



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting.
January 28, 10:00 a.m.:

- Approval of Appointments to the TPB Citizens Advisory Committee
- Briefing on Proposed Criteria and Process for Prioritizing Stimulus-Related Transportation Projects
- Briefing on Initial Results from the Regional Household Travel Survey

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TPB news

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TPB ELECTS 2009 LEADERSHIP

At its meeting on December 17, the National Capital Region Transportation Planning Board (TPB) elected Charles Jenkins, current 1st Vice Chair of the TPB and Frederick County Commissioner, as its Chairman for 2009. Falls Church Council Member David Snyder and District of Columbia Councilmember Muriel Bowser were elected as vice chairs of the TPB.

Outgoing 2008 TPB Chairman Phil Mendelson, representing the District of Columbia Council, provided his thoughts on the progress the TPB made in 2008. He noted that “our reliance on the Federal Highway Trust Fund for funding has become a little bit more tenuous as the

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Incoming TPB Chair Charles Jenkins of the Frederick County Board of Commissioners (right) presented 2008 TPB Chair and DC Councilmember Phil Mendelson (left) with a token of the TPB’s appreciation for his service.

TPB RECEIVES LIST OF NEAR-TERM PRIORITY REGIONAL BUS PROJECTS

Since its formation by the TPB in January of 2007, the Regional Bus Subcommittee of the TPB Technical Committee has been investigating common operational issues and long-range bus planning from a regional perspective. The subcommittee decided to address the near-term issues of bus operations in the region by creating a regional priority bus projects list. The subcommittee was particularly interested in identifying a set of problems and potential solutions that would have great regional benefit.

Many transit operators remarked on the difficulty of considering long-range

planning when shrinking budgets and traffic congestion were combining to cause real short-term bus operational problems. Some projects could be addressed by identifying funding, while others would require further study and regional focus and coordination. The list was designed to focus on capital projects that could eventually be programmed into a 6-year TIP.

At its September meeting, the Regional Bus Subcommittee reviewed 75 candidate projects submitted by eight transit operators for the regional priority bus projects list. All of the candidate projects clearly had

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2009 TPB OFFICERS

"I think it's useful for us to reflect on whether we're making progress, or to think about whether there might be some better ways that we haven't tried to make progress with these issues."

- Outgoing 2008 TPB Chair Phil Mendelson

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Highway Trust Fund has dried up." He reflected that the TPB successfully updates the Constrained Long-Range Transportation Plan (CLRP) each year, but does it really prioritize the projects the way a regional transportation body ought to? Chairman Mendelson closed his remarks by highlighting several successes of 2008: rollout of the Metropolitan Area Transportation Operations Coordination (MATOC) Program, approval by Congress of dedicated funding for Metro, and the successful opening of the Woodrow Wilson Bridge. Incoming 2009 Chairman Charles Jenkins presented to Mr. Mendelson a plaque expressing the TPB's appreciation for his service, and noted that Mr. Mendelson had just completed his third term as Chair of the regional transportation board.

Chairman Jenkins was first elected to the Frederick County Board of Commissioners in 2006. Jenkins is also a member of or

liaison to: the Frederick Area Committee for Transportation, the Frederick County Volunteer Fire and Rescue Association, the Frederick Municipal Airport Commission, the Roads Board, the Sheriff's Office, and the Transportation Services Advisory Council. Jenkins is a veteran of the United States Navy, having served four years as a Navy Cryptologist.

First Vice-Chair Snyder was first sworn in as a member of the Falls Church City Council in 1994. He has served as Mayor and Vice Mayor of the City of Falls Church, having been elected to four terms on the City Council, most recently in May 2006. From 2004 to 2006, he chaired the Northern Virginia Transportation Authority and continues to serve as a member of the Authority. He currently chairs the TPB's Management, Operations and Intelligent Transportation Systems Policy Task Force and was chairman of the Metropolitan Washington Air Quality Committee in 2008.

Second Vice-Chair Bowser was elected to the District of Columbia Council in 2007 as a representative for Ward 4. Bowser is a member of the District of Columbia Public Works and the Environment Committee, the Public Safety and the Judiciary Committee, the Housing and Urban Affairs Committee, and the Human Services Committee. She previously served on the Advisory Neighborhood Commission in her neighborhood and has been active with her local civic association, serving as the Second Vice President of the Lamond-Riggs Citizens Association. ♦

2009 TPB OFFICERS



Charles Jenkins

TPB Chair
County Commissioner,
Frederick County, MD



David Snyder

TPB First Vice-Chair
Council Member,
Falls Church, VA



Muriel Bowser

TPB Second Vice-Chair
Councilmember,
District of Columbia

Right: The TPB also recognized the service and leadership of the 2008 TPB Technical Committee Chair, Mark Rawlings (left) and the 2008 Chair of the TPB Citizens Advisory Committee, Larry Martin (center).



TPB EXPLORES OPTIONS FOR ACHIEVING CLIMATE CHANGE GOALS

At the December 17 TPB meeting, Department of Transportation Planning Director Ron Kirby presented the TPB with more details about California SB 375 and discussed ways in which the TPB could use the legislation as a model for linking transportation planning and greenhouse gas reduction in the Washington Region.

Mr. Kirby had reviewed the California legislation at the November 19 TPB meeting, describing how the bill imposed a requirement on each of the state's Metropolitan Planning Organizations (MPOs) to set regional greenhouse gas reduction targets and develop strategies to meet those targets. If a first set of strategies or scenario that is constrained by the federal planning regulations (particularly the financial constraint on regional plans) does not achieve the regional target, an alternative strategy must be developed that can go beyond the usual constraints. These strategies are then to be reviewed by a State Air Resources Board, which can accept or reject the MPO's determination about the effectiveness of the strategies. At a minimum, the MPO must obtain State Air Resources Board acceptance of the alternative strategy.

Mr. Kirby noted that the TPB is already engaged in strategizing for greenhouse gas emissions reductions in a manner unconstrained by the federal planning regulations through the ongoing TPB Scenario Study. This includes "What Would It Take?" analysis that explores how the TPB can achieve the CO₂ emissions reduction targets set by the COG Climate Change Steering Committee. He said that the TPB can continue with this approach, but could also choose to implement a version of SB 375 and look to develop specific regional greenhouse gas targets and strategies for automobiles and light trucks. The TPB could also derive regional goals and strategies from the work of various state climate change commissions.

Later in the December 17 meeting, Monica Bansal and Michael Eichler of TPB staff presented more details about recent and planned Scenario Study activities, including land-use shifts and a proposed network of variably-priced toll lanes and transit improvements developed for detailed study. In particular, the "What

Would It Take?" scenario looks at three different categories of strategies for reducing greenhouse gas emissions from the transportation sector: fuel efficiency, fuel carbon intensity, and travel efficiency. TPB staff will be looking at combinations of these strategies to evaluate the cost effectiveness and viability of various transportation and land-use strategies. Such analysis could set the stage for regional adoption of specific targets and commitment to a particular approach for achieving them.

TPB Member Jonathan Way said that he hoped that Board discussion of the issue would first address the desirability of the approach exemplified by SB 375. "The California initiative currently is unproven, it's extremely invasive, it's dominated by state control and may be very expensive. And I think that we need to assess the merits, demerits, and economic consequences, rather than just the mechanics of implementation."

Mr. Kirby said that the TPB staff were not advocating a particular approach, but suggested that in light of the attention that the California legislation has received among MPOs and as part of the national discussion of the upcoming federal surface transportation program authorization, it may be advantageous for the TPB to be proactive on this issue.

TPB Chair Phil Mendelson said that the options described by Kirby did not appear to commit the TPB to any particular action and are not mutually exclusive. He asked that TPB staff continue to study alternatives through the "What Would It Take?" Scenario, track relevant state-level activities, and explore the possibility of additional target-setting and implementation strategies at the regional level. ♦

Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit "Doing Business with COG:" www.mwcog.org/doingbusiness/cogbid/ ♦

REGIONAL BUS PRIORITIES

“We could move more people on buses, and it’s possible that car traffic would actually get better. We’re not going to get there until people, particularly those who sit around this table, figure out how to assign some of the real estate we own on the roads to transit vehicles.”

**- Chris Zimmerman,
Arlington County
Board Member**

(Continued from page 1)

merit. After a brief discussion, a working group of the subcommittee was designated to determine criteria by which these projects can be evaluated and indicate which projects are of highest regional priority. The working group established the following criteria for determining whether a submitted project was regionally significant:

- For bottlenecks or running way improvements: 5,000 passengers per day or an effective headway of 10 minutes
- For stops: at least 250 passengers per day
- For park-and-ride lots: serviced by at least 4 buses per hour (15 minute frequency) and a minimum of 200 parking spaces.
- Projects should be capital projects that would provide benefit to multiple transit operators or multiple jurisdictions in the region.

Other Sets of Endorsed Projects

The subcommittee also recommended creating sets of projects that receive strong endorsement from the TPB.

Emerging Corridors: The subcommittee identified several projects that did not meet the regional criteria described above, but that are important to provide increased service to emerging residential and employment corridors in the region.

Bus Storage and Maintenance Facilities: The Washington region’s transit operators have an urgent need for additional bus storage and maintenance facilities.

Regional Marketing and Customer Information: The subcommittee recommends that all operators/jurisdictions pledge to spend 1% of their operating budget on marketing and customer information.

HOT Lane Transit Access: The subcommittee urges that projects that increase capacity for private vehicles and raise revenue should also financially support bus transit and ensure optimal transit circulation.

WMATA Priority Corridor Network: Many projects submitted by the region’s transit operators fall under the WMATA Priority Corridor Network service area. The subcommittee fully supports this short-term and fast-paced effort to significantly increase bus service in the region, and acknowledges that the local jurisdictions will need to do their part to improve transit running ways and bus stops along these corridors.

The projects on the following page, presented to the TPB at its December 17 meeting, detail high priority bus projects of regional significance that could have near-term benefits for bus operations. ♦



Participants, pictured above, from the November session of the TPB’s Community Leadership Institute were recognized by the TPB at the December 17 meeting: Mayor Eugene Grant, Seat Pleasant; Mayor Walter Lee James, Bladensburg; The Honorable Sedrick Muhammad, Advisory Neighborhood Commission 1B; TPB Chair Phil Mendelson, and The Honorable Todd Turner, Bowie.

Priority Near-Term Bus Project List

Bottlenecks/Running-way Improvements:

1. Duke Street, West of Telegraph Road
2. H Street between 18th and 14th Streets, NW
3. K Street Busway
4. Campus Drive/Paint Branch Pkwy and US 1 (Baltimore Ave)

Bus Stops:

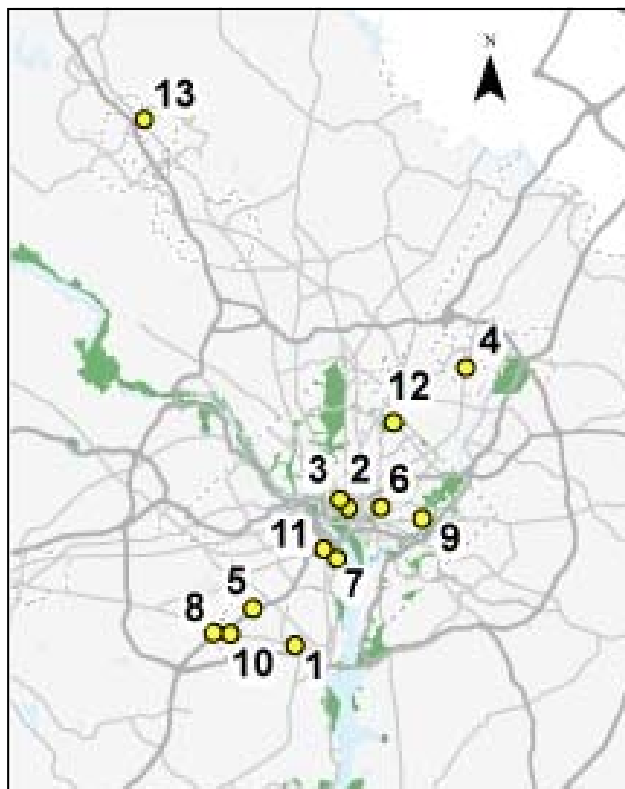
5. Southern Towers
6. Union Station Bus Stops (Transit Center)

Transit Staging Areas:

7. Bus staging area for Washington/Arlington PM rush hour services
8. Van Dorn Metro Station Bus Staging Area
9. RFK Operators Lounge and Transit Center

Other Bus Facilities:

10. Landmark Transit Center
11. Pentagon Transfer Facility Bus Bays
12. Fort Totten Metro Bus Stops (Transit Center)
13. Lakeforest Transit Center



TPB

Alphabet Soup

AFA	Access for All Committee
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
WMATA	Washington Metropolitan Area Transit Authority

UPCOMING JANUARY AGENDA ITEMS

The TPB's January 28 agenda is expected to include the following items:

- Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2009.
- Approval of TPB Letter to EPA Commenting on the Proposed Inclusion of Montgomery and Prince George's Counties in the Baltimore Nonattainment Area for the 2006 24-Hour Fine Particulates (PM 2.5) Standard.
- Briefing on the Draft Scope of Work for the Air Quality Conformity Assessment for the 2009 CLRP and the FY 2010-2015 TIP.
- Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2009 CLRP and FY 2015 TIP.
- Briefing on Initial Results from the Regional Household Travel Survey.
- Review of Outline and Preliminary Budget for the FY 2010 Unified Planning Work Program (UPWP).

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. ♦

TPB MEMBERS HEAR WMATA NEAR-TERM CAPITAL NEEDS

“Metro is at a critical juncture, as we look at our aging infrastructure at a time of surging ridership.”

So began a presentation to the TPB by Tom Harrington of the Planning Office of the Washington Metropolitan Area Transit Authority (WMATA). Harrington spoke at the TPB’s December 17 meeting about the capital needs of the transit authority over the next ten years, to give the Board a sense of how WMATA’s capital funding strategy for the near future would be shaping inputs to the region’s CLRP and TIP. In addition, the presentation offered a glimpse at the scale of the resources needed to fund the region’s primary provider of rail, bus, and paratransit services in the next decade.

The capital needs inventory completed by WMATA adds up to \$11 billion in expenditures between 2011 and 2020. Such a pace of spending, at more than \$1 billion a year, is more than double what WMATA currently puts toward capital spending each year. The inventory comes at a time of uncertainty regarding funding for WMATA – the Metro Matters agreement, which committed the region’s jurisdictions to a certain level of funding

for the agency’s capital needs over a five-year period, expires in July 2010, and the current federal surface transportation program authorization expires in September 2009.

WMATA also hoped through development of the new inventory to change the process for identifying and prioritizing capital needs, with a continuously updated baseline that links capital investment with

agency goals. The inventory process included outreach to all WMATA departments and is based on life-cycle replacements and assessment of current conditions, along with projected future demand on the system. It did not include system expansion costs that are being funded and implemented by various jurisdictions, such as rail to Dulles, but does reflect the increased demand on existing lines due to such expansion.

Just under two-thirds of the \$11 billion capital needs inventory is for maintaining performance of the existing system through such items as replacing aging buses and rail cars. Another 30 percent is for accommodating anticipated growth in demand, by adding rail cars, buses, and paratransit vehicles to the system, along with other capital needs such as new bus garages. \$700 million, or six percent, of the inventory is dedicated to improving the customer experience through enhancements to stations, stops, signage, and the farecard system.

Mr. Harrington said that WMATA expects to be able to meet anticipated demand growth on the system if the outlined capital needs are met over the next decade. In response to a question about the TPB Travel Demand Model, which currently caps Metrorail ridership growth in 2010 due to capacity constraints, he said that the cap could likely be moved out at least several years because of progress made by WMATA in procuring and rolling out new rail cars under the Metro Matters agreement. He said that WMATA would submit formal comments regarding the ridership constraint timing in response to the draft scope of work for the next TPB conformity assessment, which was presented by Jane Posey of TPB staff earlier in the December 17 TPB meeting.

(Continued on the next page)

Just under two-thirds of the \$11 billion capital needs inventory is for maintaining performance of the existing system through such items as replacing aging buses and rail cars.



Source: John Deamond

The WMATA ridership projections, however, do not assume an increase in gasoline prices in excess of overall inflation, and therefore project per-year ridership growth of only around two percent on Metrorail and one percent on Metrobus over the next decade. TPB Member Christopher Zimmerman said that such modest growth on Metrorail “may not be realistic,” and called the projected bus ridership growth “completely unrealistic.”

Given regional efforts to promote alternatives to automobile travel in response to congestion, energy prices, and environmental concerns, Mr. Zimmerman said that the WMATA capital program as outlined by Mr. Harrington is “woefully inadequate” to accommodate the kind of change the region needs. He

emphasized that the inventory calls for a doubling of annual capital spending by WMATA, totaling \$11 billion over ten years, and noted that the federal bill to help fund WMATA’s capital needs is only for \$1.5 billion. “We’d still be shy billions of dollars,” Mr. Zimmerman said.

TPB Member Marc Elrich also addressed the modest projected ridership growth rates, noting that with continued regional population growth, the growth in transit ridership must be much higher to limit congestion on the region’s roads. Said Mr. Elrich, “If this is all the people that we’re going to take off the roads and put on transit, it’s not enough to make any of our jurisdictions livable.” ♦

TPB NEWS: ITEMS IN BRIEF

Scope of Work for the FY 2010-2015 TIP

On December 17, the TPB received a briefing on the draft scope of work for the air quality conformity assessment for the 2009 Financially Constrained Long Range Transportation Plan (CLRP), and for the FY 2010-2015 Transportation Improvement Plan (TIP). The projects list will be released for public comment at the January 15, 2009, TPB Citizens Advisory Committee meeting. The TPB will be asked to approve the list of projects for air quality conformity analysis at the February 21, 2009, meeting. The analysis will be released for public comment at the June 11, 2009, CAC meeting, and the TPB will be asked to approve the air quality conformity analysis, the CLRP and the TIP at the July 15 TPB meeting. The reduction in state funding for transportation and the federal stimulus package that is under development may impact the volume of projects submitted and the timeline for the TIP and CLRP.

Letter to Congressional Delegation on Stimulus Plan

The approval of the federal stimulus plan may allow for some projects that were previously taken out of the planning horizon for the next several years to be added back in. The TPB directed Chairman Mendelson to send a letter to the region’s Congressional Delegation and state leadership stating: “The transportation stimulus package must reflect fair and equitable distribution to metropolitan areas. At a minimum, the distribution should reflect the surface transportation program (STP)

percentage allocated to metropolitan areas of 35 percent, recognizing the great economic contribution of metropolitan areas in the United States.”

The letter emphasizes that metropolitan areas’ needs must be considered up front. The TPB directed preexisting groups already established by TPB to report back in January with more specific criteria and projects for thorough debate and discussion by the TPB, as well as the most effective process that the TPB can use going forward to represent our region in transportation funding discussions.

The TPB asked that the TPB Steering Committee report back to the TPB at the January 28, 2009, meeting with information on proposed criteria for prioritizing stimulus-related transportation projects and the best structure and process for the TPB to exert the maximum influence in stimulus-related transportation funding. Finally, the TPB requested that the Scenario Study Task Force report back to TPB on January 28 with a proposed prioritized list of new major regional transportation projects to be considered. ♦

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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.).

January 2009

- 6 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 8 Human Service Transportation Coordination Task Force (1:30 pm)
- 9 TPB Technical Committee (9 am)
- 9 TPB Steering Committee (noon)
- 14 Bike to Work Day Steering Committee (10 am)
- 15 Freight Subcommittee (1 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 Travel Management Subcommittee (9:30 am)
- 27 Employer Outreach Committee (10 am)
- 27 Commuter Connections Subcommittee (noon)
- 27 Regional Bus Subcommittee (noon)
- 27 Bicycle & Pedestrian Subcommittee (1 pm)
- 27 TDM Evaluation Work Group (2 pm)
- 28 Transportation Planning Board (10 am)**
- 29 Regional Taxicab Regulators Task Force (noon)

February 2009

- 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)
- 18 TPB Scenario Study Task Force (10 am)
- 18 Transportation Planning Board (noon)**
- 24 Travel Management Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 26 Access for All (AFA) Advisory Committee (2 pm)

March 2009

- 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)
- 11 Bike to Work Day Steering Committee (10 am)
- 11 Car Free Day Steering Committee (11:30 am)
- 12 Human Service Transportation Coordination Task Force (12:30 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Ridematching Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 17 Regional TDM Marketing Group (2 pm)
- 18 TPB Scenario Study Task Force (10 am)
- 18 Transportation Planning Board (noon)**
- 19 Freight Subcommittee (1 pm)
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Travel Management Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 25 Regional Taxicab Regulators Task Force (noon)
- 26 Aviation Technical Subcommittee (10:30 am)



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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