



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

**TPB Meeting,
September 16:**

- Amendment to the FY 2010-2015 TIP to include VDOT ARRA projects.
- Approval of Letter of Support for the CSX National Gateway Freight Rail Initiative

**Car Free Day 2009:
September 22**

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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TPB APPLIES FOR FEDERAL “TIGER” FUNDS

By the September 15, 2009 program deadline, the TPB will be submitting to the U.S. Department of Transportation an application for around \$280 million in federal funds through the Transportation Improvements Generating Economic Recovery (TIGER) Competitive Grant Program of the American Recovery and Reinvestment Act (ARRA).

The application includes 20 projects grouped into three primary package components that would provide an interconnected system of multi-modal transportation options. The first is a package of priority bus corridors, which provides a

system of connected corridors of rapid bus service. Layered on top is a package of dense and extensive regional bike sharing and the creation of intermodal “smart” hubs, which extend the reach of the bus service, as well as current rail service. The final layer is a package of transit centers, which improve intermodal access to major transit services, thus supporting overall access and movement through the proposed network.

The TIGER Program, established by the American Recovery and Reinvestment Act of 2009, provides \$1.5 billion in federal

(Continued on page 6)



SEVEN TLC PROJECTS

APPROVED FOR FUNDING IN FY 2010

On July 15, the TPB approved a slate of projects for funding under the FY 2010 Transportation/Land-Use Connections (TLC) technical assistance program. The TPB issued a call for projects in March for the FY 2010 round of TLC technical assistance. For this application cycle, \$220,000 from the TPB’s FY 2010 Unified Planning Work Program (UPWP) was available for technical assistance projects. In addition, the Maryland Department of Transportation (MDOT) committed \$100,000 for projects in Maryland, with special emphasis on projects relating to transit-oriented development (TOD).



Source: Umair Badeau

Many TLC projects have encouraged the use of creative strategies to provide safe access for all modes of transportation, including speed humps and use of color differentiation.

(Continued on page 3)



TPB APPROVES 2009 CLRP AND FY 2010-2015 TIP

The TPB acted at its July 15 meeting to approve the 2009 Constrained Long Range Transportation Plan (CLRP) and the FY 2010-2015 Transportation Improvement Program (TIP).

With funding shortfalls continuing to constrict the budgets of the region's transportation implementing agencies, there are no significant new projects in this year's CLRP. In fact, most changes to the document in comparison with 2008 are delays of existing projects and in some cases removal of projects from the plan altogether, even as some were able stay in because of stimulus funding via the American Reinvestment and Recovery Act (ARRA) of 2009.

The TPB is scheduled to act at its October 21 meeting on two major amendments to the now approved 2009 CLRP and 2010-2015 TIP – the Purple Line project in Maryland and the I-395 “Return to L’Enfant” Air-Rights Development Plan in the District of Columbia. These projects were detailed in the July/August 2009 issue of *TPB News*. Passage of a CLRP and TIP that do not include these two projects was necessary to allow funding of other projects already in the plans to move forward, while allowing time for a new air quality conformity analysis that must be completed before the two new projects can be added. ♦

More information about the 2009 CLRP, the FY 2010-2015 TIP, and accompanying project information may be found on the CLRP website at www.mwcog.org/clrp

UPCOMING SEPTEMBER AGENDA ITEMS

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

- 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).
- Approval of the Maryland technical assistance projects under the FY 2010 Transportation/Land-Use Connections (TLC) Program.
- Approval of Letter of Support for the CSX National Gateway Freight Rail Initiative.
- Briefing on Draft Air Quality Conformity Assessment for an 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.
- Briefing on the TPB Regional Priority Bus Project Grant under the Transportation Investments Generating Economic Recovery (TIGER) Program of ARRA.
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) 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. ♦

Bids and Solicitations

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

FY 2010 TLC PROGRAM

The TPB received 13 applications from a diverse array of TPB member jurisdictions. The applications represented a variety of topics from technical analyses to visioning studies and requests ranged from \$25,000 to \$60,000. The TPB again requested the expertise of an independent selection panel comprised of persons knowledge in the transportation and land-use fields to review the applications. The panel, led by non-voting TPB member Julia Koster of the National Capital Planning Commission, selected seven projects (described at right) to be funded using the TPB's UPWP funding.

Ms. Koster commented at the TPB meeting on July 15 that the "review panel was very pleased with the diversity of the projects that were submitted. We looked at how these grants can serve the varying needs of the region - if it's through fostering innovative approaches, by increasing the capacity of a jurisdiction to complete important work, or by fostering collaborative approaches."

The selection panel will meet again to review Maryland projects and recommend a slate of projects for funding using the MDOT technical assistance funds in the UPWP. On September 16, the TPB will be asked to approve this second round of projects in Maryland. The target date for completion of all FY 2010 TLC technical assistance projects is April 30, 2010.

The TPB initiated the TLC Program in 2007 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. At the close of the FY 2009 round of the TLC technical assistance program, the TPB will have completed 29 technical assistance projects in 16 jurisdictions; four projects in the District of Columbia, 14 projects in Maryland, and 11 in Virginia.

For more information on the technical assistance projects, as well as information on best practices related to TLC principles, please visit the TLC website at www.mwcog.org/tlc. ♦

FY 2010 TLC Projects

On July 15, the TPB approved the following seven projects to be included in the first round of the FY 2010 TLC Technical Assistance Program.

District of Columbia

Independent Shuttle Bus Consolidation Strategy (ISBC) for the Greater Brookland Community (\$25,000).

Golden Triangle Business Improvement District Design Standards (\$30,000).

Maryland

Charles County: Waldorf Urban Transportation Improvement Plan (\$30,000).

Prince George's County: Purple Line Bicycle Access and Bicycle Hub Location Study (\$30,000).

Virginia

Arlington County: Multi-Use Trail Traffic Control Study (\$30,000).

Fairfax County: Multimodal Evaluation of Accommodations for All Users at the Proposed Wiehle Avenue Metrorail Station (\$45,000).

Prince William County: Harbor Station Multimodal Commuter Station (\$30,000). ♦



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2010 CLRPP TO FEATURE EXPANDED FREIGHT ELEMENT

The movement of freight within and through the Washington Region, while a key part of the region's economy, is also a major contributor to travel congestion in the region and is only expected to grow in the coming years.

Source: John Deamond



By 2030, truck freight tonnage is expected to grow 106 percent compared to 2002, with rail freight tonnage growing 50 percent during that period.

That reality is the impetus for a much more extensive treatment of freight issues in the region's 2010 Constrained Long-Range Transportation Plan (CLRPP) currently under development. At its July 15 meeting, the TPB heard how the Freight Subcommittee, formed in April 2008, plans to address freight movements and engage freight stakeholders in the region. The TPB deferred action on a CSX Transportation Company request for TPB support of the National Gateway Rail Freight Initiative.

Most of the freight traffic using the region's transportation infrastructure is through traffic. In 2002, nearly 60 percent of the region's freight tonnage simply moved

through, from an origin outside the region to a destination also outside the region. In terms of freight value, that figure is estimated to be 86 percent. By 2030, truck freight tonnage is expected to grow 106 percent compared to 2002, with rail freight tonnage growing 50 percent during that period. As these increases occur, the congestion effects on the region's road and rail infrastructure are expected to worsen significantly.

The TPB Freight Subcommittee, chaired by Board Member Victor Weissberg of the Prince George's County Department of Public Works and Transportation, has been at work addressing these issues by engaging stakeholders, identifying freight bottlenecks, and taking an inventory of potential projects within the region that will have benefits for freight movement. Dealing with freight issues differs from traditional TPB activities in the degree to which private companies must be involved, and much of the Subcommittee's effort so far has been aimed at engaging these shipping interests through the *Focus On Freight* e-newsletter and other outreach initiatives.

As part of the freight item on the July 15 TPB agenda, the Board considered the CSX request regarding the National Gateway Rail Freight Initiative. This proposal represents an effort by CSX and jurisdictions throughout the Northeast United States to increase capacity on key freight rail corridors. It includes hundreds of projects in various locations that would

(Continued on the next page)

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establish by 2012 an extensive network of rail corridors that could accommodate double-stacked container rail cars. CSX estimates the total cost to be \$724 million, and is asking the federal government and state governments to contribute one-quarter of the cost, respectively, or \$181 million each. Thirteen of the 61 projects included in the initiative are within the National Capital Region, with a total price tag estimated to be almost \$150 million.

CSX asked the TPB to provide a letter of support for the National Gateway Initiative and for the company's application for federal funds through the Transportation Investments Generation Economic Recovery (TIGER) competitive grant program. "Freight's coming, and the issue is how you are going to manage it," said Stephen Flippin, Director of Federal Affairs for CSX. "The benefits that come along with this are not only environmental, but they're also [reduced] highway maintenance costs and safety costs." He also said that increasing the capacity of the rail corridors will improve conditions

for passenger rail operations, and that the region's commuter rail agencies have endorsed the initiative.

TPB members expressed reservations about formally supporting the National Gateway Initiative at this time, especially given the limited information provided by CSX about specific improvements planned in particular locations. "I'd like to see a little bit more information on how this is going to help with passenger rail," said TPB Chairman Charles Jenkins. "[These projects] will come at the expense of some other transportation projects in the state, which may have some real impact for folks who are dealing with hell every day [on highways]. And so I'd like to know there's going to be some benefits for some folks other than CSX with this project."

Referring to the TPB's TIGER grant application for a Regional Priority Bus Network (see article on front page), TPB member Kerry Donley said "you're asking us to endorse an application that's going to be in direct competition with one that we just supported."

Julia Koster, TPB member representing the National Capital Planning Commission, also raised concerns about the basic desirability of routing freight traffic through the District of Columbia. Said Koster, "We're concerned that the specific improvements proposed in the District to some extent might preclude our long-term evaluation of whether or not the nation's capital should be the center of a very important and very busy and growing freight corridor." ♦

OTHER JULY AGENDA ITEMS

In addition to the items covered in this newsletter, the TPB's July 15 agenda included the following items:

- Certification of the Urban Transportation Planning Process for the National Capital Region.
- Update of the Analysis Results for the "What Would It Take?" Scenario.

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 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

“TIGER” FUNDS

The TPB application is for around \$280 million in federal funding. The application includes 20 projects grouped into three primary package components that would provide an interconnected system of multi-modal transportation options.

funding for innovative transportation projects around the country with national or regional significance. Although the program is expected to be highly competitive, TPB members and staff are hopeful that the regional scope and interconnectedness of the TPB’s application will make it a strong candidate to receive federal funding.

The TPB’s Scenario Study Task Force led the process of determining the projects to be included in the application, using project readiness, cost-effectiveness, and integration with a regional system as criteria to make the application as strong as possible.



The logo developed for the TPB’s grant application effects the TIGER opportunity to improve transit in the region and draws attention to the application’s focus on priority bus treatments.

The foundation of the National Capital Region’s multimodal grant application is a network of thirteen connected bus priority corridors in Maryland, Virginia and the District of Columbia, running on both arterials and managed lanes (high occupancy vehicle, HOV or high occupancy toll, HOT lanes) on freeways, as well as two bridge and arterial connections that tie the region together. These thirteen corridors represent areas with some of the highest levels of current bus ridership in the region and are central to the efficiency, equity and sustainability of the region’s entire transportation system. Taken together these priority bus corridors provide an efficient rapid bus system overlay that both supports the current bus and rail systems and increases regional accessibility through better use of the

region’s existing infrastructure and operational assets. Projects included in the grant application are listed on the opposite page.

“In order for us to be able to start relieving the pressure on the Metrorail system, priority bus treatments offer a way to make existing bus service running on existing infrastructure that we’ve already paid for, work better and move faster, and deliver more in terms of performance,” said TPB staff member Monica Bansal, who has worked on development of the application.

Ms. Bansal also noted at the July 15 TPB meeting that TPB staff “[has] been working for the past few months through the Scenario Study Task Force with a great deal of regional cooperation, and so we have a multitude of partners to include on the application, both as co-applicants with the TPB, and also as partners.”

The U.S. Department of Transportation is required by the ARRA to award funding through the TIGER program by February 17, 2010, so the TPB will likely know sometime in early 2010 if its application has been approved. The stakeholders involved seem to agree that the effort to put together the TIGER application has been a large step forward for regional cooperation in promoting multimodal transportation solutions. ♦

Projects to be Included in the TPB “TIGER” Application

K Street Transitway—Construct a high-performance, median-running exclusive transitway designed for the operation of high-capacity Bus Rapid Transit (BRT). *Total Project Cost: \$139 million*

PRIORITY CORRIDORS:

16th Street Bus Priority Improvements—Queue jump lane, NextBus real time arrival technology, and transit signal priority (TSP) in Washington, DC. *Total Project Cost: \$1.3 million*

Georgia Avenue Bus Priority Improvements—Complete TSP, construct bulb-outs, and NextBus technology in Washington, DC. *Total Project Cost: \$4.1 million*

H Street/Benning Road Bus Priority Improvements—Running way improvements, queue jump lane, and NextBus technology in Washington, DC. *Total Project Cost: \$415,000*

University Boulevard Bus Priority Improvements—Queue jump lanes, TSP, bus stop enhancements in Maryland. *Total Project Cost: \$1.3 million*

Addison Road Bus Priority Improvements—NextBus technology for the WMATA P12 line. *Total Project Cost: \$200,000*

Leesburg Pike Bus Priority Improvements—NextBus technology and TSP in Virginia. *Total Project Cost: \$1.3 million*

US Route 1 (MD) Bus Priority Improvements—Queue jump lanes and TSP in Prince George’s County, Maryland *Total Project Funding: 805,000*

Veirs Mill Bus Priority Improvements—Queue jump lane and NextBus technology in Montgomery County, Maryland. *Total Project Cost: \$265,000*

Wisconsin Avenue Bus Priority Improvements—TSP and NextBus technology in Washington, DC. *Total Project Cost: \$745,000*

Kingstowne-Pentagon Bus Rapid Transit—BRT service and amenities in Alexandria, Virginia. *Total Project Cost: \$670,000*

US Route 1 (VA) Transitway—BRT Transitway in the median in Alexandria, Virginia. *Total Project Cost: \$12 million*

Theodore Roosevelt Bridge to K Street—TSP in Washington, DC. *Total Project Cost: \$1.8 million*

14th Street to K Street—TSP and possible dedicated bus lane in Washington, DC. *Total Project Cost: \$5.2 million*

REGIONAL BIKE-SHARING:

Regional Bike-Sharing and Intermodal Technology Service—Provide approximately 3,250 bicycles at 325 facilities in the Washington Region. *Total Project Cost: \$19.2 million*

TRANSIT CENTERS:

Medical Center Metrorail Station Access Improvement—Construction of a pedestrian tunnel across MD 355 in Montgomery County, Maryland. *Total Project Cost: \$31.5 million*

Rosslyn Metrorail Station Access Improvements—New entrance at the Rosslyn Metrorail Station in Arlington, Virginia. *Total Project Cost: \$42 million*

Takoma/Langley Transit Center—Transit Center at the intersection of University Boulevard and New Hampshire Avenue in Prince George’s County, Maryland. *Total Project Cost: \$24.6 million*

BUS PRIORITY ON MANAGED LANES:

I-66 Multimodal Improvements—HOV Ramp access to parking facilities in Virginia. *Total Project Cost: \$44.5 million*

I-95/I-395 Multimodal Improvements—ITS and Station Improvements in Virginia. *Total Project Cost: \$20 million* ♦



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.).

September 2009

- 4 TPB Technical Committee (9am)
- 4 TPB Steering Committee (noon)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 9 Bike to Work Day Steering Committee (10 am)
- 9 Car Free Day Steering Committee (11:30 am)
- 10 Human Service Transportation Coordination Task Force (12:30 pm)
- 10 Freight Subcommittee (1 pm)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Regional TDM Marketing Group (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle & Pedestrian Subcommittee (1 pm)
- 15 Commuter Connections Ridematching Committee (2 pm)
- 16 Transportation Planning Board (noon)**
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Travel Management Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)
- 23 Regional Taxicab Regulators Task Force (noon)
- 24 Aviation Technical Subcommittee (10:30 am)

October 2009

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 8 Human Service Transportation Coordination Task Force (12:30 pm)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Car Free Day Steering Committee (noon)
- 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)**
- 24 Aviation Technical Subcommittee (10:30 am)
- 27 Travel Management Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (noon)

November 2009

- 6 TPB Technical Committee (9am)
- 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)
- 12 Freight Subcommittee (1 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 TPB Scenario Study Task Force (10:30 am)
- 18 Transportation Planning Board (noon)**
- 19 Aviation Technical Subcommittee (10:30 am)
- 19 Access for All Advisory Committee (2 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)



Dates and times subject to change.
Please visit our website at
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