

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

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
December 16, 2009**

Members and Alternates Present

Monica Backmon, Prince William County
Andrew Beacher, Loudoun County
Nat Bottigheimer, WMATA
Muriel Bowser, DC Council
Kerry Donley, City of Alexandria
Gary Erenrich, Montgomery County, DOT
Lyn Erickson, MDOT
Jason Groth, Charles County
Don Halligan, MDOT
Catherine Hudgins, Fairfax County Board of Supervisors
Sandra Jackson, FHWA
Charles Jenkins, Frederick County
John D. Jenkins, Prince William County
Maurice Keys, DDOT
Julia Koster, NCPC
Colleen Mitchell, DC Office of Planning
Mark Rawlings, DDOT
Karina Ricks, DDOT
Rodney Roberts, City of Greenbelt
Linda Smyth, Fairfax County Board of Supervisors
Lyn Erickson, MDOT
Reuben Snipper, City of Takoma Park
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT
Ryan Spiegel, City of Gaithersburg
Kanti Srikanth, VDOT
Patsy Ticer, Virginia Senate
Todd Turner, City of Bowie
Lori Waters, Loudoun County Board of Supervisors
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Christopher Zimmerman, Arlington County

MWCOG Staff and Others Present

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|-------------------|--------------------|
| Ron Kirby | |
| Michael Clifford | |
| Gerald Miller | |
| Bob Griffiths | |
| Nicholas Ramfos | |
| Andrew Meese | |
| Tim Canan | |
| Debbie Leigh | |
| Deborah Etheridge | |
| Andrew Austin | |
| Rex Hodgson | |
| Darren Smith | |
| Karin Foster | |
| Michael Farrell | |
| Wendy Klancher | |
| Beth Newman | |
| Monica Bansal | |
| John Swanson | |
| Wenjing Pu | |
| Feng Xie | |
| Hailemariam Abai | |
| Paul DesJardin | COG/DCPS |
| Bill Orleans | PG ACT |
| Alex Verzosa | City of Fairfax |
| Bob Owolabi | Fairfax County DOT |
| Randy Carroll | MDE |
| Dan Malouff | Arlington |
| Kate Youngbluth | Arlington |
| Kate Davidoff | COG |
| Alyssa Brown | PWC BOCS |
| Greg McFarland | NVTC |
| David Awbry | VA DRPT |
| Anthony Foster | PRTC |
| Buddy Ey | MATOC |

1. Public Comment on TPB Procedures and Activities

Ms. Parker spoke in support of the TPB letter of support for the Norfolk Southern Crescent Corridor Intermodal Freight Project. Referring to a handout, she outlined reasons to support this project, including: increased capacity and speed, reduction in traffic congestion, reduced air pollution, and increased safety. She also cited the addition of rail funding in the federal FY2010 budget. She concluded by asking the TPB to make supporting high speed rail a top priority.

2. Approval of Minutes of the November 18 Meeting

A motion was made and seconded to accept the minutes from the November 18 meeting. The motion passed unanimously.

3. Report of the Technical Committee

Mr. Erenrich said that this would be the last report he would offer as chairman of the Technical Committee for this year. He thanked the Technical Committee and TPB staff for their support and for providing information throughout the year. He also thanked the members of the Technical Committee for the quality of their review and comments throughout the year.

Mr. Erenrich highlighted four items on the TPB agenda that the Technical Committee reviewed: (1) Briefing on the Norfolk-Southern Crescent Corridor Intermodal Freight Project, (2) changes to the FY2010 Unified Planning Work Program, (3) an update on the Human Service Transportation Coordination Plan, and (4) a priority list of unfunded regional bicycle and pedestrian projects. He also said that the Technical Committee discussed other items, including the "CLRP Aspirations" Scenario and the "What Would It Take?" Scenario.

Chairman Jenkins thanked Mr. Erenrich for his service as chairman of the Technical Committee, and presented him with a plaque of recognition and appreciation for his service.

4. Report of the Citizens Advisory Committee

Mr. Keough opened by wishing everyone a happy holiday season. He said that the CAC conducted its December meeting as a public forum that was held in Alexandria, VA, at the U.S. Patent and Trademark Office. Referring to the CAC report, he noted that this meeting featured three presentations by Rich Baier, Director of Alexandria's Department of Transportation and Environmental Services; Lois Walker of Virginians for High-Speed Rail; and Mariia Zimmerman of Reconnecting America.

Mr. Keough reiterated the CAC's recommendation that the TPB should develop an enhanced regional transportation priorities plan which was discussed by the TPB last month.

Mr. Keough also said that the CAC conducted elections as required by the TPB participation plan, and elected six individuals to serve on the CAC in 2010. The following people were elected by the CAC: Emmet Tydings and Mr. Keough from Maryland, Allan Muchnick and Maureen Budetti from Virginia, and Harold Foster and Larry Martin from the District of Columbia. He noted that the next step is for the new TPB officers to nominate an additional nine people to serve on the 2010 committee. These nominations are scheduled for January, when the new slate of 15 CAC members will be approved. The members of the 2009 CAC will meet in January for the final time, and Mr. Keough will make his final report as CAC chairman to the TPB at its January meeting.

Chairman Jenkins thanked Mr. Keough for volunteering his time to serve as chair of the CAC for 2009, and recognized his commitment by presenting him with a plaque.

5. Report of the Steering Committee

Mr. Kirby said that the Steering Committee met on December 4. It reviewed the agenda for the December TPB meeting and approved three items. The first was an amendment to the FY2010-2015 STIP to include road improvements for access to the St. Elizabeth's campuses in order for the Department of Homeland Security to move to that area. The second was an amendment to the TIP to include funding for the widening of Route 7 from Rolling Holly Drive to east of Reston Ave. in Fairfax County. The third was an amendment to the 2010 Commuter Connections Work Program, as requested by the District Department of Transportation. He referred to the mailout for additional information on these actions.

Referring to the letters packet, Mr. Kirby noted a letter to David Robertson from TPB Chairman Jenkins on the Greater Washington 2050 report, which transmitted comments from the previous TPB meeting. He also pointed out a set of comments from Metro on the Greater Washington 2050 report, which was consistent with the comments from the TPB. He noted a letter from Supervisor Hudgins in her role as chair of the TPB Access for All (AFA) Advisory Committee to Chairman Jim Graham of Metro, about the Committee's concerns about access by disabled persons to the transit system. He asked Ms. Hudgins if she would like to comment.

Ms. Hudgins said the letter was written in the voice of those that are part of the AFA to ensure that the needs of this community, including service demand, are met. She said the letter included some recommendations for Metro to consider as it advises budget cuts.

Mr. Kirby provided a briefing on two new programs announced by the Federal Transit Administration (FTA), totaling \$280 million in competitive grants: the Bus Livability Program and the Urban Circulator Program. Applications for these programs are due February 8, 2010. The Federal Register announcements for these programs were included in the mailout, and a one-page briefing paper was handed out. Referring to this handout, Mr. Kirby said that both programs are part of the Obama Administration Livability Initiative, which is a joint effort between the US Department of Transportation (DOT), Department of Housing and Urban Development (HUD), and the Environmental Protection Agency (EPA). Both programs require applicants to address six core principles of Livability, which are cross-cutting between transportation, housing, and environmental issues.

Mr. Kirby said the Livability Bus program makes available \$150 million from the FY 2009 FTA discretionary bus and bus facilities program for competitive grants for capital projects that meet federal livability criteria. There is no limit on the size of request, and a 20% local match is required. FTA has indicated that it may scale applications and fund them at less than the original request. Projects must be ready to begin immediately upon receipt of award, and have a demonstrated need for federal resources. As the designated direct recipient for Section 5307 Urbanized Area Formula funds, WMATA is the eligible applicant. The TPB's role is to endorse

the application, indicating that the project is a regional priority, and incorporate these projects into the TIP and CLRP if awarded.

Mr. Kirby said the second program, the Urban Circulator Program, makes \$130 million available from the discretionary New Starts/Small Starts Program for urban circulator capital projects, such as streetcars or corridor-based bus projects that meet certain requirements as being fixed guideway. A 20% local match is required, and applications may not exceed a request for \$25 million. Applications must demonstrate that construction can begin within 18 months of award. Eligible applicants are public bodies and agencies, and while there is no specific MPO endorsement required, applicants are encouraged to notify the MPO about their applications, and projects must satisfy requirements to be included in the TIP and CLRP.

Mr. Kirby referenced the letter from Supervisor Hudgins, and suggested that the TPB consider the work of the Access for All Committee as a way to assemble an application under the FTA Bus Livability Program for a regional bus stop improvement program. This would be a scalable capital program that would build off preexisting efforts from the TPB and WMATA, and would not require ongoing operating expenses. Based on the work of the Access for All Committee and WMATA, bus stops would be located in areas that are home to traditionally disadvantaged populations, which would enable this application to meet identified needs for the region as well as federal livability criteria. He said that the TPB staff has had preliminary conversations with WMATA staff about submitting an application, and asked Mr. Bottigheimer for any additional comments.

Mr. Bottigheimer said that WMATA has a jurisdictional coordinating committee (JCC) meeting on Friday, December 18 at 9:30am, which is open to all to continue this conversation and add ideas to this application. He also said that because applications are due on February 8th, the January 20th TPB meeting presents an opportunity to gain TPB approval for all applications that may be submitted.

Mr. Kirby confirmed that this application would have to be packaged by the January 20th TPB meeting so that it can be submitted by the February 8th deadline.

Ms. Hudgins said that this is a great opportunity, and asked for clarification as to whether all bus stops, or only WMATA bus stops, could be included in this application.

Mr. Kirby confirmed that all bus stops, including non-WMATA bus stops, could be included in this application.

Ms. Hudgins said that this opportunity speaks directly to the challenges faced by the Access for All committee, including trying to find opportunities to broaden accessibility.

Mr. Kirby agreed, and noted that WMATA would have to coordinate with individual jurisdictions on specific bus stop improvements.

Ms. Hudgins acknowledged the short time frame to submit the application, and expressed hope

in the region's ability to submit an application.

Ms. Mitchell, sitting in for Ms. Tregoning, supported submitting an application for a regional bus stop improvement program. She emphasized that this is an opportunity to pilot new types of facilities and amenities.

Mr. Erenrich said that Montgomery County and Prince George's County receive FTA funding through the State of Maryland, and noted that it may be appropriate to follow procedures by applying through MDOT.

Mr. Kirby clarified that the designated recipient for this region is WMATA. He said that MTA is a designated recipient for Baltimore.

Mr. Weissberg acknowledged the short timeframe in which to submit an application. He expressed concern about taking care of logistics properly.

Mr. Jenkins asked if there was a TPB staff contact for further questions on this matter.

Mr. Kirby said that TPB members may contact him. He said that several members of the TPB staff are knowledgeable about this program and have read the guidance carefully, and would be happy to help prepare a strong application. He expressed anticipation that efforts such as this are just the beginning of similar initiatives to come from the Obama administration. He said that even if this application is not selected, submitting it would position the TPB well for consideration in the future. He agreed with the notion that this is an opportunity to think creatively about designing bus facilities that are integrated into the community.

Ms. Koster expressed excitement at the idea of looking at a regionally coordinated proposal under the FTA Bus Livability program. She asked if there would be a similar effort for the Urban Circulator Program. She also noted that she expects opportunities like this to continue occurring, and suggested that the TPB consider how it is coordinating regionally so that there are projects ready to go in similar situations in the future.

Mr. Kirby said that this bus stop improvement program builds off of work that the TPB and WMATA have already been conducting. He cited the WMATA bus stop inventory, and noted that this could be pulled together in a short time. He said that with regard to the Urban Circulator Program, several streetcar projects are underway throughout the region, including Arlington, the District, and Montgomery County, and that most of the effort with these projects resides within local government. He said that projects would have to begin construction within 18 months of award, so they would have to be fairly well developed at this point. The TPB staff would be happy to help out, but has not had a chance to speak about this in more detail with individual jurisdictions.

Mr. Snyder moved that staff proceed to develop in cooperation with WMATA the regional bus stop improvement program as described by Mr. Kirby.

Mr. Donley seconded the motion.

The motion passed unanimously by voice vote.

6. Chairman's Remarks

Mr. Jenkins commented that after reviewing the minutes from the previous month, he would like for at least two members of the incoming CAC to be part of the agenda-setting process for the Spring Forum that the TPB approved. He said that he thought it was important that the agenda for this forum accurately reflect what the CAC was trying to get across in its recommendations to the TPB.

Mr. Kirby agreed.

Mr. Jenkins said that this past year had been a tremendous experience and he expressed thanks to the Board members for their patience and support. He thanked Mr. Zimmerman in particular for his patience throughout the year.

ACTION ITEMS

7. Report of Nominating Committee for Year 2010 TPB Officers

Ms. Hudgins thanked Chairman Jenkins for his service as 2009 TPB Chairman. She also thanked Mr. Mendelson and Mr. Bronrott for their service with her on the Nominating Committee.

Ms. Hudgins moved to approve the following slate of TPB officers for 2010: Chair: David Snyder; First Vice Chair: Muriel Bowser; Second Vice Chair: Todd Turner. The motion was seconded.

Chairman Jenkins said that he had benefited from Vice Chairman Snyder's participation on the TPB, and was honored to pass the gavel to him.

The motion to approve the slate of officers passed unanimously.

Vice Chairman Snyder recognized Chairman Jenkins for his service as chair, and praised TPB, agency, and jurisdictional staff for their support of the TPB during the past year. He presented Chairman Jenkins with a plaque in recognition of his service.

8. Approval of Funding and Transmittal Letter for TPB's 2010 Membership in the Association of Metropolitan Planning Organizations (AMPO)

Mr. Kirby explained that this action comes annually before the TPB, and noted that Mr. Mendelson has been serving as president of AMPO in 2009. He said that the dues for membership in AMPO are budgeted in the TPB's Unified Planning Work Program.

Ms. Ticer moved to approve funding from the FY 2010 UPWP along with an associated transmittal letter for the TPB's 2010 membership in AMPO. Vice Chairman Snyder seconded the motion, which passed unanimously.

9. Briefing on the Norfolk Southern Crescent Corridor Intermodal Freight Project and Approval of TPB Letter of Support

Mr. Smith of Norfolk Southern briefed the TPB on the Crescent Corridor Intermodal Freight Project, referring to a PowerPoint presentation. He thanked the Board for the opportunity to speak about the project, and explained that it is intended to enhance and improve the efficiency of the surface transportation network through modest investments in rail and intermodal facilities connecting the Northeast and South.

Mr. Smith said that the public/private partnership to achieve a 2,500-mile integrated intermodal network that is cleared for double-stacked railcars will divert long-haul trucks to rail, decreasing highway congestion, improving safety, and reducing emissions. He explained that the project would involve creating new intermodal transfer facilities and expanding existing facilities, as well as track improvements such as adding passing track, new signals, and curve-straightening. He said that many factors such as highway congestion levels and volatility in the fuel market have led to increased costs for motor carriers and improved the appeal of rail as a freight option.

Mr. Smith said that the Crescent Corridor project has received support from numerous elected officials, planning agencies, advocacy organizations, and businesses. He said that the governors of Alabama, Mississippi, Tennessee, Virginia, and Pennsylvania jointly submitted an application for funds through the federal TIGER (Transportation Investments Generating Economic Recovery) grant program, and have committed a substantial portion of the project funding. He said that a study indicated a return of \$25 in public benefit for every dollar in public investment on the project, and summarized other economic, congestion, and safety benefits for the Washington Region.

Mr. Smith said that Norfolk Southern has worked closely with VRE and Amtrak, and noted that approximately 20 passenger trains per day use the Norfolk Southern mainline track between Manassas and Alexandria. He said that the Crescent Corridor project would enable VRE to offer additional passenger service and travel at higher speeds. He also noted that Norfolk Southern has collaborated with Amtrak in initiating a pilot program of passenger service to Lynchburg, and that it is to be extended to Roanoke.

Mr. Smith said that additional information is available at www.thefutureneedsus.com. He reiterated that Norfolk Southern was not requesting that the TPB express support of the TIGER application for the Crescent Corridor, but just to acknowledge the potential benefits of the project for the Washington Region.

Mr. Kirby noted that Norfolk Southern had presented at the last two meetings of the Technical Committee. He said staff had tried to use similar language in the draft letter for Norfolk Southern as was used in the previous letter approved for CSX, particularly regarding relief of conflicts with passenger rail and mitigation of local impacts of the project.

Mr. Halligan said that MDOT could not at this time support the Crescent Corridor project or approval of the letter from the TPB, and asked that the item be deferred until MDOT could more fully explore the benefits and impacts projected for the initiative. He said that MDOT has asked Norfolk Southern for additional data in that regard.

Mr. Halligan moved to defer action on the letter for an indefinite period of time.

Mr. Roberts seconded the motion.

Ms. Ticer said that she found the enumeration of the benefits of the project to be very compelling, and said that there is considerable support in Virginia for the project. She said the TPB should go ahead with the support letter, particularly because Maryland is not being asked to provide funding for the project.

Ms. Bowser asked if Mr. Halligan had requested the needed information from Norfolk Southern via any official correspondence.

Mr. Halligan said that MDOT had received the information included in Norfolk Southern's presentation but had not had the opportunity to independently verify the information and understand the potential impacts to the Maryland highway system and the Port of Baltimore.

Mr. Donley suggested that Mr. Halligan modify his motion to defer the item to the next TPB meeting rather than an indefinite time period.

Mr. Halligan said that the ability of MDOT to come to a resolution on the issue was not completely in its control, and said that he would look to Norfolk Southern for a commitment that they could work with MDOT to reach resolution within a month.

Mr. Smith said that Norfolk Southern staff has been engaged in discussions with MDOT staff for some time and has provided as much information to them as provided to the other states included in the project area. He said that Norfolk Southern would be interested to learn what specific questions MDOT has about the project, and noted that the company is only asking for acknowledgement of the project's benefits for the region.

Mr. J. Jenkins said that the Crescent Corridor project involves a critical piece of infrastructure for extending VRE service to Gainesville and Haymarket, and said that he would not support a deferral of action on the item beyond one month.

Chairman Jenkins clarified that Mr. Halligan had not accepted the amendment to his motion. He called for a vote on the original motion.

Mr. Zimmerman asked Mr. Halligan to reconsider his position on accepting the amendment to his motion.

Mr. Halligan said that if MDOT could verify the numbers provided by Norfolk Southern within a month, it could be willing to support action on the item.

Mr. Roberts asked if Mr. Halligan could give an indication of specific impacts about which MDOT is concerned.

Mr. Halligan said that as part of the Crescent Corridor project, Norfolk Southern is proposing an intermodal transfer facility in Greencastle, Pennsylvania, just north of the Maryland border. He said that MDOT expects that distribution centers in the Hagerstown area will use I-81 to get to and from that facility, potentially meaning more truck traffic on Maryland highways. He said that similar to the CSX proposal for an intermodal facility in Chambersburg, Pennsylvania, MDOT is concerned that the economic benefit will be to Pennsylvania rather than to Maryland.

Chairman Jenkins asked Mr. Halligan if he wanted to move forward with his original motion, or amend it to accept a one-month deferral.

Mr. Halligan agreed to amend his motion to defer action one month rather than indefinitely.

The motion passed unanimously.

10. Approval of an Amendment to the FY 2010 Unified Planning Work Program (UPWP) to Revise the Budget and Certain Work Tasks

Mr. Kirby said that this action involved a fairly significant amendment to the FY 2010 Work Program that would incorporate federal FY 2009 funding into the FY 2010 Work Program budget. He said this was necessitated by the uncertainty leading up to the end of the federal fiscal year on September 30, 2009, in that it was not clear how much money was available for the FY 2010 Work Program until that date. He said that the initial FY 2010 Work Program approved by the TPB in March 2009 was quite conservative in estimating the available funding, and that the amendment increases the budget \$868,500, from \$12,107,000 to \$12,976,000.

Mr. Kirby described how the additional funds were to be allocated across a number of activities in the Work Program, referring to PowerPoint slides attached to the draft resolution in the meeting materials. He summarized funding additions to the following work activities:

Transportation Improvement Program for access enhancements to the TIP database; Public Participation for the spring forum on the CAC recommendations and enhanced CLRP outreach; MATOC for additional planning support; Regional Studies for completing the CLRP Aspirations and “What Would It Take?” scenarios which had been deferred due to the TIGER grant application process; Cordon Counts to fully fund the year’s activity; the Transportation Data Clearinghouse to incorporate travel data available from a consultant, and the State Technical Assistance accounts.

Mr. Kirby said that with TPB approval, the new funding amounts would become effective immediately for the Work Program year that runs through June 30, 2010.

Mr. Bottigheimer praised TPB and DOT staff for their support of funding the implementation guidelines and evaluation framework for priority bus routes in the Regional Studies work activity. He said that this work would better position the region for future federal funding opportunities and for standardizing priority bus treatments throughout the region.

Mr. Donley moved to adopt Resolution R12-2010 to approve an amendment to revise the budget and modify certain work tasks in the FY 2010 UPWP. The motion was seconded and passed unanimously.

11. Approval of the Update of the Coordinated Human Service Transportation Plan for the National Capital Region

Ms. Bowser said it was a pleasure to chair the Human Service Transportation Coordination Task Force, and acknowledged Beth Newman and Wendy Klancher for their work as staff to the Task Force. She recommended that the TPB approve the Updated Coordinated Human Service Transportation Plan, and noted that the Plan guides funding decisions for the FTA Job Access Reverse Commute (JARC) and New Freedom programs.

Ms. Bowser provided a brief background on the JARC and New Freedom programs, and said the TPB became the designated recipient for these programs in 2006. In April 2007, the TPB approved the first Coordinated Human Service Transportation Plan, which established a competitive selection process for both programs. Annual solicitations for projects have been conducted from 2007 through 2009 using the process outlined in this Plan. To date, the TPB has approved 25 projects, totaling \$7.7 million. The task force undertook an update to the Plan to provide better guidance and address the region’s unmet needs. Members of the task force include staff from transit agencies, human service agencies, nonprofits, private operators and public transit users. She said that after the approval of the plan, the 2010 solicitation cycle will begin in January and run through April, with applications due in mid-April. She asked Ms. Newman to provide highlights of the update process.

Referring to a PowerPoint presentation and the mailout, Ms. Newman reviewed elements in the coordinated plan, lessons learned, specific revisions made to the plan, and the schedule for the upcoming solicitation. She said that the coordinated plan is a requirement of SAFETEA-LU, and

that funded projects must be competitively selected. While there is no federal mandate for the update of this plan, the task force undertook this effort in order to provide better direction to prospective applicants. Twenty-five pilot projects have been funded, of which four are complete, 11 are in progress, and ten are in the beginning phases. Funded projects fall into several categories, including: training projects, tailored transportation services, fixed route services, car loan programs, accessible taxicabs, and planning and promotional activities.

Ms. Newman highlighted strategies that were refined to meet unmet needs, including: tailoring transportation services to individual needs, providing user-friendly information in a variety of appropriate formats, developing services that improve reliability and improve access to existing services, and developing new programs and services to provide additional choices. She reviewed recommended projects for JARC and New Freedom. She mentioned that after the upcoming solicitation cycle ends in mid-April, the selection committee would make funding recommendations in late-April or May. In May or June, the TPB would be asked to approve these funding recommendations, and the projects would begin between September and November, after final paperwork is completed by grantees. She concluded by noting the amounts of money that are available for the next solicitation: \$2.35 million in federal money for JARC, and \$1.37 million in federal money for New Freedom. Both programs require a match of 50/50 for operating projects and 80/20 for capital.

Chairman Jenkins commended Ms. Newman for her presentation.

Ms. Newman thanked Chairman Jenkins.

Chairman Jenkins asked for any additional questions or comments. No additional comments or questions were offered. He thanked Ms. Bowser for her service in chairing the committee. He asked for a motion to adopt Resolution R13-2010.

Ms. Bowser moved to adopt the Resolution, which was seconded by Ms. Hudgins, and passed unanimously.

Ms. Hudgins thanked Chairman Jenkins. She said that in supporting this resolution, she is also acknowledging John Hudson, a member of the AFA and a Fairfax County resident who was extremely active in advocating transit service for people with disabilities, and who had passed away a week prior. She said that John was a very active member of the AFA and of this region, and provided an extreme amount of support and policy guidance on accessibility and transit services for people with disabilities. She expressed sadness in losing him, and noted that there will be a celebration in his honor around his birthday in January.

Chairman Jenkins thanked Ms. Hudgins for taking the time to recognize Mr. Hudson.

INFORMATION ITEMS

12. Briefing on I-270/US 15 Multi-Modal Corridor Study

Mr. Anderson of the Maryland State Highway Administration (SHA) provided a PowerPoint presentation on the I-270/US 15 Multi-Modal Corridor Study, which included information on the Corridor Cities Transitway. He said the purpose of the study is to investigate options that address congestion and improve safety within the corridor in light of projected growth within the study area. He said the five measures of effectiveness for the corridor are economic growth, enhanced mobility, improved goods movement, preservation of the environment, and optimization of public investment. He said all build alternatives include a combination of highway and transit solutions and range in cost from \$3 billion to \$4.7 billion. He said a variety of options are on the table, include HOT lanes, HOV lanes, and express and local lanes. He pointed out the connectivity of the corridor to the Virginia I-495 HOT lanes project, which is addressed in MDOT's West Side Mobility Study.

Mr. Kiegel of the Maryland Transit Administration (MTA) reported on the progress of the proposed Corridor Cities Transitway. He said the transitway would operate as a bus rapid transit or light rail system on a separate dedicated facility from the Shady Grove Metrorail station to the COMSAT facility south of Clarksburg, a length of about 14 miles with 17 stations. He said transfers to other forms of transit are included in the plans for the transitway, and that a bicycle path is proposed adjacent to the transitway. He said there are three alternative alignments for the transitway.

Mr. Anderson said MDOT held public meetings in June and received numerous and diverse comments. Most of the comments focused on minimizing the community and resource impacts of the highway and transit alternatives. He noted that the project is proposed to go through the Monocacy National Battlefield, which will require coordination with the National Park Service. He said MDOT is working towards the selection of a preferred alternative. He noted that the transitway is eligible to apply for New Starts funding from the Federal Transit Administration.

Chairman Jenkins commented that Frederick County is desperate for additional road capacity and noted that in 1962, I-270 was built four lanes wide in Frederick County, and it is still four lanes while it is now as wide as 12 lanes in Montgomery County.

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

Mr. Ey provided an update on recent MATOC Program activities. He described working with the region's departments of transportation on more effective placement for dynamic message signs to provide better real-time traveler information. He said that on October 12, the MATOC Program convened 25 transportation operation center operators at a workshop to identify areas of improvement and technologies available to aide in improvements.

Mr. Ey said that in the last 30 days, there have been 20 incidents of regional significance during which he actively participated to improve communication and coordination. He provided greater detail on two of these incidents. He said the MATOC Program has set up their operations center

in the CapWIN offices in Greenbelt.

Mr. Kirby said that the TPB should feel good about the response of the MATOC Program to regional incidents and noted that the payoff is dramatic. He said the funding for the program was initially a federal grant, which runs through June 30, 2010. He said the proposed budget for continuation of the MATOC Program is \$1.2 million per year. He said the TPB has asked the Departments of Transportation in Maryland, Virginia, and the District to each contribute \$400,000. He said that regionally funding the program will demonstrate viability and increase the likelihood for federal enhancement funding. He said there are assurances of funding commitments from Maryland and the District.

Mr. Kirby referred to the draft letter to Secretary Pierce Homer of the Virginia Department of Transportation requesting funding for the MATOC Program. He noted the letter is from the Virginia Vice Chair of the TPB, David Snyder, an active supporter of the MATOC Program. He said the letter has an attachment describing MATOC.

Mr. Snyder noted it would be appropriate to query the TPB for objections to sending the letter.

Chairman Jenkins asked if there were any objections to sending the letter. He said it might be appropriate to add Mr. Snyder's position as a City of Falls Church official in the signature line.

Mr. Kirby noted that the letter opened with that statement, but that staff could add the title at the end, as well.

Chairman Jenkins noted no objection to sending the letter and advised Mr. Snyder to do so.

14. Review of Priority Regional Bicycle and Pedestrian Projects

Mr. Goodman, chair of the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee briefed the TPB on its annual list of the subcommittee's priority regional unfunded bicycle and pedestrian projects from local, state, agency, and regional plans. He outlined the criteria used by the subcommittee to select the projects, noting that the total cost for all projects on the list is one percent of all highway projects in the TIP. He reviewed the ten projects put forth by the subcommittee and the requests for funding in FY 2011.

15. Other Business

There was no other business.

16. Adjourn

Chairman Jenkins adjourned the meeting at 1:58 p.m.