



UPCOMING MEETINGS  
AND ITEMS OF  
INTEREST:

TPB Meeting,  
December 16:

- Briefing on the Norfolk Southern Crescent Corridor Intermodal Freight Project
- Briefing on the I-270/ US Route 15 Multi-Modal Corridor Study

CAC Special Meeting,  
December 10: Framing  
Transportation  
Opportunities for the  
National Capital  
Region—Alexandria, VA

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

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# TPB news

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## TPB COMMENTS ON COG GREATER WASHINGTON 2050 REPORT

At its November 18 meeting, the TPB approved a set of comments on the COG report “Region Forward: Greater Washington 2050,” but not before lengthy discussion on the implications of the report and the regional goals it outlines, particularly the degree to which they acknowledge the differences between the region’s inner and outer jurisdictions.

The COG Board approved the draft report at its October 14 meeting, as the culmination of a months-long effort by the Greater Washington 2050 Coalition to develop regional goals by selecting the best elements from local government visions, previous COG plans, a workshop that studied bold future scenarios, and public input from a survey of thousands of area

residents conducted earlier this year. The COG-led Coalition is made up of public officials and business, civic, and environmental leaders. The Coalition accepted comments on the draft through November 30, and in a letter to TPB Chair Charles Jenkins requested that the TPB provide comments by that date.

The report calls for a more integrated approach to regional planning to successfully accommodate an estimated 2 million additional residents in the region by 2050, compete in the global economy, and combat challenges like climate change, traffic congestion, and regional disparities in public safety, health, and education. “Region Forward: Greater Washington

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## WHEELCHAIR-ACCESSIBLE TAXI PROJECT TO ROLL OUT IN D.C.

Washington, D.C., will soon become more accessible to all citizens. December marks the roll out of four wheelchair-accessible taxicabs funded through a grant approved by the TPB in 2008. Twenty ramp-equipped, Americans with Disabilities Act (ADA)-compliant mini-vans have been purchased using federal funding provided through the Federal Transit Administration (FTA). The

*(Continued on page 6)*



Twenty wheelchair-accessible taxicabs, like the vehicle pictured above, will soon be available for hire in Washington, D.C.

# CALL FOR PROJECTS APPROVED

On November 18, the TPB approved the call for projects document for the 2010 Constrained Long Range Transportation Plan (CLRP) and the FY 2011-2016 Transportation Improvement Program (TIP).

The document approved by the TPB delays the project deadline by two months to accommodate several agencies that required more time to complete their programming of projects. The deadline for project inputs will be in March 2010; the TPB will hold a public comment period on the inputs. The public comment period on the final document will start on September 15, 2010, and the TPB will be scheduled to act on the CLRP and TIP on October 20, 2010.

The TPB had a discussion on a new section of the call for projects document: "The Evolving Policy Context and Direction for the 2010 CLRP and FY 2011-2016 TIP." Two points had been added to the document and were discussed at the TPB meeting: a reference to the American Recovery and Reinvestment Act (ARRA) as an opportunity to partner with federal agencies; and the consideration of recent Metropolitan Washington Council of Governments (COG) and TPB efforts surrounding scenario analysis, the COG Climate Change Report, and the Greater Washington 2050 Report.

Harriet Tregoning, Director of the District of Columbia Office of Planning said she felt the language in the documentation could have been stronger and made a motion to amend the language to include: "This evolving federal and regional policy context and direction shall be considered in the development of the 2010 plan and the

fiscal year 2011 through 2016 TIP, in addition to the specific goals of the Greater Washington 2050 Region Forward Report as adopted by the COG Board and the COG Climate Report, VMT-Reducing Strategies of the Regional Mobility and Accessibility Scenario Study, and the need to address the East-West Divide."

Lori Waters, Loudoun County Board of Supervisors, stressed the importance of the differences between inner and outer jurisdictions with relation to transportation and development issues. Ms. Waters wanted to ensure that nothing in the amended call for project documentation would have a negative effect on future transportation projects for outer jurisdictions.

Monica Backmon, representing Prince William County, agreed with Ms. Waters' comment and noted that Prince William County is concerned that some of the targets in the Greater Washington 2050 Report would be unattainable for the outer jurisdictions.

JoAnne Sorenson of the Virginia Department of Transportation (VDOT) expressed concern that the TPB would be holding future project submissions to the standards of reports and analyses that have yet to be completed. She said "to say that we're going to use reports that aren't finished, or policies that haven't been decided, to determine what we're going to suggest for projects, seems to be getting a little ahead of the game."

Chris Zimmerman, Arlington County Board Member, suggested instead that "if you wait for everything to be done before you do anything, you wind up doing nothing. And I think that the ability to work in parallel sometimes is the only way to get things done."

The TPB approved the amendment proposed by Ms. Tregoning and adopted the call for projects. ♦

## Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit "Doing Business with COG:" [www.mwco.org/doingbusiness/cogbid/](http://www.mwco.org/doingbusiness/cogbid/)

## TPB WINS DIVERSITY LEADERSHIP AWARD

On December 3, the TPB was honored by the District of Columbia Chapter of Women's Transportation Seminar (WTS) with the Rosa Parks Diversity Leadership Award for its initiatives that serve the transportation needs of the region's diverse populations. WTS, an international organization dedicated to the professional advancement of women in transportation, highlighted recent work by the TPB such as bringing wheelchair-accessible taxi service to the District of Columbia, conducting a review of MetroAccess, reaching out to the Hispanic community in pedestrian safety campaigns, and training community leaders and activists to get more engaged in the transportation planning process.

"We are very honored that the TPB has been recognized for its commitment to making sure that all of the region's residents are better served by our transportation system," said Ron Kirby, Director of Transportation Planning at the Metropolitan Washington Council of Governments. "This award is possible thanks to the combined efforts of our board members, citizen and stakeholders groups, and our own diverse staff."

The TPB's Access for All Advisory Committee advises the board on transportation issues, programs, policies and services that are important to low-income communities, minority communities and people with disabilities. It has conducted a study of transit access for limited-English proficiency customers, worked with WMATA to implement some of the recommendations, and conducted a review of MetroAccess efforts to improve paratransit service.

The Human Service Transportation Coordination Task Force was created by the TPB to oversee the development of the region's Coordinated Human Service Transportation Plan and two federally-funded programs to help transportation-disadvantaged individuals gain access to transportation services. Over the past three years, the TPB has awarded over \$5 million for these projects, including the accessible taxicab project described in this newsletter.

The TPB's Community Leadership Institute has taught a diverse group of over 100 community leaders and activists to be more engaged in transportation decision-making. It has focused on communities that are sometimes left out of the planning process, including immigrant communities and senior citizens.



Participants from the TPB Community Leadership Institute, held October 29 and 31, 2009, received acknowledgement of their participation at the November 16, 2009, TPB meeting from Chair Jenkins (center).

Street Smart is a public outreach campaign that uses news and advertising media, as well as increased law enforcement activity, to improve pedestrian and cyclist safety. Because studies show that Hispanics are significantly overrepresented in pedestrian crash statistics, Street Smart has aggressively reached out to the Hispanic community through Spanish-language advertisements and materials. ♦



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

# GREATER WASHINGTON 2050

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2050” proposes a new, comprehensive vision for the region based on 19 shared regional goals, short-, mid-, and long-term targets designed to measure progress toward the goals, and a compact agreement for local governments to support and refer to when making decisions. This would represent new responsibilities for COG and an enhanced role in promoting strategies and best practices for the region.

**The draft report “Region Forward: Greater Washington 2050” includes the following regional targets:**

- Beginning in 2012, the region will capture 75% of new commercial construction & 50% of new households in Regional Activity Centers (including downtown DC, Rockville, Hyattsville and Reston) every year;
- All Regional Activity Centers will have transit accessibility (Bus or rail);
- By 2020, the combined housing and transportation costs in Regional Activity Centers will not exceed 45% of area median income;
- By 2020, all new residential & commercial buildings will be built using sustainable design practices equivalent to LEED Silver (green building) standards;
- By 2050, 50% of all watersheds will be in good or excellent condition.

“There is growing agreement by area leaders that we have to change the way we do business, and these new goals, targets, and compact will help guide the way forward,” said COG Executive Director David Robertson at the October 14 COG Board meeting. “In order to meet the complex and interconnected challenges of the 21st century, we have to be committed to a common vision and dedicated to measure our performance.”

Despite the voluntary nature of the regional compact called for by the report – other than periodic reporting of jurisdictional

progress there are no penalties or incentives linked to the report’s goals and targets at this time – the prospect of being evaluated against a uniform regional standard raised concern among some TPB members at the November 18 meeting, particularly those from outer jurisdictions. TPB member Lori Waters of Loudoun County sought clarification on which goals and targets would be tracked regionally and which would be tracked on a jurisdiction-by-jurisdiction level. “I think we have to recognize our [region’s] diversity,” said Ms. Waters. “It makes me a little nervous that it may be easier for D.C. to attain certain targets that are specific numbers than it would be in Loudoun. But if we have a trend that shows we are moving in the same direction ... that’s what I want recognition of. That’s what I think we’re working towards.”

Some TPB members expressed concern about undermining the strength of regional consensus, and noted that although some targets might be harder for outer jurisdictions to meet – such as transit accessibility goals – the burden of meeting other targets such as reducing bicycle and pedestrian fatalities would fall disproportionately on inner jurisdictions where those modes are more prevalent. Regardless, an amendment proposed by Waters to change language in the TPB comment letter to acknowledge diversity among the region’s jurisdictions passed on a majority vote.

Ms. Waters proposed two additional amendments to the letter that were also passed by the Board following some discussion and editing. One sought to emphasize in the letter that addressing the region’s transportation challenges may involve additional new road capacity in the region’s transportation networks. The other called for the letter to note the absence of any discussion of the region’s major airports in the draft report, and their importance in moving both passengers and cargo.

*(Continued on the next page)*

TPB members also engaged in a lengthy discussion about the desirability of the Greater Washington 2050 initiative producing hard, numerical targets related to transportation indicators. The draft comment letter contained language encouraging the Greater Washington 2050 Coalition to focus on "directions and priorities rather than hard numerical targets, incentives rather than disincentives, and expanded benefit/cost analysis that can capture a full array of benefits and costs associated with alternative policies." While a few Board members sought to delete or alter some of that language in the final letter, these efforts ultimately failed to receive majority support.

"We've got big problems; we're going to need big tools," said TPB member Chris Zimmerman of Arlington

County. "I think they are going to involve incentives and disincentives. They are going to necessarily mean some indicators that mean something. And ultimately probably hard numerical targets for some things, particularly some that are likely going to be imposed on us anyway dealing with air quality and greenhouse gas emissions. So we run the risk of not sounding serious if we qualify things so much."

In explaining the reasoning behind the draft letter's approach, however, Director of Transportation Planning Ron Kirby noted that "the experience has been that if you focus on directions you can get a lot more consensus and support behind actions, than if you try to set a hard number." ♦

## LINKING CONSERVATION AND TRANSPORTATION PLANNING

On November 9, 2009 the TPB, in partnership with the Federal Highway Administration (FHWA), hosted a workshop on linking conservation and transportation planning. The purpose of the workshop was to facilitate a discussion with state and local transportation and environmental resource agencies on ways to better coordinate transportation and conservation planning, in order to streamline the delivery of transportation programs and promote meaningful environmental mitigation.

This workshop focused largely on the concept of "advanced mitigation", which was identified at the TPB environmental consultation meeting held in [March 2008](#)

as a next step. Advanced mitigation expands traditional environmental mitigation to be more flexible for both transportation and environmental agencies so that goals of both sectors are better met.

The final product of the workshop included the development of a set of next steps to help implement advanced mitigation in each state in the metropolitan area and focus future TPB environmental consultation efforts. More information on the November 9, 2009 workshop and past TPB environmental consultation and mitigation efforts can be found online at: [www.mwcog.org/clrp/elements/environment](http://www.mwcog.org/clrp/elements/environment). ♦

## UPCOMING DECEMBER AGENDA ITEMS

The TPB's December 16 agenda is expected to include the following items:

- Report of the Nominating Committee for Year 2010 TPB Officers, and approval of Officers by the TPB.
- Approval of Funding and Transmittal Letter for TPB's 2010 Membership in the Association of Metropolitan Planning Organizations.
- Briefing on the Norfolk Southern Crescent Corridor Intermodal Freight Project and Approval of TPB Letter of Support.
- Approval of an Amendment to the 2010 Unified Planning Work Program (UPWP) to Revise the Budget and Certain Work Tasks.
- Approval of an Update of the Coordinated Human Service Transportation Plan for the National Capital Region.
- Briefing on I-270/US Route 15 Multi-Modal Corridor Study.
- Briefing on the Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Review of Priority Regional Bicycle and Pedestrian Projects.

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](http://www.mwcog.org/transportation/tpb). ♦

# ACCESSIBLE TAXICABS



**Participants examined the new vehicles at the Accessible Taxi Demonstration on November 12, 2009 at COG. Pictured from left to right: Bobby Coward, Judith Heumann, TPB Vice Chair Muriel Bowser, and David Sharp**

*(Continued from page 1)*

full fleet of 20 vehicles is expected to be operational by January 2010.

On November 12, 2009, two cab companies held a demonstration of the vehicle capabilities for the Human Services Transportation Coordination Task Force. Local elected officials and members of the Task Force attended the event and participated in the demonstration.

On June 18, 2008, the TPB approved \$1 million in New Freedom FTA funds for a pilot project to start wheelchair-accessible taxicab service in the District of Columbia, which, until this month, had no accessible taxicab service.

In 2008, two D.C. taxi companies were awarded New Freedom Funds to implement a wheelchair accessible taxicab pilot project. The two companies, Yellow Paratransit and Liberty (Royal Cab), are working closely with TPB staff and the D.C. Taxicab Commission to design the project and acquire the vehicles. Each company

will receive \$384,000 in New Freedom Funds for the purchase of 10 accessible cabs and for operating assistance. The D.C. Taxicab Commission provided each company with a partial match of \$100,000.

The TPB also approved funding for two coordinated elements of the wheelchair-accessible taxicab project. The pilot project will be marketed centrally and funding will be used for outreach, the development of a user guide so customers know what to expect, and surveys and comment cards to get feedback from users. Driver training will

be conducted by one company, ensuring customers needing a wheelchair-accessible cab receive consistent and reliable service. The driver training will be conducted by Diamond Transportation.

The federal New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA). The TPB is the regional designated recipient of this federal funding, which is available on an annual basis through a competitive application process. Please visit [www.mwcog.org/tpbcoordination](http://www.mwcog.org/tpbcoordination) for more information. ♦

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## TPB RESPONDS TO CITIZEN RECOMMENDATIONS

At the November 18, 2009, board meeting, the TPB voted to host a public forum that will focus on regional transportation priorities. This forum, which will occur in the spring of 2010, was approved in response to a series of recommendations from the TPB Citizens Advisory Committee (CAC) that was brought before the TPB on October 21.

The CAC recommended two specific actions to the TPB: (1) host a regional forum of planners, elected and high-ranking appointed transportation officials, and citizens to achieve regional agreement on the need to develop a long-range regional transportation priority plan, and (2) develop a workplan to create a long-range regional transportation priority plan. These recommendations were part of a document titled "Moving Forward with the Development of a Regional Transportation Plan," which expresses the preference of the CAC to integrate the TPB Scenario Studies as a guiding process into the development Constrained Long Range Plan (CLRP).

The TPB was largely supportive of the CAC recommendation to host a forum, and remarked that one benefit of this forum will be the educational opportunity it offers. In expressing the sense of the TPB Technical Committee, Gary Erenrich noted that such a forum could provide instruction on various studies and processes generated by a range of entities, including local and state governments, as a way to provide context for regional transportation planning. The complex practice of regional transportation decision-making is comprised of many smaller, individual processes, which can render the larger picture a mysterious puzzle for some. Such a forum could result in making this larger picture easier to understand.

Throughout the conversation that preceded the vote to host this forum, the TPB discussed the unique position that it holds in coordinating regional transportation decision-making. Nat Bottigheimer of the Washington Metropolitan Area Transit Authority (WMATA) commented that the CAC was recommending a planning process that is a departure from what has become customary by strengthening the use of independent regional metrics in developing the region's plan.

While there was some trepidation about addressing the balance between coordination and jurisdictional sovereignty, Harriett Tregoning of the District of Columbia Office of Planning noted that the TPB has successfully collaborated cross-jurisdictionally in the past in a manner that respected jurisdictional sovereignty. She pointed to the TPB TIGER grant proposal that was submitted in September of this year as a comprehensive effort that included transportation elements from throughout the region. She noted that in hosting this forum, the TPB is providing an opportunity "for us to come together around what could be a very robust set of transportation priorities."

By and large, the TPB recognized the importance of the CAC's request as a way to enhance coordination throughout the region. In expressing support for the CAC's recommendations, Chair Jenkins applauded the CAC's activism. He acknowledged that hosting such a forum could be a first step towards a possible realignment in setting regional transportation goals, and noted that "we need to look at these things regionally instead of just a compilation of plans." ♦

## OTHER NOVEMBER AGENDA ITEMS

In addition to the items covered in this newsletter, the TPB's November 18 agenda included the following items:

- Approval of an Amendment to the 2010-2015 Transportation Improvement Program (TIP) to Reduce Funding for the Intermodal Transportation Center at Union Station as Requested by the District Department of Transportation (DDOT).

- Appointment of Nominating Committee for Year 2010 TPB Officers.

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](http://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.).

## 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 Special Meeting: Framing Transportation Opportunities for the National Capital Region (6 pm)
- 15 Commuter Connections Ridematching Committee (10 am)
- 15 Regional TDM Marketing Group (noon)
- 15 TDM Evaluation Group (2 pm)
- 16 Transportation Planning Board (noon)**
- 22 Regional Bus Subcommittee (noon)

## January 2010

- 5 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 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 Travel Management Subcommittee (9:30 am) *tentative*
- 26 Regional Bus Subcommittee (noon)
- 27 Regional Taxicab Regulators Task Force (1 pm)
- 28 Aviation Technical Subcommittee (10:30 am)
- 28 Access for All Advisory Committee (2:30 pm)

## February 2009

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 MOVES Task Force (10 am)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 11 Human Service Transportation Coordination Task Force (noon)
- 11 TPB Citizens Advisory Committee (6 pm)
- 17 TPB Scenario Study Task Force (10:30 am)
- 17 Transportation Planning Board (noon)**
- 23 Travel Management Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)



Dates and times subject to change. Please visit our website at [www.mwcog.org](http://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](mailto:scrawford@mwcog.org), (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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