



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

**TPB Meeting,
March 17:**

- Approval of the 2011 Unified Planning Work Program
- Approval of the 2011 Commuter Connections Work Program

**Street Smart Kick-off
Press Conference:
March 23 at 11 am in
Silver Spring**

**More information may
be found at:
[www.mwcog.org/
transportation](http://www.mwcog.org/transportation)**

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TPB news

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MARCH 2010

REGION RECEIVES \$58.8 MILLION IN “TIGER” TRANSPORTATION FUNDING

On February 17, U.S. Transportation Secretary Ray LaHood announced the award of \$1.5 billion in discretionary grant funds throughout the nation under the Transportation Investment Generating Economic Recovery (TIGER) program, which was established through the American Recovery and Reinvestment Act (ARRA). The TPB submitted a TIGER grant application last September, seeking \$266 million for a suite of priority bus

transit and related projects located throughout the region. The Washington region was awarded \$58.8 million in TIGER funding: \$13.6 million for projects located in the District of Columbia; \$14.8 million for projects located in the State of Maryland; and \$30.4 million for projects located in the Commonwealth of Virginia.

(Continued on page 3)

POLICY CHANGES FOR NEW STARTS PROGRAM

The Executive Director of the Federal Transit Administration (FTA), Matthew Welbes, spoke to the TPB on February 17 about recent policy changes regarding how FTA will evaluate applications for discretionary investments in public transportation through federal New Starts and Small Starts programs.

Initially announced on January 13 by Transportation Secretary Ray LaHood, this policy change will restore the original statutory process prescribed for New Starts and Small Starts, which mandates that a project must receive an overall rating of at least “Medium” in order to receive funding recommendations. This rating is based on six different project criteria: economic development, mobility improvements, environmental benefits, operating efficien-

cies, land use, and cost effectiveness. Prior to this policy shift, FTA had been emphasizing the rating on only one of these criteria – cost effectiveness – as the primary means to make funding recommendations. Using cost effectiveness as a funding threshold was the result of a 2005 directive based on the President’s budget. The recently announced policy change voids this directive.

The policy changes restoring the New Starts and Small Starts process will immediately result in a shift in how budget decisions are made for New Starts projects. In the near future, FTA will initiate a rule-making process to propose changes to the regulatory framework so that it reflects the wide range of benefits that transit provides.

(Continued on page 4)

UPDATE ON MATOC PROGRAM

Gary Euler, Metropolitan Area Transportation Operations and Coordination (MATOC) Program Implementation Manager, provided the TPB with an update on MATOC activities. MATOC continues its regional coordination, monitoring, and notification activities. The focus of MATOC is on the ripple effects on the transportation network of serious incidents in the region. Euler reported that MATOC has been involved in disseminating information for approximately 20 such incidents a month since the program's inception.

One of the new activities under MATOC is the development of a traveler information website that would position MATOC as a wholesaler of incident information, working with the media to deliver this information to the public. Additionally, Euler reported that a cost-benefit analysis is being conducted on the MATOC program and that information would be provided to the TPB when complete.

The position of MATOC Facilitator is currently vacant and the MATOC Steering Committee will begin looking to fill this position. Additionally, only a portion of the necessary funding for full MATOC operations has been identified for fiscal year 2011. The original federal grant provides funding through June 30, 2010. The MATOC program requires \$1.2 million per year to fully sustain the program. The MATOC Steering Committee has identified several potential sources of funding for the program in 2011. MDOT has pledged \$400,000 for MATOC operations; DDOT and VDOT shares are still under consideration within those agencies. In the short term, the Steering Committee will seek to extend the eligibility period for the original federal grant to extend the transition period. ♦

UPCOMING MARCH AGENDA ITEMS

The TPB's March 17 agenda is expected to include the following items:

- Approval of an Amendment to the FY 2010-2015 Transportation Improvement Program (TIP) to Include Construction Funding for the I-70 Project in Frederick County as requested by MDOT.
- Approval of an Amendment to the FY 2010-2015 TIP to Include Construction Funding for an Intercity Rail Project in Stafford and Prince William Counties under the American Recovery and Reinvestment Act (ARRA) as requested by VDOT.
- Approval of Amendments to the FY 2010 Unified Planning Work Program (UPWP) and Approval of FY 2010 UPWP Carryover Funding to FY 2011.
- Approval of FY 2011 UPWP.
- Approval of FY 2011 Commuter Connections Works Program (CCWP).
- Briefing on Status of Project Submissions for the Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 TIP.
- Briefing on the U.S. Department of Housing and Urban Development (HUD) Sustainable Communities Planning Grant Program.
- Briefing on Changes in Daily Travel Patterns based on Results of the 1994 and 2007/2008 Regional Household Travel Surveys.
- Update on the TPB Regional Bus Priority Project under the TIGER Program.

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. ♦

TIGER GRANT FUNDING

(Continued from page 1)

The TPB application included 20 projects grouped into three primary package components that would provide an interconnected system of multi-modal transportation options. The first was a package of priority bus corridors, which would provide a system of connected corridors of rapid bus service. Layered on top was a package of extensive regional bike sharing and the creation of intermodal “smart” hubs, which would extend the reach of the bus service, as well as current rail service. The final layer was a package of transit centers, which would improve intermodal access to major transit services, thus supporting overall access and movement through the proposed network.

The TPB received \$46.5 million in TIGER grant funding for a complete sub-package of priority bus corridor enhancements, which includes queue jump lanes, Next-Bus arrival technology for designated stops along the routes, and transit signal priority and traffic system management for the routes. The TPB also received funding to improve transit functionality along the I-95/I-395 Corridor through Metrorail Station improvements, real time bus information, and traffic circulation, access, and security improvements.

Of the three transit centers included in the third package of the TPB’s proposal, \$12.3 million in funding was provided for the Takoma/Langley Transit Center in Prince George’s County. The new transit center will consolidate all the bus stops around the Takoma/Langley intersection into one facility, increasing safety and efficiency in this bustling and transit-dependent area.

The TPB did not receive funding for the K Street Transitway, transit improvements along the I-66 Corridor, regional bike sharing, or the Metrorail Station Access projects at Rosslyn and Medical Center .

Chris Zimmerman of the Arlington County Board celebrated the funding received by the TPB and highlighted the importance of the application process, noting “this is an attempt to do something different in this region, something that recognizes the limitations in funding we are likely to have over a long time, but the need to do something comprehensive that improves mobility. We can move more people more efficiently by

pursuing these methods than all the other big mega projects we talk about.” He added that “we have a foundation to build on. We can move forward in trying to get other grants for pieces of the proposal that didn't get funded this time, but more importantly we can build this overall concept on a regional level over time.”

The TIGER Program provides \$1.5 billion in federal funding for innovative transportation projects around the country with national or regional significance. More than 1,400 applications requesting nearly \$60 billion worth of projects were submitted. Only 51 projects were selected based on their contribution to economic competitiveness of the nation, improving safety and the condition of the existing transportation system, increasing quality of life, reducing greenhouse gas emissions and demonstrating strong collaboration among a broad range of participants, including the private sector. The TIGER projects selected for the region were the only projects funded in the District, Maryland, and Virginia. ♦



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NEW STARTS PROGRAM

There are environmental benefits, there are mobility improvements, there are operating efficiencies that can come from moving more people more efficiently, and there are land-use benefits that are well documented in this region.

*~ Matthew Welbes,
Executive Director,
Federal Transit
Administration*

(Continued from page 1)

The cost-effectiveness measure is currently transit travel time oriented, but FTA is looking at how to expand this measure to account for land use impacts, environmental impacts, and economic development impacts. FTA will seek public comment on the approach that is used for measuring the benefits of New Starts projects.

Chris Zimmerman of the Arlington County Board applauded the efforts of FTA to evaluate projects beyond the current cost-effectiveness measure. He noted that “the particular definition of cost-effectiveness used is in fact not rational.” He said that there should be a cost-effectiveness rating, but a better one, and noted that including additional project justification ratings will generate a true assessment of cost-effectiveness.

Harriett Tregoning, Director of the District of Columbia Office of Planning, offered a suggestion to FTA that would help jurisdictions facing budget deficits generate the match for a New Starts project. She

suggested that FTA “allow local governments to offer changed land-use scenarios and mixed-use land-use scenarios as a substitute for a significant portion of their local match.” She said this option would create dialogue within communities about future land-use that hinges on the communities ability to receive transit funding.

The New Starts program is one of the largest federal capital discretionary programs that exists; it is funded at nearly \$2 billion in 2010 and the demand for funds exceeds the supply. FTA has funded over 100 major New Starts projects in 35 years. Mr. Welbes said that recent New Starts projects in the Washington region include the Metrorail extension to Largo and the Metrorail extension to Wiehle Avenue, the first phase of the extension to Dulles Airport. FTA’s Small Starts Program is modeled on the New Starts process, but it funds investments with smaller capital amounts with a maximum federal investment of \$75 million. New Starts projects commonly have a federal share ranging from \$200 million to \$2 or \$3 billion dollars. ♦

SOLICITATION FOR TPB PROGRAMS

Two programs administered by the TPB are seeking applications this Spring.

JARC and New Freedom

The 2010 solicitation for Job Access Reverse Commute (JARC) and New Freedom projects will run from February 2, 2010, to April, 16, 2010. The TPB has identified five JARC and New Freedom priorities for the 2010 solicitation. Organizations may also submit applications for projects that are not priority projects. The TPB has scheduled Pre-Application Conferences for organizations interested in applying for JARC and New Freedom funding. Interested organizations must attend a pre-application conference. For conference dates and more information about the JARC

and New Freedom project solicitation, visit www.mwcog.org/tpbcoordination.

Transportation/Land-Use Connections

The TPB will be accepting applications for projects for the FY 2011 Transportation/Land-Use Connections (TLC) Program starting on March 12, 2010. The application deadline is May 12, 2010. TPB staff will be hosting a pre-application workshop on April 1, 2010, to provide interested agencies and organizations with information about the TLC program and application process. Participation in the pre-application workshop is not mandatory. For more information, visit the TLC website: www.mwcog.org/tlc. ♦

TRANSPORTATION IMPLICATIONS OF RECENT EPA ACTIONS

The TPB received a briefing on the timing and transportation planning implications of three recent actions of the Environmental Protection Agency (EPA) and how the TPB's air quality planning process may subsequently be affected. The EPA recently issued a new Nitrogen Dioxide (NO₂) standard; proposed stricter health standards for ground level ozone measured over eight hours; and the release of the production version of the Motor Vehicle Emissions Simulation (MOVES) model for regional air quality planning and transportation conformity analysis.

In January, the EPA set stricter health standards for NO₂ by establishing a new 1-hour standard at a level of 100 parts per billion (ppb). The action contains a requirement to establish a 'roadside monitoring network' to ascertain any specific impacts from mobile sources. If the Washington region is designated nonattainment for NO₂, and transportation is felt to be a significant contributor to that status, it is possible that by January 2013 the TPB would have to show conformity to NO₂ requirements.

Also in January, the EPA proposed to strengthen the 8-hour primary ozone standard by lowering it from the standard of 75 ppb set in 2008 to somewhere in the range between 60 and 70 ppb. EPA is currently taking public comment on the proposal, and has an overall schedule of finalizing the standards by August 31, 2010 and making nonattainment designations by August 2011. The Washington region will continue to be designated as nonattainment for ozone, and, as in the past, it is likely that transportation conformity will have to be demonstrated for plans and programs with respect to the tighter standard within one year of the nonattainment designation.

EPA released the official version of the MOVES model on December 23, 2009. TPB staff, Metropolitan Washington Air Quality Committee (MWAQC) staff, and associated technical committees have developed a joint Task Force to examine the model and are in the midst of joint work efforts to develop new inputs and test its operation. MOVES will ultimately be required to be used for all SIP planning and transportation conformity assessments in the region. In testing to date, the MOVES model has produced much higher emissions than were previously estimated with the Mobile model. The EPA points out that this may not adversely affect existing SIPs as emissions reductions through time may also be greater than previously estimated. There is a two year grace period before the use of MOVES is required for conformity assessments.

At this point, it appears that the conformity assessments for the next two long range plan updates (2010 and 2011 Constrained Long Range Transportation Plans (CLRPP)) will be undertaken addressing currently specified pollutants using existing emissions estimation methods. However, transition to the MOVES model will be required for efforts beyond then, placing a great deal of emphasis upon current efforts to test the operation of the new model. ♦

Bids and Solicitations

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

OTHER FEBRUARY AGENDA ITEMS

The TPB's February 17 meeting also covered the following items:

- Briefing on Draft FY 2011 Commuter Connections Works Program (CCWP).
- Briefing on Draft FY 2011 Unified Planning Work Program (UPWP).

- Notice of Proposed Amendment to the FY 2010-2015 Transportation Improvement Program (TIP) to Include Construction Funding for an I-70 Project in Frederick County as requested by MDOT.

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/ ♦



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.).

March 2010

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 Bike to Work Day Steering Committee (10 am)
- 10 Car Free Day Steering Committee (11:30 am)
- 11 Freight Subcommittee (1 pm)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Ridematching Committee (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 16 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Regional TDM Marketing Group (2 pm)
- 17 TPB Scenario Study Task Force (10:30 am)
- 17 Transportation Planning Board (noon)**
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Travel Management Subcommittee (9:30 am)
- 23 Street Smart Kick-off Press Conference (11 am)
- 23 Regional Bus Subcommittee (noon)
- 25 Aviation Technical Subcommittee (10:30 am)

April 2010

- 9 TPB Technical Committee (9 am)
- 9 TPB Steering Committee (noon)
- 13 MOVES Task Force (10 am)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Employer Outreach Committee (10 am)
- 21 TPB Scenario Study Task Force (10:30 am)
- 21 Transportation Planning Board (noon)**
- 22 Access for All Advisory Committee (2:30 pm)
- 27 Travel Management Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (noon)

May 2010

- 6 Freight Subcommittee (1 pm)
- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 Bike to Work Day Steering Committee (10 am)
- 12 Car Free Day Steering Committee (11:30 am)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 TPB Scenario Study Task Force (10:30 am)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Travel Management Subcommittee (9:30 am)
- 25 Regional Bus Subcommittee (noon)
- 26 TPB Spring Forum (8:30 am)
- 27 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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