



## TPB URGES STATES TO ACT ON TRANSPORTATION FUNDING

The Transportation Planning Board on December 19 unanimously approved a letter to state lawmakers in Maryland, Virginia, and the District of Columbia urging them to act during upcoming legislative sessions to increase funding for transportation. The letter will also be sent to the Virginia and Maryland governors and to the mayor of the District of Columbia.

The local elected officials who sit on the TPB approved the letter in response to growing concern over the inability of the region's transportation system to keep up with future demand without additional investment in its upkeep and expansion.

A recent TPB analysis shows that the transportation improvements currently planned through 2040 – given anticipated revenues – will fall well short of meeting growing demand resulting from population and job growth.

On the region's highways, the number of congested lane-miles will increase 78 percent between now and 2040, from close to 1,800 to more than 3,100, the analysis says. Four out of five Metrorail lines to and through downtown Washington will be congested or highly congested, compared to just one today.

*(Continued on page 3)*

## WMATA GENERAL MANAGER SARLES BRIEFS TPB



In a briefing at the December 19 TPB meeting, WMATA General Manager Richard Sarles told TPB members that the Silver Line, the first phase of which is currently under construction, is the last expansion of the region's Metrorail system that the agency will be able to afford without additional funding.

But with the population of the Washington region expected to swell by more than 30 percent over the next 30 years and a transit system that is already squeezed during peak hours, the agency will have no choice but to find additional revenue to expand the capacity of the current system if it is to remain an important and reliable piece of the region's transportation network.

That's why, according to Sarles, the WMATA Board of Directors recently initiated a strategic planning effort, known as "Momentum," to figure out what investments are most needed to accommodate the projected growth. And as the agency looks to the future, "we

*(Continued on page 7)*

**WMATA General Manager Richard Sarles briefed the TPB on Momentum.**

### Upcoming meetings and items of interest:

**TPB Meeting: January 23, 2013**

- Approval of Funding and Transmittal Letter for TPB's membership in the Association of Metropolitan Planning Organizations
- Approval of appointments to the TPB Citizens Advisory Committee

### Inside this issue of TPBnews:

- |          |                                |          |  |
|----------|--------------------------------|----------|--|
| <b>2</b> | TPB Appoints Officers for 2013 | <b>4</b> | TPB Hears Results of 2011 Air Passenger Survey |
| <b>3</b> | Upcoming January Agenda Items  | <b>6</b> | TPB Recognizes CLI Graduates                   |

# TPB APPOINTS 2013 OFFICERS

At its December 19 meeting, the TPB unanimously approved a new slate of officers to lead the TPB in 2013. Scott York, the current Chair of the Loudoun County Board of Supervisors, will Chair the TPB. He will be joined by Tommy Wells, Councilmember from the District of Columbia, who will serve as the First Vice Chair, and by Patrick Wojahn, City of College Park Councilmember, who will serve as Second Vice Chair.

The slate of TPB Officers was recommended by a Nominating Committee comprised of Muriel Bowser of the District of Columbia, Dave Snyder of Falls Church, and Paul Smith of Frederick County. The TPB officers will serve a year-long term, which begins in January and ends in December. Look for a more detailed profile of each of these officers in the February issue of *TPB News*. ♦



**Scott York**  
TPB Chair  
Chairman,  
Board of Supervisors  
Loudoun County, VA



**Tommy Wells**  
TPB First Vice Chair  
Councilmember  
District of Columbia



**Patrick Wojahn**  
TPB Second Vice Chair  
Councilmember  
City of College Park, MD

## TPB HEARS UPDATE ON COMPLETE STREETS

At its December 19 meeting, the TPB received a briefing on the results of a survey of TPB member jurisdictions and agencies on the status of Complete Streets policies throughout the region. This briefing resulted from the creation of a Regional Complete Streets Policy, which the TPB adopted on May 16, 2012.

The Regional Complete Streets Policy defines a complete street as one that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility. In addition to establishing a definition, the Regional Complete Streets Policy provides guidance and a policy template for jurisdictions to use for planning and implementation purposes, and strongly encourages member jurisdictions to adopt their own Complete Streets policies.

As a follow-on to establishing the policy, a survey was recently conducted on adoption and implementation of complete streets throughout the region.

The 2012 survey results indicate that all three states and ten TPB jurisdictions have Complete Streets policies in place. Five jurisdictions, including Prince William County, the City of Falls Church, the City of Frederick, the City of Greenbelt, and the

City of Manassas are currently developing policies.

The survey reviewed common exemptions allowed in local Complete Streets policies, such as environmental and historic preservation issues. The survey also collected information on common implementation measures for complete streets, which includes allocating funds for retrofits, and conducting a needs inventory.

As agreed by the TPB in adopting the Regional Complete Streets Policy, this survey is to be repeated every two years.

During the briefing, the TPB also heard from Dana Minerva, Executive Director of the Anacostia Watershed Restoration Partnership. Ms. Minerva advocated that the TPB consider adopting a Green Streets Policy which she said is a great way to retrofit streets and highways that discharge storm water pollution that adversely impacts the region's waterways.

Chair York said that the TPB would revisit the idea of adopting a Green Streets Policy at an upcoming TPB meeting. ♦

## Bids and Solicitations

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

## TPB LETTER TO STATE LAWMAKERS

*(Continued from page 1)*

In its letter, the Board wrote that the results of the analysis “underscored the urgent need for additional transportation revenues, beyond those identified in the CLRP, to ensure that the region’s highway and transit systems are adequately maintained...and that increases in capacity can be provided to support population and employment growth throughout the region.”

State action is especially important given the crucial role that the states play in funding the region’s transportation system, the letter said. State funding will make up nearly 40 percent of all the money expected to be spent on transportation through 2040, followed by transit fares, at 24 percent, and federal aid, at 18 percent.

Increasing existing gas taxes and other user fees topped the list of the TPB’s recommended strategies for raising new revenue. Pricing strategies for all modes of travel, including rates that vary by time of day, and financing mechanisms like infrastructure banks or bonding programs also made the list.

The Board recognized that “needs for transportation maintenance, rehabilitation, and capacity increases will vary considerably throughout each individual jurisdiction.” One way of addressing these varied needs is through local option taxes and fees, according to the TPB. Like others have elsewhere, Maryland and Virginia should consider granting local governments the right to raise such revenue.

Several Board members expressed their support for the letter but also cautioned against giving the states too much room to shift funding responsibility to local governments.

Kerry Donley, vice-mayor of the City of Alexandria, lauded the letter’s specificity in identifying possible revenue sources. “So often we write these letters and they don’t mention the word taxes or the word revenues. But that’s exactly what we need. We need that kind of investment,” he said.

But he also said that local governments in Virginia have done their share when it comes to raising local taxes to pay for transportation. And David Snyder, vice-mayor of the City of Falls Church, urged that the letter make clear that states continue to have a primary obligation to support transportation.

The final version of the letter still calls for the use of local option taxes, but only after the states have fully met statewide obligations to fund transportation.

An addendum outlining the findings of the TPB’s analysis of future transportation conditions will accompany the letter, as will detailed examples of approaches to raising new revenue that have been successfully implemented elsewhere in the country.

Board members also offered to testify before the appropriate legislative committees in support of raising new transportation revenue. ♦

## UPCOMING JANUARY AGENDA ITEMS

The January 23 TPB Meeting is anticipated to include the following:

- Approval of Funding and Transmittal Letter for TPB’s Membership in the Association of Metropolitan Planning Organizations.
- Approval of Appointments to the TPB Citizens Advisory Committee for 2013.
- Approval of an Amendment to the FY2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for Improvements to US Route 1 Near Fort Belvoir in Fairfax County.
- Briefing on the Draft Report: “Talking About Congestion Pricing: Probing Public Attitudes Through Deliberative Forums”.
- Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2013 CLRP and the FY 2013-2018 TIP.
- Review of Outline and Preliminary Budget for the FY2014 Unified Planning Work Program (UPWP).
- Update on TPB Bus on Shoulder Task Force Meeting. ♦

# TPB HEARS RESULTS OF 2011 AIR PASSENGER SURVEY

More than 32 million air passengers boarded flights at the region's commercial airports in 2011, according to the results of the 2011 Washington-Baltimore Regional Air Passenger Survey. The Federal Aviation Administration (FAA), the Metropolitan Washington Airports Authority, and the Maryland Aviation Administration jointly fund a biennial passenger survey for the three commercial service airports that serve the region: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International Thurgood Marshall Airport (BWI). The TPB received

spending, have declined since 2009, which may represent a shift in spending choice.

Another key survey finding relates to why passengers decide to travel from a particular airport: for both business and non-business-related travel, airport accessibility – defined as the closest airport – is the primary factor in airport choice. Sixty-two percent of survey respondents who indicated they were traveling for business and 55 percent of respondents traveling for non-business purposes named accessibility as their primary reason for choosing a specific airport.

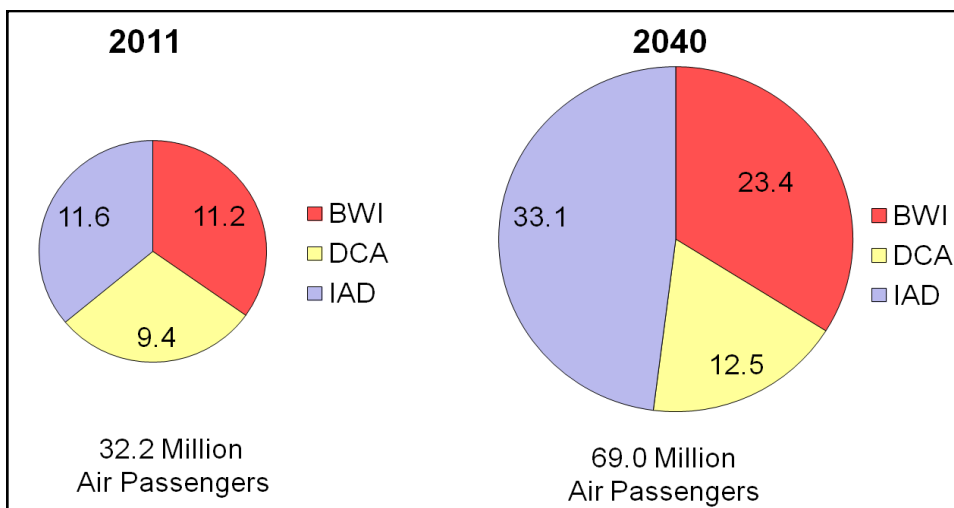
While all three airports are highly accessible from certain parts of the region, the survey results illustrate how each airport offers some unique attributes for travelers. DCA is chosen by both business (74 percent of respondents) and non-business (63 percent of respondents) travelers because of its overall accessibility – it is closest to the region's core and to most major destinations, and is currently the only regional commercial airport that is accessible by Metrorail. Air passengers looking for less expensive airfare tend to

choose BWI, which offers lower fares due to the major presence of Southwest Airlines and its subsidiary AirTran Airways. In fact, 18 percent of responding business travelers and 24 percent of responding non-business travelers indicated that they selected BWI because they can obtain a less expensive fare by flying from that airport. IAD is attractive for direct flights to international destinations or long-haul domestic destinations such as the West Coast.

While existing air travel is roughly split

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## FAA FORECAST INCREASE IN REGIONAL AIR PASSENGERS



Regional air passengers are forecast to grow to 69 million in 2040 from 32.2 million in 2011.

a briefing of the major findings of the 2011 survey at its December 19 meeting.

The survey results tell an interesting story for the region. While air passenger enplanements – or boardings – have remained relatively stable since 2005, the share of business travel has increased significantly, to 44 percent from 38 percent in 2009. The rise in business travel may represent a sign of economic recovery and stability for the region. On the other hand, vacation and school trips, which are commonly representative of discretionary



equally among the three airports, IAD is expected to absorb much of the region's growth in future air travel. According to the FAA, regional air passengers are forecast to grow to 69 million by 2040 – more than doubling the number of current air passengers. Whereas roughly 36 percent of all passengers presently fly from IAD, the FAA projects that almost 50 percent of regional air travelers will use IAD by 2040. This is largely because IAD has the most room to expand of all of the region's

airports. In addition, the future completion of the second phase of the Silver Line will create direct Metrorail access to IAD.

As the region looks to this forecast increase in air travel, maintaining reliable ground access connections to all three airports – BWI, DCA, and IAD – will be a key factor in the economic prosperity of the region. ♦

## TIP AMENDMENT RAISES BICYCLE FACILITIES ISSUE

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) has requested an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to include funding for the construction of improvements on US Route 1 in Fairfax County, Virginia, from the south boundary of Fort Belvoir north to Mount Vernon Highway. The improvements include widening more than three miles of the roadway, and adding designated turn lanes. The treatment of bicycle facilities along this portion of roadway remains in question as FHWA balances competing interests in the final alignment of the project.

Allen Muchnick, of the Virginia Bicycling Federation, made a public comment at the December 19 TPB meeting expressing concern regarding the implications for bicyclists that would result from the planned roadway improvements. He requested that the TPB encourage FHWA to consider an adequate curb lane for bicyclists as a condition for including the amendment in the TIP.

“As the Commonwealth of Virginia's only north-south bicycling route, this project should adequately accommodate experienced long-distances bicyclists who prefer to travel on a roadway, which is considerably faster, much better designed and maintained, and arguably safer than the meandering shared-use path which is also included in this project,” Muchnick said.

Several TPB members requested that FHWA look for ways to accommodate bicycle facilities on the roadway and provide written documentation of its final alignment as part of the TIP amendment request in January. Cathy Hudgins, who represents the Fairfax County Board of Supervisors on the TPB, added that Fairfax County is moving towards a preference for providing on-road multimodal options for users.

The TPB will be asked to approve this amendment at its January 23 meeting. ♦

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## TPB RECOGNIZES CLI GRADUATES

At its December 19 meeting, the TPB recognized 16 citizen leaders from around the region who participated in the TPB's Community Leadership Institute, or CLI, on November 29 and December 1. The TPB-hosted CLI is a two-day workshop for citizen activists to learn about how transportation decisions are made in the region and how to become more involved in the decision-making process.

Among the citizens honored was Wendy Duren, an employee with Arlington County Commuter Services and a resident of the District of Columbia. Ms. Duren remarked on her experience participating in the CLI: "I really found this to be a great opportunity for people to get more involved with how transportation affects the region."

The CLI encourages participants to connect the interests of the local communities and organizations they serve with the range of planning issues facing the entire metropolitan area. Participants represented a range of groups that have been recognized as forces of change in their respective communities, including civic and homeowner associations, business organizations, and local

citizen advisory boards. CLI graduates are encouraged to use the program's lessons in their daily activism.

Some CLI graduates maintain connections with the TPB by joining the TPB Citizen Advisory Committee, or CAC. Other CLI graduates have been known to become active on the TPB itself: 2012 TPB Chair Todd Turner participated in the CLI in 2008.

This past CLI was facilitated by former TPB Chair Peter Shapiro, and was the tenth installment of the program. Nearly 200 citizens have participated in the CLI since the program's inception in 2006. These citizen leaders now comprise the recently established CLI Alumni Network, whose twofold mission is: (1) to foster the connection between the TPB and community leaders who have graduated from the CLI in order to promote regionalism among citizen groups throughout the metropolitan Washington region, and (2) to encourage CLI alumni to serve as "TPB Ambassadors" by providing educational and networking opportunities that facilitate communication among CLI graduates throughout the region.

For more information about the CLI, please visit [www.mwcog.org/transportation/activities/cli/](http://www.mwcog.org/transportation/activities/cli/). ♦

**TPB honors graduates of the Community Leadership Institute, a two-day educational workshop for citizen activists to learn how to get involved in regional transportation decision-making wherever and whenever it occurs. From left, Wendy Duren, Bruce Wright, Christine Green, Brian Lee, Patrick Durany, Margaret Boles, Keith Benjamin, and TPB Vice Chair Scott York.**

*"I really found this to be a great opportunity for people to get more involved with how transportation affects the region."*

*- Wendy Duren,  
Fall 2012 CLI  
Graduate*



## WMATA GENERAL MANAGER BRIEFS TPB

*(Continued from page 1)*

have to discuss where the funding will come from,” Sarles told Board members.

The two key elements of the strategic vision that Sarles described in his presentation were increasing capacity through the regional core and improving connectivity with other transit services in parts of the region not currently served by Metrorail or Metrobus.

Currently, there are several choke points that limit the number of trains that can enter and leave downtown Washington, which can lead to crowded and unsafe conditions on platforms and train cars.

Running all eight-car trains during peak hours, enabling easier and safer transferring within crowded stations, and even building new rail tunnels under the Potomac River and downtown are on WMATA’s list of proposed improvements to increase core capacity.

Establishing seamless fare collection and information systems, building a network of priority bus lanes, and extending existing Metrorail lines are also on WMATA’s list of proposed improvements to help connect more communities and planned streetcar, light rail, and bus rapid transit services.

Hefty price tags will accompany such improvements, however. Sarles only offered one cost estimate in his presentation to the TPB, saying that purchasing the new railcars to run all eight-car trains during rush hour and making the other system improvements that will be needed to accommodate them could cost \$2 billion or more.

Presently, WMATA is in the midst of a \$5 billion, six-year effort to rehabilitate the Metrorail and Metrobus systems, funded in part by a \$300 million-a-year deal between the federal government and Virginia, Maryland, and the District of Columbia, Sarles told TPB members.

The funding agreement only lasts until 2020, however, and the total \$5 billion rehabilitation effort still doesn’t cover all of the work that is needed to bring the system into a “state of good repair,” let alone to expand capacity, he said.

The case for more funding for WMATA comes at the same time that business leaders and local officials in Maryland, Virginia, and the District are calling on the states to take action to raise additional revenue for transportation generally.

As noted in a companion article, at its December 19 meeting, the TPB unanimously approved a letter to state lawmakers urging immediate action to raise revenues “to ensure that the region’s highway and transit systems are adequately maintained... and that increases in capacity can be provided to support population and employment growth throughout the region.”

TPB member David Snyder, vice-mayor of the City of Falls Church, warned that it’s not enough for government officials to be on board with WMATA’s vision for the future and need for additional funding. “The public has to get behind what you want to do with the system in the future,” Snyder said. Improved communication with riders, cleaner vehicles and stations, common-sense responses to disruptions, and emphasizing the transit system’s value to the region’s economy and to individuals were among Snyder’s suggestions for garnering public buy-in.

Harriett Tregoning, who represents the District of Columbia Office of Planning on the TPB, recommended looking at opportunities to increase off-peak use of Metro rather than focusing only on alleviating peak-hour crowding. Increasing ridership during non-peak hours, where there is unused capacity, “is just revenue for you, and revenue for us, and revenue that we don’t have to find somewhere else,” she said.

The next step will be for the WMATA Board of Directors to consider comments and feedback it has received so far regarding the strategic vision and to work to produce and approve a full strategic plan. Sarles encouraged members of the TPB as well as the public to submit comments via the WMATA website. ♦

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“TPB News” at www.mwco.org/transportation

# 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 2013

- 9 Bike to Work Day Steering Committee (10 am)
- 10 Human Service Transportation Coordination Task Force (12:30 pm)
- 11 Technical Committee (9 am)
- 11 Steering Committee (noon)
- 15 Employer Outreach Committee (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 17 Citizens Advisory Committee (6 pm)
- 22 Regional Bus Subcommittee (noon)
- 23 Bus-on-Shoulder Task Force Meeting #2 (10 am)
- 23 Transportation Planning Board (noon)**
- 24 Aviation Technical Subcommittee (10:30 am)
- 25 Travel Forecasting Subcommittee (9:30 am)
- 31 Access for All Advisory Committee (noon)

*Note: The January TPB meeting and several other committee meetings will take place one week later than normal due to the New Year's Day holiday. Please check above to confirm the date and time of your meeting.*

## February 2013

- 1 Technical Committee (9 am)
- 1 Steering Committee (noon)
- 7 Freight Subcommittee (1 pm)
- 12 Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee (1:30 pm)
- 14 Citizens Advisory Committee (6 pm)
- 20 Transportation Planning Board (noon)**
- 26 Regional Bus Subcommittee (noon)

## March 2013

- 1 Technical Committee (9 am)
- 1 Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 13 Car Free Day (11:30 am)
- 14 Citizens Advisory Committee (6 pm)
- 19 Commuter Connections Ridematching (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle and Pedestrian Subcommittee (1 pm)
- 19 Regional TDM Marketing Group (2 pm)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)
- 27 Regional Taxicab Regulators Task Force (1 pm)
- 28 Aviation Technical Subcommittee (10:30 am)

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 Deborah Kerson Bilek at (202) 962-3317, [dbilek@mwkog.org](mailto:dbilek@mwkog.org), or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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