional action regarding the US DOT FY 2011 budget and the re-authorization of SAFETEA-LU, it is assumed that the FY 2012 funding allocations to be provided by DOTs will be the same as the current FY 2011 levels. In addition, the budget estimate assumes \$1,120,700 of unobligated funds from FY 2010 will be available, which is the same as the unspent funds from FY 2009. He said that the carryover projects and budgets from the current program will be identified in the March draft.

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Mr. Kennedy, WMATA staff, summarized a proposed project entitled Multi-Modal Coordination for Bus Priority Hot Spots on page 75 of the WMATA Technical Assistance Program. He explained that in the spring of 2010, WMATA and the DOTs completed a study that identified a 20 year vision for surface transit enhancements entitled the *Priority Corridor Network (PCN) Running-way Evaluation Study*. Near term implementation of this vision is aimed at identifying opportunities for running-way improvements that could increase average bus speed and on-time performance at selected segments of the network. These “hot spots” are areas in which modest investments in bus priority improvements could significantly improve bus operations and reduce jurisdictional operating subsidies.

Mr. Kennedy said that the proposed follow-up project will build on the methodology from WMATA’s previous study by examining both WMATA and local bus service frequencies and speeds, to identify a truly “regional” hot spot prioritized top 10 list for each of the three states. He said that TPB staff and consultants will work with WMATA and State DOT staff to 1) identify the causes of slow bus speeds at each hot spot, 2) recommend and scope bus priority measures that will improve average bus speeds on the identified segments, and 3) quantify the anticipated capital costs and operating cost savings the recommended bus priority measures would provide. He proposed that this \$90,000 WMATA FY 2012 Technical Assistance project be undertaken in conjunction with \$30,000 in additional funding from the Technical Assistance programs of DDOT, MDOT, and VDOT.

Mr. Weissberg said that he encouraged WMATA staff to work closely with local staff on this project.

Mr. Erenrich commented that WMATA has the bus data on the hot spots, but that the jurisdictions have to implement any changes on the roadways, and that perhaps the funding should go to the jurisdictions for engineering design work.

Mr. Srikanth said that this level of funding will be for planning and will not be sufficient for any detailed design work.

Ms. Mathews commented that the project needs to focus on corridors not on limited hot spots.

Mr. Kennedy said that the hot spots are not one intersection and that the project will have to examine the appropriate length of the bus route.

Mr. Srikanth commented that there will be no guarantee that the recommendations from this project for specific improvements on the hot spots can be funded.

Mr. Erenrich said that the project should focus on roads and intersections that are currently programmed for improvements so that funding is available to implement the recommendations.

Mr. Kennedy said that WMATA will work closely with SHA on this project to try to ensure that funding is available for the recommendations.

Mr. Srikanth said that VDOT is considering supporting this project in its Technical

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Assistance Program.

Ms. Erickson said that MDOT will support this project in its Technical Assistance Program.

Chairman Kellogg suggested that local jurisdiction bus staff consult with their state DOT staff on this project.

Mr. Kirby reviewed the three proposed tasks in the Regional Studies work activity on page 55. He summarized activities for the Regional Transportation Priorities Plan task, the Support for COG's Region Forward task, and the Prepare Grant Applications for US DOT Grant Funding Programs task. He asked Mr. DesJardin of COG's Department of Community Planning and Services to update the Committee on COG's Region Forward planning effort.

Mr. DesJardin explained that in 2010 the TPB collaborated with COG on a competitive grant submission to the HUD Sustainable Communities Planning Grant program. This grant submission outlined the strategy COG would employ to establish a regional plan for sustainable development. Though the grant was not awarded, he said that in a recent debriefing, HUD staff indicated that the grant submission was highly rated and that COG was designated with "Preferred Sustainability Status." He explained that COG is continuing to work on developing a regional plan for sustainable development through its Region Forward program. He described the establishment of a new Region Forward Coalition with 57 members that will replace the COG Metropolitan Development Policy Committee. He said that he would provide information on the new coalition by the end of the meeting.

Mr. Kirby asked what the HUD designation means. Mr. DesJardin said that he was not certain but he believes that it means that HUD and US DOT would give those submitting certain competitive grant applications with the preferred designation some preference in the selection process.

Mr. Erenrich inquired if there is a HUD letter or something to confirm the designation which may be useful for a new starts application to FTA.

Mr. DesJardin said that he would provide this information.

Mr. Griffiths reviewed the six proposed focused geographic subareas listed on page 67 to be surveyed under the Household Travel Survey work activity.

Mr. Kirby informed the Committee that TPB staff member Monica Bansal was leaving COG to take a position at the USAID. He praised her major contributions to the TPB work program over the past 3 years, including the development of the successful TIGER grant for priority buses, the What Would it Take Scenario analysis, and regional bike sharing.

Ms. Bansal thanked the Committee.

6. Briefing on Experience During the January 26 Winter Storm of the Metropolitan Area Transportation Operations Coordination (MATOC) Program

Mr. Kirby introduced the topic. The winter storm of January 26, 2011 caused exceptional transportation problems throughout the Washington region, and it was anticipated that the TPB and other committees would have a great interest in discussing the event. Much of the background discussion had been about the public's access to information on transportation conditions. Thus it was proposed to have a briefing to the TPB at the February 16 meeting to review MATOC's operations and observations during the storm, as well as to present upcoming and potential activities under MATOC to address public information.

Mr. Hutchinson, after a brief review of what MATOC is, provided a description of MATOC operations during January 26-27. The MATOC operations staff expanded their hours of coverage to 24/7, and provided hourly situational awareness reports from January 26 at 2:00 p.m. to January 27 at 12:00 p.m. The objectives of these situational awareness reports were to keep stakeholders aware of significant transportation incidents affecting the region as well as the status of road conditions and other transportation modes, and to allow stakeholders to make better decisions on how to respond and plan for operations. MATOC operations staff also monitored the COG Snow Conference Calls, Regional Transit Operators Group conference calls, and related emails.

Mr. Hutchinson observed that systems that MATOC monitors performed as they were designed, notably the Regional Integrated Transportation Information System (RITIS). Transit providers provided timely and accurate information on current and planned service levels. Roadway agencies also provided information, but struggled due to the overwhelming number of issues they had. Once traffic subsided, snow clearance activities accelerated.

Mr. Hutchinson noted challenges including that the transportation agency operations centers were overwhelmed, with their frontline staff dealing with high volumes of incidents and calls, as well as having other storm responsibilities. Utility outages and weather conditions limited what was visible with closed-circuit television (CCTV) coverage. This made MATOC more reliant on private information providers and the media, with a concern that information from these sources may not be officially verified. Also, it was difficult to monitor the conditions of roadways not covered by state department of transportations' monitoring systems (e.g. federal parkways).

Mr. Jacobs continued the presentation, noting that MATOC fulfilled its current role in providing situational awareness to agencies. Future MATOC plans, some of which still need funding, would help address the additional public information need. A MATOC website was under development, with a stakeholder website accessible by agency staffs by spring 2011, and a full MATOC traveler information website available to the public, with real-time traffic maps, mobile app downloads, subscription alerts, and third party developer resources, by summer 2011. Mr. Jacobs also noted a number of other activities in the MATOC work program, including more development of performance measures, benefit-cost analysis including automation of benefit-cost calculations for regular reporting, and ongoing RITIS operations and maintenance (O&M) support.

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The potential expansion of MATOC work activities included the possibility of expansion of MATOC operations coverage (expanded hours, even to 24/7), as well as a number of activities that were identified in the 2010 Management, Operations, and Intelligent Transportation System (MOITS) Strategic Plan, including expansion of RITIS capabilities, as well as forums and processes to coordinate maintenance and construction scheduling; for coordination among managed lane facilities operators; for cooperative examination, coordination, and adjustment of traffic signal timing.

A key issue for MATOC was that it was still transitioning to its new model of operational and administrative support, with funding agreements for FY11 DDOT, VDOT, and FTA MATOC work plan support still needing to be completed by those funding agencies. An associated new MATOC memorandum of understanding (MOU) also needed to be signed by all parties.

With the MATOC web site to be deployed mid-2011, MATOC will be able to provide specific advisories to the public, and help get out the "stay off the roads" message to the public when that is appropriate. Next steps included a suggested further potential for MATOC role in event preparation and exercises, including MATOC staff involvement recommended in any proposed COG after-action analysis. MATOC can re-look at its own standard operating procedures (SOPs) for snow events, as well as the SOPs for partner agencies. MATOC staff encouraged looking at preparing for weather events with similar strategies to the way pre-planned events are handled, such as July 4th, Inaugurations, and marathons.

Mr. Erenrich suggested adding to the slides potential transit information MATOC could provide. He noted that much of the public was not aware of when the region's bus operators had to shut down service during the storm, and got stranded, and suggested that MATOC could both help get that information out and help coordinate the decision on when to stop service.

7. Briefing on an Assessment of the 2010 CLRP

Mr. Austin spoke to the presentation that was to be given to the TPB Priorities Plan Scoping Task Force on February 16. Using the 2010 CLRP as an example, the measures demonstrate how a priorities plan might be assessed based on regional transportation goals identified in the TPB Vision and COG's Region Forward report. The measures included; reductions in VMT per capita, progress in implementing the bike/ped plan, increases in AM rush hour congestion on both roads and Metro, access for people with disabilities, maintenance and preservation of the existing transportation system, traffic fatalities, increases in walkability, reductions in mobile-source emissions, and the reduction of CO₂ emissions. During the discussion on walkability, staff distributed an additional handout describing the typology and walkability of the region's activity centers along with their Street Block Density, a ratio used to describe walkability.

Mr. Austin concluded the presentation noting that the measures shown there would become part of the complete performance analysis of the 2010 CLRP and would be included in an expanded documentation of the CLRP.

Mr. Erenrich commented that the presentation should include more measures that cover transit usage. He suggested measures such as an inventory of the region's bus fleets or

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transit coverage – showing what percentage of the region is within an accessible distance from transit facilities.

Mr. Meese suggested that the presentation should include specific information on freight movement in the region.

Mr. Malouff asked if the modeling process accounts for potential new activity centers. Mr. Kirby said that when new activity centers are determined through the Region Forward process and by local jurisdictions, then the model will incorporate those newly planned centers, but until then the model only uses existing activity centers.

Ms. Klancher spoke to the walkability typology hand-out. She indicated the data came from NAVTEQ. Ms. Martchouk stated that the walkability is incorporated into the model through land-use inputs. Mr. Kirby reiterated that the relationship with Region Forward would be a good opportunity to create new activity centers.

Ms. Mitchell asked if more information could be included about mode share. Mr. Griffiths responded that mode share data from the Household Travel Survey was currently available only for the District and Arlington county core-area, but that further data would be available soon. He said it was possible to determine a regional average.

Mr. Srikanth suggested it could be worthwhile to identify measures from the Vision that can't be evaluated using the travel demand model, and determine how they could be measured.

8. Briefing on Journey to Work Results from the Census 2005-2009 American Community Survey (ACS)

Ms. Reschovsky spoke briefly on the American Community Survey (ACS) which is replacing the Decennial Long Form as the primary federal data source for detailed demographic characteristics of the population. The ACS was fully implemented in 2005 and now is providing 5-year accumulated data sets for all geographies, including data items on commuting characteristics. She showed the distribution of modal choices to work for Census 2000 and ACS 2005-2009, the 1994 HTS and 2007/2008 HTS, and the 2001 State of the Commute and 2010 SOC. All showed similar trends of increases in transit use and a decline in carpooling. Jurisdictionally, the ACS is showing variation in modal choices by jurisdiction. The average travel time is fairly flat, with some increase in the outer suburbs, but the data is self-reported and respondents tend to round.

Departure time is spreading so the ACS is showing a widening AM peak period. Among the largest metro areas in the county the Washington region has the third lowest rate for driving alone and it has the second highest use of transit among the top ten metro areas. In conclusion, all of the survey data available is showing consistent trends with variation for methodological differences.

9. Briefing on Priority Regional Freight Projects

Ms. Foster briefed the Committee on the progress of the Freight Subcommittee in coming up with a Highlighted Freight Project list. The objectives of the

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Freight List are to: 1) Raise the profile and awareness of freight; 2) To have a short list of identified regional corridors and projects important to freight movement in the region; 3) To ensure freight is considered in the Regional Priorities Scoping Process; and 4) To have a source of highlighted corridors/projects as new funding opportunities come up. The Freight List would also be a part of the upcoming Regional Freight Forum on April 27, 2011.

Ms. Foster then reviewed the Freight List criteria for long-term and short term projects. She subsequently presented the projects that the Freight Subcommittee had come to consensus on, noting some areas need more information. The Freight Subcommittee will meet again on March 3, 2011 and plans to present the Technical Committee with a final package of projects at its March 4, 2011 meeting.

Mr. Weissberg, Chairman of the Freight Subcommittee, noted that the Freight Subcommittee agreed that for the rail projects, a Project Description sheet would be prepared on the large infrastructure projects such as CSX National Gateway and Norfolk Southern Crescent Corridor, the projects that fall within our National Capital Region, and a final Project Description sheet would be prepared for the short-term project selection.

Ms. Foster also announced that invites would be sent out for the upcoming Regional Freight Forum, to be held on April 27, 2011. The TPB, TPB Technical Committee, and regional freight stakeholders will be invited.

Mr. Kirby commented that he was optimistic about more emphasis on freight programs in the upcoming Transportation Bill.

In response to a question from Mr. Erenrich, Ms. Foster agreed to look into further consideration and mapping of height and weight restrictions as part of the priority list discussions.

Ms. Mathews and Ms. Erickson commented that the Maryland short-term project identified in the draft list (the I-95/I-495 interchange) did not represent a short-term project. Ms. Mathews said she would follow-up with Ms. Foster regarding identifying a Maryland short-term project.

**10. Update on the TPB Regional Priority Bus Project Grant under the
Transportation Investments Generating Economic Recovery (TIGER)
Program**

Mr. Randall gave a quick update on the status of the TIGER project. Under next steps, he announced a TIGER Project Implementation meeting to be held March 9, which will include a brief by Project Owners (Alexandria, DDOT, MDOT, PRTC, and WMATA). All project partners are invited, including VDOT and Prince George's, Montgomery, Fairfax, and Arlington Counties. Other proposed activities that will interface with the TIGER project include a proposed TPB Work Session on Bus Priority Plans in May and a Bus Priority Runningway Workshop in June, for regional roadway, traffic engineering, and bus agency staff to meet to discuss opportunities for further bus priority runningway investments in the region.

11. Other Business

Ms. Crawford presented a brochure about the TPB's Community Leadership Institute (CLI), a two-day workshop geared towards providing information to interested citizens about the regional transportation planning process. She said the next session of the CLI is scheduled for March 31 and April 2, 2011. She asked the members of the Committee to contact her if they know of citizens in their communities who would benefit from such a workshop.

Mr. Erenrich asked to receive contact information about past participants in the CLI to as not to invite the same people.

Ms. Backmon asked if the CLI was offered virtually and noted that it is sometimes difficult to get folks from the outer jurisdictions to attend events in Washington, DC.

Ms. Crawford said that because of the interactive nature of the CLI, it is not offered virtually. She added that as new curriculum is developed, staff would keep in mind the option of offering the workshop virtually.

Mr. Erenrich asked if it would be possible to offer some sort of CLI sessions for new TPB members that covered the key topics a TPB member would need to know to participate effectively on the Board.

Mr. Kirby said that it would be possible to adapt the CLI curriculum into a two hour sessions that could be offered before the TPB meeting in March.

12. Adjourn