

**National Capital Region Transportation Planning Board**

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

Members and Alternates Present

Monica Backmon, Prince William County  
Andrew Beacher, Loudoun County  
Muriel Bowser, DC Council  
Bill Bronrott, Maryland House  
Marc Elrich, Montgomery County  
Gary Erenrich, Montgomery County, DOT  
Lyn Erickson, MDOT  
Jason Groth, Charles County  
Tom Harrington, WMATA  
Konrad Herling, City of Greenbelt  
Catherine Hudgins, Fairfax County Board of Supervisors  
Charles Jenkins, Frederick County  
Michael C. May, Prince William County  
Phil Mendelson, DC Council  
Colleen Mitchell, DC Office of Planning  
Karina Ricks, DC Office of Planning  
Rick Rybeck, DDOT  
Paul Smith, City of Frederick  
Linda Smyth, Fairfax County Board of Supervisors  
Reuben Snipper, City of Takoma Park  
David Snyder, City of Falls Church  
JoAnne Sorenson, VDOT  
Kanti Srikanth, VDOT  
Patsy Ticer, Virginia Senate  
Harriet Tregoning, DC Office of Planning  
Todd Turner, City of Bowie  
Lori Waters, Loudoun County  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County  
Robert Werth, Private Providers Task Force  
Patrick Wojahn, City of College Park  
Christopher Zimmerman, Arlington County

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MWCOG Staff and Others Present

Ron Kirby	
Michael Clifford	
Gerald Miller	
Nicholas Ramfos	
Andrew Meese	
Debbie Leigh	
Deborah Etheridge	
Andrew Austin	
Tim Canan	
Darren Smith	
Deb Kerson Bilek	
Dusan Vuksan	
Feng Xie	
Maria Martchouk	
Michael Farrell	
Michael Eichler	
Monica Bansal	
Wendy Klancher	
Beth Newman	
Karin Foster	
Dave Robertson	COG/EO
Jeff King	COG/DEP
Lewis Miller	COG/OPA
Bill Orleans	PG ACT
Betsy Massie	PRTC
Alex Verzosa	City of Fairfax
Tom Biesiadny	Fairfax County DOT
Stephen Flippin	CSX Director of Federal Affairs
Larry Ratcliffe	CSX Transportation
Alex Verzosa	City of Fairfax
Bob Chase	Northern Virginia Transportation Alliance
Theresa Cardoza	CSX Transportation
Tom Biesiadny	Fairfax County DOT
Alyssa Brown	Prince William County
Greg McFarland	NVTC
Andrew Wexler	Montgomery County Resident
David Aubrey	DRPT
Joseph R. Madison	Maryland Transit Administration
Stewart Schwartz	Coalition for Smarter Growth
Dan Maloff	Arlington County

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Randall Carroll	MDE
Buddy Ey	MATOC
Jim Maslanka	Alexandria
Christine Hoeffner	VRE
Mike Flood	PB (MTA Consultant)
Arthur Cotton Moore	Maryland Avenue Development
Al Francese	Centreville Citizens for Rail

## 1. Public Comment

Mr. Arthur Moore, representing Maryland Avenue Development, commented on plans to develop an intermodal transfer system at approximately Seventh and Virginia Avenues, in Southwest Washington, DC. He explained that this \$1.3 billion project would be an intermodal system that would expand capacity and provide \$32 - \$48 billion annually in new tax revenues, as well as produce 4,600 to 9,000 new full-time jobs. Mr. Moore noted that this concept has been presented on Capitol Hill, with regulatory agencies, and others, including Governor Kaine's staff.

Ms. Ellen Jones expressed the appreciation of the Downtown Business Improvement District to the TPB for the submission of a regional TIGER application that includes funds for the reconstruction of K Street between Washington Circle and Mount Vernon Square. She noted that K Street suffers from an inefficient design and deteriorating condition, and that the Downtown Business Improvement District is eager to continue its partnership with both government and the private sector to realize the successful and timely completion of this project.

Mr. Bob Chase, representing the Northern Virginia Transportation Alliance, endorsed the National Gateway project as a smart way to take trucks off highways and increase highway capacity while lowering maintenance costs, fuel consumption and greenhouse gases. He also commented on the use of American Recovery and Reinvestment Act (ARRA) funds. He commended the Fairfax County Parkway/Monument Drive Interchange, the Wellington Road improvements, and the Prince William parkway widening, and expressed concern about using ARRA funds for local trails, sidewalks, curbs, gutters, restroom rehabilitation, and bicycle programs, citing that these are a local responsibility. Finally, he expressed concern about regional security, and requested an enhanced focus on transportation improvements. He suggested that federal dollars be used to better connect, move, and improve the safety, security, and well-being of area residents. Copies of his remarks were distributed for the record.

Mr. Stewart Schwartz, Executive Director of the Coalition for Smarter Growth, expressed support for the TIGER application submitted by the TPB. He raised a question about the road tunnel at NIH, and emphasized the importance of pedestrian/bicycle transit connectivity in that corridor. He also expressed interest in having the TPB Scenario Studies as well as a robust public process inform the development of the upcoming long-range plan. He also urged the TPB

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to monitor air quality in locations near highways in order to ascertain air quality challenges faced on a local scale. Finally, referring to Mr. Chase's comments, Mr. Schwartz commented on regional security and the importance of investing in communities.

## **2. Approval of the Minutes of the July 15, 2009 Meeting**

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

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

Mr. Erenrich reported that the Technical Committee met on September 4, 2009. During this meeting, the committee received a presentation on the regional transportation plan from the Citizens Advisory Committee, a briefing on Maryland Transportation Land Use Connection Technical Assistance projects, a briefing from CSX, a briefing on the results of the air quality analysis for the amendment to the CLRP that includes the Purple Line and Return to L'Enfant projects, a briefing on the TIGER grant application, and a briefing from MATOC.

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

Ms. Gail Parker, filling in for Mr. Farrell Keough, reported that the Citizens Advisory Committee (CAC) met on September 10, 2009. During this meeting, the committee discussed concerns about information available for bicycle and pedestrian projects in the TPB's six-year Transportation Improvement Program. Ms. Parker requested that the TPB staff continue to work with the TPB Bike and Pedestrian Subcommittee and with the State DOTs to build a citizen-friendly information exchange that provides details on how the region will spend transportation funding over the next six years. The committee also received a presentation on the TIGER grant application. Ms. Parker urged the TPB to resume work on the Aspirations Scenario and mentioned that the CAC is deferring finalization of a document with recommendations for the TPB to develop a regional transportation priorities plan until October.

Mr. Zimmerman, referring to the CAC written report on the September 10<sup>th</sup> meeting, clarified that during the approval of the FY2010-15 TIP, he made a motion that was approved unanimously to add an amendment directing staff to include information on bicycle projects.

Chairman Jenkins announced that Derek Richardson resigned from the Citizens Advisory Committee. Referring to the application that was distributed, Chairman Jenkins nominated Richard Parsons to fill the vacancy. He noted that Mr. Parsons has attended the TPB Community Leadership Institute and is a former president of the Montgomery County Chamber of Commerce. Chairman Jenkins made a motion to appoint Richard Parsons to the Citizens

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Advisory Committee and the motion was seconded. The motion was approved, with Mr. Elrich voting no.

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

Mr. Kirby reported that the Steering Committee met on September 4, 2009, and acted on two amendments for the FY2010-15 Transportation Improvement Program (TIP). The first amendment pertained to PRTC's Commuter Assistance program, Western Maintenance Facility and Extension of a Platform at the Lorton Station and the parking garage at Broad Run Station for VRE. The second amendment was to reduce funding on various roads, bridges, and trails as requested by Frederick County. He noted that the details of these actions are reflected in the mail out packet.

Mr. Kirby summarized the correspondences in the letters packet. He noted a letter from Governor O'Mally announcing a locally preferred alternative for the Purple Line. He also noted a letter from VDOT to the Northern Virginia Transportation Authority on deferring the I-395 HOT lane project for further discussion.

Mr. Kirby noted a letter from the Federal Highway Administration that denied funding for an application that the TPB submitted last year for a value pricing project, but indicated interest in submission of a different application. He mentioned that this would be discussed at the upcoming Technical Committee meeting.

Mr. Kirby noted a letter from VDOT Secretary Homer to Chairman Jenkins announcing the formation of the Virginia Association of Metropolitan Planning Organizations. He noted that the TPB would be participating in this organization.

Mr. Kirby referred to a letter from Chairman Oberstar about monitoring of the stimulus funding. He said that Congressman Oberstar is pursuing oversight as the Chairman of the House Committee on Transportation and Infrastructure, and is likely gathering data to prepare an analysis for use of stimulus funds. He noted a news release on new funding for Homeland Security projects in the region, and mentioned that about \$10million went to transportation-related projects. He highlighted two projects: \$4.7 million for bridge, tunnel, and metro station surveillance cameras and security, and \$5.4 million for traffic monitoring.

Mr. Kirby mentioned a letter from the Airports Authority about raising tolls on the Dulles Toll Road, as well as a letter from a consulting group working for Prince William County looking at commuter ferry service. He also noted a letter from the Maryland Transportation Authority about an environmental assessment on the Nice Bridge. He mentioned an exchange of letters between DDOT and the Chief Executive Officer of the Virginia Railway Express about a study of the Long Bridge.

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Chairman Jenkins commented that the Frederick County TIP amendment was necessary as a way to balance the budget in Frederick County.

## **6. Chairman's Remarks**

Chairman Jenkins appointed Muriel Bowser, Vice Chair of the TPB, to serve as the new chair of the Human Services Transportation Coordination Task Force.

Ms. Bowser thanked Mr. Jenkins and noted that it was a pleasure to serve and meet everyone on the task force.

Chairman Jenkins congratulated Alderman Paul Smith, representative to the TPB from the City of Frederick, for winning the primary election.

Chairman Jenkins asked Mr. Kirby to add an update on the multimodal I-270 study for the November agenda. Ms. Erickson said that MDOT would be pleased to provide an update on the study.

## **7. Approval of Amendments to the FY 2010-2015 Transportation Improvement Program (TIP) to Include Projects under the American Recovery and Reinvestment Act (ARRA) as Requested by the Virginia Department of Transportation (VDOT)**

Ms. Sorenson said the proposed amendment would obligate \$51.562 million in ARRA funds that were set aside for Northern Virginia. She said that the projects were adopted by the Commonwealth Transportation Board (CTB) at its July 16 meeting and originally proposed and approved by the Northern Virginia Transportation Authority (NVTA).

Ms. Sorenson made a motion to adopt Resolution R6-2010 to amend the FY 2010-2015 TIP to include ARRA projects as requested by VDOT. Mr. Zimmerman seconded the motion, which passed unanimously.

## **8. Approval of an Amendment to the FY 2010-2015 Transportation Improvement Program (TIP) which is Exempt from the Air Quality Conformity Requirement to Include the 17<sup>th</sup> Street Levee Project as Requested by the District Department of Transportation (DDOT)**

Ms. Ricks asked that his item be withdrawn.

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## **9. Approval of the Maryland Technical Assistance Projects Under the FY 2010 Transportation/Land-Use Connections (TLC) Program**

Before addressing the item, Mr. Swanson took a moment to briefly describe the TPB's Community Leadership Institute (CLI), an event the TPB conducts with community leaders from around the region. He referred to the brochure distributed at the meeting and said the next session will occur on October 29 and 31. He said TPB staff will contact TPB members about nominations for participants for this session of CLI.

Mr. Swanson explained that the TPB was being asked to approve three additional projects for funding under the FY 2010 TLC Program, and he noted that these projects are funded with money from the Maryland Department of Transportation's (MDOT) technical assistance account in the TPB's Unified Planning Work Program (UPWP). He said the TLC selection panel reviewed six applications and selected three projects for funding:

- Develop interim pedestrian safety measures around the New Carrollton Metrorail Station in Prince George's County.
- Prioritize projects related to pedestrian accessibility to transit facilities in Prince George's County.
- Analysis of trip-generation data used to calculate vehicle trips for neighborhood-serving retail services in Montgomery County.

Mr. Swanson noted that by the end of the FY 2010 round of the TLC technical assistance program, the TPB will have completed approximately 40 projects.

Mr. Weissberg clarified that the prioritization project for Prince George's County would use the TLC funding to identify gaps in pedestrian accessibility and prioritize needs for improvements.

Chairman Jenkins asked if Montgomery County used the Institute for Transportation Engineers (ITE) Trip Manual to get the trip-generation numbers and whether County staff believe the numbers are overestimated.

Mr. Erenrich said the county generally uses the ITE Trip Manual, but noted that Maryland National Capital Park and Planning Commission staff applies special trip generation rates to certain locations. He said staff expects some of the vehicle trips would not be made because of proximity to transit. He said staff is looking to this project to develop factors that could improve the trip generation calculations.

Chairman Jenkins commented that some transit-oriented developments might benefit from establishing a different trip generation measure for that type of project.

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Mr. Erenrich observed that through the county's adequate public facility and growth policy management, some trips would not have to be mitigated because they occur in a transit-oriented development.

Mr. Zimmerman said he would be interested in the results from this project. He noted the anticipated results would confirm research that Arlington County staff has conducted internally. He said this research has found that the trip generation within transit-oriented development around metro stations is dramatically lower than what is found in the standard journals, which could lead to incorrect policy-making within this type of development.

Ms. Tregoning asked if any of the data collected as part of the regional household travel survey would help inform this discussion.

Mr. Erenrich said the TLC project will be reviewing trips generated at the commercial destination instead of the household. He said this work would be supplemental to the household travel survey.

A motion was made to approve the recommended TLC technical assistance projects funded under the Maryland Technical Assistance Program in the 2010 UPWP. It was seconded and passed unanimously.

## **10. Approval of Letter of Support for the CSX National Gateway Freight Rail Initiative**

Mr. Kirby introduced the item, and explained that Stephen Flippin, a representative of CSX Transportation would be giving the Board a more detailed presentation about the National Gateway Initiative as a follow-up to his initial presentation at the July 15 TPB meeting. Mr. Kirby noted that the TPB had deferred action on a letter of support from the July 15 meeting to the September 16 meeting, and that the letter had been modified since the July 15 draft.

Mr. Flippin thanked the TPB for the opportunity to present again, and thanked the TPB Freight Subcommittee and TPB Technical Committee for enabling the issue to come before the Board. Referring to a PowerPoint presentation, he described the National Gateway Initiative as a project to allow for double-stacked cargo containers on rail cars along a few key rail corridors in the Northeast, Mid-Atlantic, and Midwest United States. He noted the significance of the rail infrastructure for the delivery of goods, along with the expected growth in East Coast freight traffic over the next 20 years including that due to the expansion of the Panama Canal.

Mr. Flippin said that the National Gateway Initiative would clear 61 obstructions that prevent passage of double-stacked trains, which would greatly improve efficiency and create jobs in the process. He said that the total cost of the project is \$842 million, of which approximately half would be publicly funded through state and federal sources. He described the potential economic benefits to the Washington Region, and said that the largest project in the area would

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be improvements to the Virginia Avenue Tunnel in the District of Columbia, at a cost of \$160 million. He noted that the tunnel is such an important project for freight traffic in the region that the State of Virginia had put forward \$24 million for the project.

Mr. Flippin said that eliminating rail bottlenecks in the region through the Initiative, especially the Virginia Avenue Tunnel, would also benefit passenger rail service and help accommodate growth plans by VRE, MARC, and Amtrak over the next several years. He said that 13 of the 61 projects encompassed in the Initiative are in the National Capital Region, and referred to a PowerPoint slide listing the descriptions and estimated costs for each project.

Chairman Jenkins asked Mr. Flippin to clarify the public-private funding breakdown for the Initiative, and to explain when work would begin on the included projects.

Mr. Flippin confirmed that about half of the project costs are to be paid by CSX with the other half coming from federal and state governments. He said that work has already begun to increase clearance in some locations, including Ohio and North Carolina, and that expansion of an intermodal facility in Chambersburg, Pennsylvania, was already complete. He said that CSX is seeking federal funds through two avenues – the surface transportation authorization process and the TIGER grant program – and because the deadline for submitting the TIGER application had already passed, they were seeking general support from the TPB for their effort to get funding through the authorization process. He said that with all the requested funding in place, the projects would all be completed by 2012 except for the Virginia Avenue Tunnel, which would be cleared for double-stacked trains by 2012 but not re-covered until 2013. He said that if the funding doesn't come as expected, the projects would be delayed but hopefully still completed in time for the opening of the Panama Canal expansion in 2015.

Ms. Ricks asked if CSX had indeed submitted an application for TIGER grant funding.

Mr. Flippin said that the State of Ohio had submitted a TIGER application on behalf of the National Gateway Coalition, including CSX and five other states.

Mr. Wojahn asked what efforts had been made so far as part of the National Gateway Initiative to engage with the localities that will be affected by the projects.

Mr. Flippin said that an outreach effort had begun over the last year, and that CSX had learned of some specific local issues at meetings of the TPB Freight Subcommittee, which led to direct meetings with mayors and other local officials in the region. He said that CSX is in the process of making sure all stakeholders are included, along with coalition partners such as the state DOTs.

Mr. Wojahn asked if CSX would be engaging in dialogue not only with localities that are the sites of specific improvement projects, but also those through which the corridors, and subsequently greater freight traffic, will run.

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Mr. Flippin said that the outreach effort would include such localities.

Ms. Tregoning said that TPB members are keenly interested in the impact of the Initiative on passenger rail. She asked if the numbers listed on slide 5 of Mr. Flippin's presentation, indicated planned growth by MARC, VRE, and Amtrak, represented commitments by CSX to accommodate that passenger traffic.

Mr. Flippin said that they do not represent a commitment to such accommodation, but do indicate the potential for passenger rail growth that would be made possible by the Initiative's efficiency and capacity improvements.

Ms. Tregoning asked if negotiation for commitments to passenger rail accommodation had been part of the dialogue with passenger rail operators and state DOTs regarding the Initiative.

Ms. Erickson said that she could not say if negotiation for passenger rail accommodation commitments had been part of the conversation in Maryland, but that the state administration supports the Initiative. She said that Maryland was seeking funding for capacity and service reliability improvements on the MARC system, and that there was definitely dialogue happening regarding accommodation of commuter rail service growth.

Ms. Tregoning asked how much of the \$160 million Virginia Avenue Tunnel improvement cost was being requested from the federal government through the TIGER grant application.

Mr. Flippin said that the TIGER grant request included \$115 million for the Virginia Avenue Tunnel project.

Mr. Mendelson moved approval of the draft letter of support for the CSX National Gateway Initiative. The motion was seconded.

Mr. Snyder said that his past experience in working with CSX to enable passenger movement along its corridors had often been unnecessarily difficult due to CSX being inhospitable and putting a very low priority on passenger service. He said that while one response to that could be to not endorse their project, a better approach would be to look forward to a more cooperative future as the draft letter does.

Mr. Snyder said that nevertheless the response given to Mr. Tregoning's question about commitments to accommodating passenger rail was unsatisfactory, and suggested strengthening the language in the draft letter to "request" rather than "hope" that the National Gateway Initiative will accommodate increased passenger service "including the slots necessary to fulfill the predictions on slide 5" of Mr. Flippin's presentation. He said that while he understood this could not be a firm commitment by CSX, it should be clear that the TPB is serious about not only supporting this national infrastructure project but also in fulfilling obligations to local citizens in getting a more cooperative and collaborative relationship with CSX in the future. He

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said he hoped that the TPB's support for the Initiative would be met with greater cooperation from CSX.

Mr. Snyder asked what CSX was prepared to do differently now for the region than what it has done in the past in terms of cooperation on passenger rail accommodation.

Mr. Flippin said that in the last couple years the relationship between CSX and state and local agencies has dramatically changed, due in part to the appointment of a new vice president for the National Capital Region. He noted that extensive negotiations had taken place with MDOT and VDOT before the signing of a Memorandum of Understanding indicating their participation in the National Gateway Coalition. He said that this was the sixth time that CSX had come to the TPB to discuss the Initiative and that the outreach process has been extensive and has also included DDOT. He said that without the projects included in the Initiative, there would be significant negative impacts on congestion and air quality in the region as freight traffic increases.

Mr. Snyder said he appreciated the arguments for the Initiative, but asked for Mr. Flippin to specifically address what CSX would do to cooperate with this region's governments in the future.

Mr. Flippin said that CSX would continue to be present at TPB committee meetings and available for questions, and continue to work with the TPB to find solutions to transportation issues.

Mr. Snyder asked what CSX would specifically do to cooperate in the area of commuter rail operations.

Mr. Flippin said that ongoing negotiations with VRE and MARC would continue, and noted that the Federal Railroad Administration (FRA) had cited negotiations between CSX and Virginia as a good example of how to move forward with high-speed rail applications, which speaks to their ability to find solutions that work for both freight and passenger rail.

Mr. Snyder said that while he acknowledges FRA's praise, his own experience in dealing with CSX has been different, and he repeated his question of what level of cooperation CSX is prepared to commit to in assisting with commuter rail operations.

Mr. Flippin said that CSX would continue to engage with passenger rail stakeholders to try to find ways to move both passenger and freight rail issues forward.

Mr. Mendelson asked Mr. Snyder to repeat his proposed change to the draft letter, and indicated that he would accept it as a friendly amendment to his earlier motion.

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Mr. Snyder proposed to change the last sentence of the second paragraph of the letter to read: “We request that in addition to improving freight rail movement through the region, the initiative will accommodate increased passenger service by MARC, VRE, and Amtrak, specifically including the slots necessary to fulfill projections presented to the TPB on September 16, 2009.”

Mr. Mendelson accepted the amendment to his motion, barring any objection.

Mr. Zimmerman said that the National Gateway Initiative is an important project with many merits and that he supports improving freight rail movement. He acknowledged that CSX has improved somewhat its relationship with state and local governments, to the extent that CSX does not treat them with as much arrogance and disdain. He noted that CSX is asking for TPB support at least in part on the basis that the Initiative will help move rail passengers, while making no specific promises about anything that would help with passenger rail movement. He said that the language in the draft letter of support should be stronger in calling on CSX to commit to accommodating additional commuter rail travel in the National Capital Region.

Ms. Tregoning noted regarding the competing TIGER grant for the Initiative that, unlike the TPB, CSX had more options for raising money for capital projects as a private company, such as selling stock. She said that she agrees that the Initiative has merits, though it may not have much benefit for the District of Columbia. She said that the wording of the draft letter of support was too tepid regarding the TIGER grant applications, and suggested that the letter more closely match the language of the letter from the Virginia governor. She proposed amending the TPB letter to express support the National Gateway Initiative in the federal Surface Transportation Authorization, but clearly note that the TPB has a competing application for TIGER funds. The amendment would add the following clause to the second paragraph of the letter: “The National Capital Region Transportation Planning Board is pleased to join the governors in support of the National Gateway Initiative in the upcoming Surface Transportation Authorization legislation.”

Ms. Erickson noted that the deadline for TIGER grant applications had already passed, so it may be unnecessary to even address that issue. She proposed an amendment to strike the portion of the draft letter in sentence two, paragraph two, that reads “(recognizing that this does not include the current federal TIGER competitive grants for which this region has identified other priorities).” She said she supported Ms. Tregoning’s amendment, and noted that the State of Maryland supports the National Gateway Initiative as well as the TPB’s Regional Bus Priority Network that was the subject of its TIGER grant application.

Ms. Tregoning said that she thought the parenthetical text Ms. Erickson proposed to strike was an important piece of the letter because it is the only thing that makes clear that the TPB supports its own TIGER application over the application for the National Gateway Initiative.

Chairman Jenkins asked for discussion on the first amendment, as proposed by Vice Chair Snyder.

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Mr. Zimmerman asked if the amendment could be changed to start with the words “It is our expectation that” rather than “We request.”

Vice Chair Snyder accepted Mr. Zimmerman’s change to his proposed amendment.

Ms. Sorenson said that she was concerned that the letter not be too specific in quantifying the passenger rail accommodation desired, as there are ongoing negotiations related to that question between CSX and the state administrations.

Chairman Jenkins said that the expectations of the TPB as far as passenger rail accommodation would match the numbers laid out by CSX in their PowerPoint presentation

Mr. Mendelson asked Ms. Sorenson if she meant that the state administrations might be negotiating for even more passenger rail accommodation than the growth figures cited by CSX in the presentation.

Ms. Sorenson said she did not know, but would not want to presume the result of negotiations to be either more or less than those numbers.

Ms. Hudgins said that the TPB’s letter should be similar to the letter from Gov. Kaine in emphasizing the balance between freight and passenger rail needs.

Chairman Jenkins asked for a vote on the amendment proposed by Vice Chair Snyder, which would change the last sentence of the second paragraph of the draft letter to read, “It is our expectation that in addition to improving freight rail movement through the region, the initiative will accommodate increased passenger service by MARC, VRE, and Amtrak, specifically including the slots necessary to fulfill projections presented to the TPB on September 15, 2009.” The motion passed unanimously.

Chairman Jenkins asked for clarification on the amendment proposed by Ms. Tregoning.

Ms. Tregoning said that her amendment would add to the end of the first sentence of the second paragraph of the letter the phrase “in support of the National Gateway Initiative in the upcoming Surface Transportation Authorization legislation.”

Mr. Mendelson asked if Ms. Tregoning intended to strike the language “and any similar projects” from the end of the sentence.

Ms. Tregoning confirmed that she intended for that language to be struck.

Ms. Sorenson said that if the letter specifically addresses the federal authorization process, it should also specifically express support for rail infrastructure projects receiving funds through other American Reinvestment and Recovery Act (ARRA) programs besides the TIGER program.

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She noted that the National Gateway Coalition had requested more through other ARRA programs than through the TIGER program.

Ms. Smyth said that another concern in Virginia is that Norfolk Southern Railroad is engaged in a similar project that also has passenger rail implications, and the TPB does not want to advocate something that would preclude other possibilities such as federal funds going to that project.

Ms. Sorenson said that her suggestion was intended to be inclusive and not have the TPB show support for just one project.

Ms. Tregoning said her concern with the original language was that the sentence read like a blanket endorsement, without any concern about where the money would come from. She said that the TPB should have the opportunity to discuss individual projects and not just issue a blanket endorsement for all efforts to obtain federal funding for rail infrastructure improvements.

Ms. Sorenson noted that there are many other projects that have been put forward by entities within the Washington Region for TIGER funding, including Prince William and Loudoun Counties, and the Metropolitan Washington Airports Authority. She said that the TPB should either study all of them and prioritize its support in some way, or to just say in general that the TPB supports them.

Mr. Zimmerman said that it is necessary to have language in the letter specifically noting that the TPB does not support the competing application by a private company for TIGER funding.

Ms. Sorenson noted that the State of Virginia had already committed millions of dollars for the National Gateway Initiative, as have other states, so it is not just a private initiative.

Mr. Mendelson said that he thought both of the amendments being considered, Ms. Tregoning's and Ms. Erickson's, are ill-advised. He said that the parenthetical about the competing TPB TIGER grant should not be deleted, but at the same time the rest of the language keeps the letter at a general level in addressing the National Gateway Initiative and other similar projects that would improve mobility in the region, and should not be changed.

Ms. Tregoning said her primary concern about the language she proposed to change is that it could be interpreted as a blanket endorsement for the National Gateway Initiative and any ways in which it seeks funding. She said that there are specific ways in which the TPB wants to support the project, and specific ways in which it wants to withhold its support.

Mr. Mendelson said that the sentence of concern to Ms. Tregoning should be read in the context of the whole letter, which is clear in regard to the competing TIGER grants. He said that modifying the language to be more specific about any other projects or funding sources would create other issues, as noted by Ms. Sorenson.

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Ms. Ricks said that the letters submitted by the state governors are wise in indicating that they serve a specific purpose in supporting inclusion of funding for freight rail infrastructure improvements in the authorization bill, as opposed to a letter that could be used for other purposes. She said that while there may be other funding sources available in the future, the TPB would at that time want the opportunity to determine if it wanted to support efforts to tap in to those funds for particular initiatives, or if there would again be other, competing priorities.

Mr. Wojahn said that he agreed that the letter should be limited to addressing only the Surface Transportation Authorization legislation. He said that a number of details in the CSX proposal had yet to be worked out and there could be some impacts on local areas that are not yet foreseen.

Chairman Jenkins called for a vote on the amendment proposed by Ms. Tregoning, to change the first sentence of the second paragraph of the draft letter to: “The National Capital Region Transportation Planning Board is pleased to join the governors of Virginia and Maryland in support of the National Gateway Initiative in the upcoming Surface Transportation Authorization.” The amendment was approved by a majority vote taken by voice.

Chairman Jenkins called for a vote on the amendment proposed by Ms. Erickson, which would strike from the second paragraph the parenthetical text “Recognizing this does not include the current federal TIGER competitive grants for which the region has identified other priorities.” The amendment failed 10-15 on a vote taken by show of hands.

Chairman Jenkins asked for a vote on the motion to approve and convey the letter of support, as amended. The motion passed by a majority vote taken by voice. Ms. Erickson, Ms. Sorenson, and Mr. Erenrich abstained from the vote.

## **11. Briefing on the Draft Air Quality Conformity Assessment for Amendment to the 2009 CLRP and FY 2010-2015 TIP to Include the Purple Line Light Rail Project and the Transportation Components Associated with the “Return to L’Enfant” Development over I-395**

Ms. Posey, referring to the meeting materials, provided a briefing on the draft Air Quality Assessment. She noted that the TPB approved the project inputs for the analysis in June 2009, including the Purple Line Light Rail in Maryland and the transportation components for the “Return to L’Enfant” development over I-395 in the District.

Ms. Posey said TPB staff asked the local jurisdictions to consider the land-use implications of the projects. She said Montgomery County, Prince George’s County, and the District of Columbia submitted changes, which became part of the Round 7.2a Cooperative Forecast.

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Ms. Posey said the 30-day public comment period began on September 10. She said this analysis will be brought to the TPB in October for approval.

## **12. Briefing on the TPB Regional Priority Bus Project Grant Application Submitted under the Transportation Investments Generating Economic Recovery (TIGER) Program of the American Recovery and Reinvestment Act (ARRA)**

Mr. Kirby thanked Ms. Tregoning for her leadership of the Scenario Study Task Force in completing the application. He said this application represents regional consensus on a package of projects. He noted that whether or not the TPB receives the TIGER funding, the TPB now has a set of priorities to pursue, potentially, for other funding sources.

Mr. Kirby, referring to a PowerPoint presentation, summarized the components of the final application that was submitted to the USDOT on September 15. He said the final package application was a subset of projects that the TPB approved in July and comprised of three components: the Priority Bus Corridors package, which includes the K Street Transitway, priority corridor enhancements, and managed lanes; the Regional Bike-Sharing Package; and the Transit Centers Package. He noted that one criterion for the TIGER Program is regional significance and he said that the application demonstrates that this is a connected system geographically and across all modes of transportation. He said the application also includes a benefit/cost analysis that was required for submission of a multimodal package.

Mr. Kirby said the TPB received 21 letters of support from various facilities owners, jurisdictions and other regional partners. He said he appreciates the support and assistance of all involved in compiling the application.

Ms. Waters asked if commuter buses from other jurisdictions would be able to use the bus lanes on the K Street Transitway.

Ms. Ricks said the K Street Transitway is still in the environmental assessment phase and that three alternatives have been presented: a no-build alternative, a two-lane configuration as a transitway, and a two-lane with passing configuration as a transitway. She said a preferred alternative has not yet been selected, but the two transitway configurations would dictate whether or not commuter buses would be accommodated in the transitway or in the general purpose lanes. She noted DDOT would be having a public comment period on the environmental assessment in the future.

Ms. Waters said the allowance of commuter buses in the transitway would highlight the regional significance of this project.

Mr. Turner thanked Mr. Kirby and TPB staff for their work on this application, as well as member jurisdictions for participating in its preparation. He also noted that applications

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submitted by member jurisdictions would be competing for the TIGER funding available to the region and requested that TPB staff generate a list of all the application projects submitted for the region.

Mr. Kirby acknowledged TPB staff members Tim Canan, Monica Bansal and Michael Eichler for their work on the TPB's TIGER application.

Mr. Snyder thanked Ms. Tregoning for her board-level supervision of the effort, as well as all the staff who worked on the proposal. He noted that jurisdictions not yet involved in the bike-sharing program would have an opportunity to potentially participate in the future.

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

Mr. Buddy Ey, MATOC Facilitator, provided a briefing of the MATOC Program. Referring to a presentation, he noted that he had made notifications on 20 incidents since July 15, 2009. Three of these incidents were deemed significant and could include a lane closure, traffic delay, or an impact to more than one jurisdiction. The other 17 incidents were of a situational awareness nature.

Mr. Ey noted that MATOC is making advances in coordination among agencies in the region, improving quality assurance, and helping to form a regional approach. He noted that he recently participated in a tabletop exercise involving a scenario where the Woodrow Wilson Bridge would be closed for four hours or more. A report with key findings from this exercise is forthcoming. He also said that MATOC is moving into the CapWIN facilities, and is planning to hire additional staff. He also commented that the MATOC Steering Committee is working to identify funding sources, since it requires \$1.2 million to sustain the program, and funding is only guaranteed through June 30, 2009. He concluded by stating that MATOC has brought an awareness of the need to share resources and work as a region. He provided examples for how the region has worked across jurisdictional boundaries to solve transportation-related problems relating to emergencies.

Mr. Mendelson commended the MATOC report. He asked why the Red Line Metro rail accident at Fort Totten was not included in Mr. Ey's Notification List.

Mr. Ey noted that the accident had occurred prior to July 15, 2009.

Mr. Mendelson asked about the time of day of a closure on 14<sup>th</sup> Street in Washington, D.C. on July 27, 2009.

Mr. Ey said that the closure occurred in the morning, and clarified that there it was during rush hour. He added that the Secret Service was involved because of a Presidential appearance on

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14<sup>th</sup> Street.

Mr. Mendelson clarified that the President was speaking at the Reagan Building.

Mr. Ey said that much of this closure information came as last-minute notifications to the DOTs, and that many of the planned activities ended up changing to accommodate the Presidential visit. He said he was obtaining information directly from MPD and sharing it with D.C., DDOT, and VDOT.

Mr. Mendelson asked what Mr. Ey does when there is a road closure that is not planned in advance.

Mr. Ey suggested that the incident on August 8, 2009 is instructive and concerns the inner loop of the Capital Beltway at Braddock Road, where lanes were blocked for five and a half hours. In this instance, he received a phone call, went to his website and collected information, and then spoke with representatives in Maryland and Virginia to share information about the incident, and encouraged appropriate signage.

Mr. Mendelson asked what a message sign would say on I-270.

Mr. Ey said “Accident in Virginia, consider alternate routes” or “Consider I-495.”

Mr. Mendelson noted that the word choice of the signs may not provide adequate information to motorists.

Mr. Ey said that there is limited space on signs, and that wording on signs is something that can be worked on in the future. He said he would take this suggestion back to the MATOC operations subcommittee.

Senator Ticer asked for clarification of “511”.

Mr. Ey said that the “511” system in Virginia is a statewide telephone voice prompt information system about active incidents and traffic delays.

Mr. Snyder asked for recommendations for funding to go forward next month. He commended the examples of how MATOC was effective, and noted the fundamental nature of coordination in a partial evacuation.

Mr. Kirby said that some TPB planning funding may go into MATOC to support planning components, and that more information would be available in November.

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#### **14. Adjournment**

With no other business before the TPB, Chairman Jenkins adjourned the meeting at 2:05pm.