



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

**TPB Meeting,
November 18:**

- Approval of the Call for Projects and Schedule for the 2010 CLRP and FY 2011-2016 TIP
- Briefing on the Draft Greater Washington 2050 Report
- Briefing on the I-270/ US Route 15 Multi-Modal Corridor Study

More information may be found at:
www.mwco.org/transportation

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TPB news

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NOVEMBER 2009

TPB APPROVES PROPOSAL TO STUDY ATTITUDES ON ROAD PRICING

While distance-based road pricing has become more technologically feasible, questions of public acceptability remain largely unanswered. A study proposed by the National Capital Region Transportation Planning Board (TPB), in cooperation with the Brookings Institution, would seek to answer some of those questions and look at the feasibility of regional road pricing options in the Washington Region.

The TPB voted at its October 21 meeting to approve the submission of a grant application for \$320,000 from the Federal

Highway Administration, with a 20 percent match of \$80,000 to be provided by COG. The proposal, titled "Public Acceptability of Regional Road Pricing: Can it be Designed to Garner Public Support?" was due November 3.

As congestion grows and funding shrinks, decision makers around the country have increasingly turned to transportation pricing mechanisms. Today, three out of the five most expensive projects planned

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TPB GIVES FINAL APPROVAL TO PURPLE LINE PROJECT

On October 21, members of the TPB voted unanimously to approve two projects for inclusion into the region's Constrained Long-Range Transportation Plan (CLRP), including the Purple Line light rail project.

"This vote essentially completes the process for the TPB on the Purple Line," said Ronald F. Kirby, Director of Transportation Planning at the Metropolitan Washington Council of Governments (MWCOG). "The Board's passage enables the state of Maryland to advance the project for federal funding."

The TPB's action on the Purple Line is a culmination of a long process by local,

regional, and state officials. Over the past few years, debate primarily focused on the location of the project, as well as whether the line would be light rail or bus rapid transit (BRT).

The 16-mile light rail Purple Line will run from Bethesda in Montgomery County to New Carrollton in Prince George's County, linking major residential and commercial centers and connecting to existing Metro, MARC, and Amtrak stations.

The TPB also approved the "Return to L'Enfant" plan for development over I-395, which includes a number of street reconfigurations in Washington, D.C. ♦

2009 STREET SMART CAMPAIGN

The Fall 2009 Campaign of the Street Smart Public Safety Program began on November 1 and will run until November 21. On October 21, the TPB received a briefing

on the status of funding and planning for the Fall 2009 and Spring 2010 campaigns, and on the evaluation of the Fall 2008 and Spring 2009 campaigns.

Street Smart is an annual public education, awareness and behavioral change campaign in the Washington, DC, suburban Maryland and northern Virginia area. Since its beginning in 2002, the campaign has used radio, newspaper, and transit advertising,

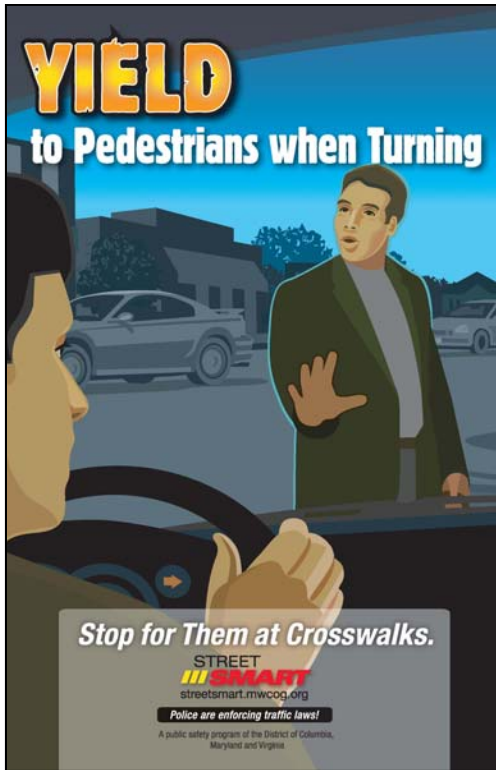
public awareness efforts, and added law enforcement to respond to the challenges of pedestrian and bicyclist safety.

The Street Smart campaign emphasizes education of motorists and pedestrians through mass media. It is designed to complement the efforts of state and local governments and agencies to build safer streets and sidewalks, enforce laws, and train better drivers, cyclists, and pedestrians.

The theme of the Fall 2009 press event was "Don't Be a Zombie, Walk and Drive Alive." The press event took place two days before Halloween, on Thursday, October 29, 2009, at 2:00 p.m. at K Street NW and Wisconsin Avenue NW in Washington, D.C.

Supporting the mass media and public awareness campaign is a region-wide enforcement initiative. The DC Metropolitan Police Department and TPB have

(Continued on the next page)



UPCOMING NOVEMBER AGENDA ITEMS

The TPB's November 18 agenda is expected to include the following items:

- Appointment of Nominating Committee for Year 2010 TPB Officers.
- Approval of Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2010 Update of the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2011-2016 Transportation Improvement Program (TIP).
- Briefing on Draft Greater Washington 2050 Report and Approval of TPB Comments on the Report.
- Approval of Response to the TPB Citizens Advisory Committee's (CAC) Recommen-

ation to Develop a Long-Range Regional Transportation Priority Plan.

- Briefing on I-270/US Route 15 Multi-Modal Corridor Study.
- Briefing on the Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on an Amendment to the FY 2010 Unified Planning Work Program (UPWP) to Revise the Budget and Certain Work Tasks.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwcog.org/transportation/tpb. ♦

increased efforts to share information on best practices in pedestrian enforcement with line officers. A standardized enforcement reporting form has improved knowledge of the number and types of citations being issued. In Spring 2009 38,961 citations and 4,803 warnings were issued to motorists, pedestrians and cyclists in Arlington County, Alexandria, Fairfax County, Montgomery County and the District of Columbia. Over thirty law enforcement officers from around the region attended a half-day pedestrian enforcement seminar on March 10 in the COG Board Room. Numerous law enforcement agencies have pledged to carry out enforcement.

The program is coordinated by the TPB, and is supported by federal funds made available through state governments, and funding from some TPB member jurisdictions. ♦



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In addition to the newsletter, readers can subscribe to other publications and TPB meeting materials. ♦

TPB HOSTS COMMUNITY LEADERSHIP INSTITUTE

On October 29 and 31, the TPB hosted its sixth Community Leadership Institute (CLI), a series of two workshops during which a diverse group of community leaders learns how to promote effective involvement in transportation decision-making. Approximately 20 individuals participated in this session of CLI, representing jurisdictions in Maryland, Virginia, and the District of Columbia. The CLI was facilitated by Peter Shapiro, former Prince George's County Councilmember and former Chair of the TPB, and Kathy Porter, former Mayor of Takoma Park and former Chair of the TPB.

Over the course of the workshop, participants learned about the complexities of regional transportation decision-making, including how, where, and when transportation decisions are made in the Washington region. The curriculum incorporated a variety of interactive and educational activities, and included role-playing, presentations, and educational activities that provided information about the various planning processes at the state, regional and local levels. Throughout the two days, participants discussed ways in which the interests of their local communities connect with the regional planning issues facing the TPB. Participants leave the CLI empowered with knowledge to effectively take action on transportation issues in the region and in their communities.

For information about participation in future sessions of the Community Leadership Institute, please visit the CLI website: www.mwcog.org/transportation/activities/cli/. ♦



Participants at the Community Leadership Institute took part in a number of activities designed to provide information about the regional transportation planning process. The activity pictured above provided participants with the opportunity to review revenue and expenditure allocations by transportation mode.

TPB PROPOSAL ON ROAD PRICING

(Continued from page 1)

in the Washington Region for the next six years are toll projects—Virginia’s two HOT lane projects (on the Beltway and I-95/I-395) and Maryland’s Intercounty Connector. Toll revenues are also a key funding component for the Dulles rail project. The TPB’s 2006 long-range financial analysis found that tolls and private sources can be expected to provide seven percent of anticipated revenues for transportation purposes between now and 2030. A similar analysis in 2003 found that toll and private money accounted for just one percent of anticipated revenues.

The National Surface Transportation Infrastructure Financing Commission, in a February 2009 report to Congress, recommended moving to a vehicle-miles-traveled (VMT) charge within a decade as an alternative to the fuel tax, which is “likely to erode more quickly than previously thought.” The commission

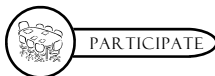
concluded that “all levels of government are failing to keep pace with the demand for transportation investment,” and that in general, “our [transportation] system is underpriced.”

In June 2009, the Brookings Institution released a policy paper proposing a GPS-based pricing system that would raise new revenues based on VMT, while also providing a means to reduce traffic congestion and pollution and improve public transportation. Although Congress and the Obama administration have been lukewarm to exploring the idea, the FHWA is continuing to solicit proposals for further study and to set the stage for possible pilot programs in the near future. Aware of the TPB’s prior work in studying road pricing options along with the Brookings paper, FHWA encouraged the two entities to work together to submit an application for funding.

A VMT-based system would be a large step beyond the pricing measures already in place or planned in the region, and raises concerns among many about the prospect of tracking the travel of individual vehicles through GPS technology or other means.

A handful of TPB members cast dissenting votes on the motion to submit the grant proposal, including Fairfax City Councilmember Dan Drummond, who said his opposition was based on concerns over privacy and the study’s cost. “A study isn’t an act of necessity in a recession,” Drummond said. He also questioned the appropriateness of a regional body like the TPB engaging the public in discussions about fees and taxes, which are traditionally imposed by federal, state, and local governments.

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PARTICIPATE

BE PART OF THE 2010 TPB CITIZENS ADVISORY COMMITTEE

**Visit www.mwcog.org/transportation for
more information and to complete an application**

If you are interested in becoming a candidate for membership on the 2010 TPB Citizens Advisory Committee (CAC), please submit an application to TPB staff by November 30, 2009. The TPB’s Participation Plan encourages candidates who “represent environmental, business, and civic interests in transportation, including appropriate representation from low-income, minority, and disabled groups and from the geographic area covered by the TPB.”

For more information, contact Sarah Crawford at 202-962-3237 or scrawford@mwcog.org. ♦

Several TPB members said that social equity and fairness need to be taken into consideration as part of an investigation of public attitudes toward pricing. “We need to take into account the lack of choice for public transportation that many of the region’s residents have,” said Tony Knotts, Prince George’s County Council Member. “There are inequities in access to public transportation options throughout the region, and we should not punish those who have no choice but to travel by vehicle.”

In presenting the background for the proposal, Transportation Planning Director Ronald Kirby noted the potential improvements to transit service that could be enabled by congestion pricing systems, which by definition create highway capacity that is free-flowing and can be used by high-quality bus systems.

If the grant is awarded to the TPB, the study will commence in January 2010 and be completed over the next year. It is to be advised by a working group of 10-14 experts who will help frame options and scenarios for comprehensive, regional distance-based pricing. The TPB would contract with a consultant to conduct telephone surveys and convene stakeholder focus groups to discuss scenarios and gauge public attitudes. Regular reports would be made to the TPB, and Board members are to participate actively throughout the study.

Despite concerns about the study and the pricing techniques it would explore, a majority view emerged among TPB members about the desirability of getting more information about options for raising revenue and reducing congestion. Without reviewing alternative sources of funding such as road pricing, “we are consigning ourselves to continuation of what we currently have, and that’s not acceptable,” said TPB Vice Chair and Falls Church City Councilmember David Snyder. “This vote, which is not an endorsement of any particular pricing option, will allow us to answer questions about the concept and allow the public to participate in the process.” ♦

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TPB Alphabet Soup

AFA	Access for All Committee
ARRA	American Recovery and Reinvestment Act of 2009
CAC	Citizen’s Advisory Committee
CLRP	Constrained Long-Range Transportation Plan
COG	Metropolitan Washington Council of Governments
DDOT	District Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
NVTA	Northern Virginia Transportation Authority
RMAS	Regional Mobility and Accessibility Scenario Study
TIP	Transportation Improvement Program
TLC	Transportation/Land-Use Connections Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation

OTHER OCTOBER AGENDA ITEMS

In addition to the items covered in this newsletter, the TPB’s October 21 agenda included the following items:

- Status report on Extension of the SAFETEA-LU Transportation Authorization, Rescission of FY 2009 Transportation Contract Authority, and Development of a New Six-Year Transportation Authorization.
- Briefing on a Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2010 Update of the Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2011-2016 TIP.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwkog.org/transportation/tpb. ♦



CALENDAR OF EVENTS

All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., N.E. (Enter from 1st St., N.E.).

November 2009

- 4 Bike to Work Day Steering Committee (10 am)
- 5 Freight Subcommittee—Tour (9 am)
- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 Human Service Transportation Coordination Task Force (noon)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 MOVES Task Force (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 17 TDM Evaluation Group (2 pm)
- 18 Transportation Planning Board (noon)**
- 19 Aviation Technical Subcommittee (10:30 am)
- 19 Regional Taxicab Regulators Task Force (1 pm)
- 19 Access for All Advisory Committee (2 pm)
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)

December 2009

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 MOVES Task Force (10 am)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 Human Service Transportation Coordination Task Force (noon)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Ridematching Committee (10 am)
- 15 Regional TDM Marketing Group (noon)
- 15 TDM Evaluation Group (2 pm)
- 16 TPB Scenario Study Task Force (10:30 am)
- 16 Transportation Planning Board (noon)**
- 22 Travel Management Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)

January 2010

- 8 TPB Technical Committee (9 am)
- 8 TPB Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 14 Human Service Transportation Coordination Task Force (noon)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 MOVES Task Force (10 am)
- 19 Employer Outreach Committee (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 TDM Evaluation Group (2 pm)
- 20 TPB Scenario Study Task Force (10:30 am)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)
- 28 Aviation Technical Subcommittee (10:30 am)
- 28 Regional Taxicab Regulators Task Force (noon)



Dates and times subject to change.
Please visit our website at
www.mwcog.org
for up-to-date information.

This document is available in alternative formats upon request. Please contact Sarah Crawford at scrawford@mwcog.org, (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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