



TPB APPROVES \$380,000 IN TLC PROJECTS, INCLUDING NEW DESIGN PILOT PROJECT

Since it began in 2007, the Transportation/Land-Use Connections (TLC) Program has generated and shared information on best practices and provided \$1.7 million in technical assistance to 56 different projects in local jurisdictions around the National Capital Region. In recent years, the TPB has emphasized funding projects that take an innovative approach to transportation and land-use planning and help jurisdictions get closer to implementing projects that exemplify sustainability and livability.

On July 18, the TPB approved nine projects totaling \$380,000 in TLC technical assistance funding for 2013. One of these projects, the City of Frederick's East Street Trails Project Design, is the first of its kind to be funded under the newly established Design Pilot Program, which was created this year, and dedicates up to \$80,000 for conceptual design/preliminary engineering for a project. The intent behind the Design Pilot Program is to support TPB jurisdictions in

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TPB INCLUDES MANASSAS BATTLEFIELD BYPASS IN CLRP, I-66 IMPROVEMENTS IN TIP

On July 18, the TPB adopted the 2012 update to the region's financially constrained long-range transportation plan (CLRP), which included a new project to construct a highway bypass around the Manassas National Battlefield Park in Prince William County by 2035.

According to the project's proponents, the Bypass would allow US 29 and VA 234, major highways that both currently run through the heart of the park, to eventually be closed and for traffic to be diverted around the northern side of the park. The move would help protect the historic civil war site and enhance the experience for visitors.

Inclusion of the Bypass project in the 2012 CLRP sparked a lively discussion among Board members as well as comments from the general public, especially regarding the question of whether the two roads through the park would indeed be closed.

Board Member Kerry Donley, of the City of Alexandria, suggested that the TPB make inclusion of the Bypass project in the CLRP contingent on a written commitment from the Virginia Department of Transportation (VDOT) and the Commonwealth Transportation Board (CTB) to close both roads.

Board Member Rodney Roberts, of the City of Green-

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Upcoming meetings and items of interest:

TPB Meeting, September 2012

- Approval of a TPB Bus on Shoulder Task Force
- Briefing on MWCOC Report: "Economy Forward-COC's Call to Action for a More Competitive Metropolitan Region"

Inside this issue of TPBnews:

- 2 Congress Passes New Surface Transportation Law
- 3 Regional Transportation Priorities Plan Update
- 4 Regional Car Free Day is September 22!

CONGRESS PASSES TRANSPORTATION LAW

After extending SAFETEA-LU, the last federal transportation authorization signed by President Bush in 2005, 11 times beyond its expiration in September 2009, Congress in June passed a new bill to authorize funding for federal surface transportation programs. Moving Ahead for Progress in the 21st Century, commonly known as MAP-21, was signed into law by President Obama on July 6, 2012, and serves as the basis for all federally funded surface transportation programs and projects.

At 584 pages, MAP-21 authorizes \$54.6 billion in funding for transportation programs for 24 months beginning October 1. Approximately \$40 billion of the overall funding is allocated annually towards highway-related programs, and about \$10 billion is allocated towards transit-related programs. MAP-21 draws on funding through traditional means, such as the federal gas tax, and through general revenue using offsets from several sources including pension insurance premiums and a newly levied tax on “roll-your-own-cigarette” machines.

While MAP-21 is similar in many ways to SAFETEA-LU, there are some significant



President Obama signing MAP-21 during a ceremony in the East Room of the White House.

(Official White House Photo by Lawrence Jackson)

changes from the previous law. Perhaps the most obvious change is the consolidation of 90 different transportation programs into 30, and the elimination of earmark funding. This programmatic and funding reorganization has resulted in the eradication of some programs, and the merging of others. For instance, the Job Access Reverse Commute (JARC) program, which under SAFETEA-LU provided grants to address the job-related transportation needs of low-income individuals, has been eliminated. Instead, MAP-21 makes funding available for JARC projects under the Urban and Rural Transit Formula Programs. MAP-21 also consolidates the New Freedom Program with another program for the elderly and disabled, and makes funding available to address these transportation needs through a single program of formula grants.

MAP-21 also provides a significant increase in resources for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides Federal credit assistance through loans, loan guarantees, and lines of credit to finance nationally and regionally significant transportation projects. Overall, the TIFIA loans program will increase from \$122 million per year to \$750 million in the first year, and \$1 billion

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LARGE-SCALE PUBLIC OUTREACH ON HORIZON FOR REGIONAL TRANSPORTATION PRIORITIES PLAN

On July 18, TPB staff presented the second Regional Transportation Priorities Plan (RTPP) Interim Report to the TPB. The report described the RTPP activities conducted between January and July of this year, and proposed a course of action for the next six months which includes using a web-based tool to gather feedback from a representative sample of the general public.

During the first half of 2012, TPB staff conducted two major public outreach events to determine how best to communicate the principles of the RTPP. Five regional stakeholder and citizen listening sessions were held between January and February to solicit feedback on the initial set of challenges and strategies. Feedback received from the listening sessions revealed that greater emphasis should be placed on the use of narrative, simple charts, and pictures to describe challenges and strategies, and less on technical performance measures.

Then, on June 2, TPB staff presented a re-tooled set of materials to a group of 41 citizens. Participants shared their opinions on the draft goals, challenges, and strategies and provided feedback about how well the materials were communicated. Although the feedback was mostly positive, staff found that some additional refinements were necessary.

A portion of the July 18 presentation to the TPB focused on the proposed outreach strategy to extend through

January 2013. As part of the second Interim Report, TPB staff developed a revised version of RTPP materials that incorporated comments received during the Citizen Forum. One significant change was that a third challenge was articulated for each goal, developed based on the ideas generated by Citizen Forum participants in June. Additionally, TPB staff reported on a more comprehensive list of strategies that included additional suggestions from the June 2 Citizen Forum.

TPB staff proposed that the revised set of RTPP materials be presented to a larger representative sample of citizens in the fall and winter as part of the next phase of public outreach. Staff suggested utilizing a web-based education and public opinion tool to help communicate the latest iteration of the RTPP materials to the public and to gather feedback.

Several TPB members praised the progress made on the RTPP, but stressed the need to continue to “de-jargonize” the RTPP and continue to closely engage with the public on the plan’s development.

A comment period was announced in order to solicit input from TPB members on both the revised set of RTPP materials and the approach to the next round of public involvement. Comments were accepted via a comment webpage through August 15. ♦



More than 40 citizens gathered at the TPB offices on June 2 to provide feedback on the process for developing a Regional Transportation Priorities Plan.

CAR-FREE DAY SET FOR SEPT. 22

At the TPB meeting on July 18, TPB Chair Todd Turner signed a proclamation designating Saturday, September 22, 2012, as Car Free Day throughout the Washington Metropolitan Region.

An international event that is celebrated annually on September 22, Car Free Day offers an opportunity for individuals to pledge to go Car Free or Car-Lite. Everyone is encouraged to try to get around without a car, and instead rely on Metro, bus services, bicycles, carpools, or walking.

There will be a variety of events held to celebrate Car Free Day throughout the region,



TPB Chair Turner, Second Vice-Chair Wells, and Mr. Ramfos of TPB staff display the 2012 Car Free Day Proclamation.

and individuals who pledge to go Car Free will be entered to win free prizes, such as an Apple iPad.

For more information and to pledge to go Car Free or Car-Lite on September 22, visit www.CarFreeMetroDC.com. ♦

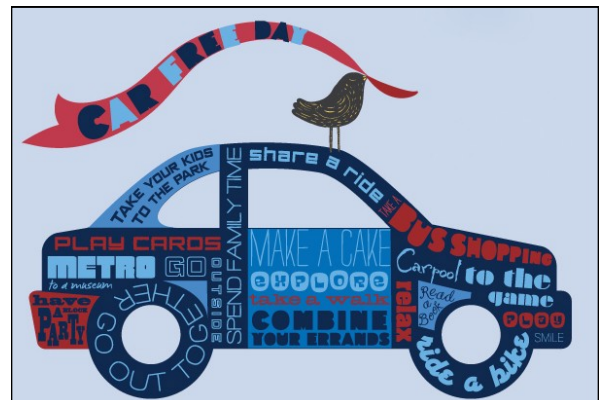
UPCOMING SEPTEMBER AGENDA ITEMS

The September TPB Meeting is expected to include the following items:

- Approval of a TPB Bus on Shoulder Task Force
- Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2013 CLRP and FY 2013-1018 TIP
- Briefing on the COG Report: “Economy Forward-COG’s Call to Action for a More Competitive Metropolitan Washington”
- Briefing on the process for Revising the Designation of the COG Regional Activity Centers ♦

Bids and Solicitations

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



TPB AWARDS FY2013 TLC GRANTS

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advancing projects beyond the planning phase and towards implementation. Through the Design Pilot Program, the City of Frederick will receive \$80,000 for the design of a trail that includes a combination of bike lanes, sidewalk upgrades, and the development of a shared-use path on top of an existing rail bed. The trail will be both a transportation and a recreational facility, with connectivity to the MARC rail station and to a newly installed bike lane that leads to Frederick Memorial Hospital, Hood College, and Fort Detrick.

The remaining eight projects will receive between \$30,000 and \$60,000 in planning technical assistance to address challenges related to a variety of factors, including housing and access to jobs, bus stop safety, transit-oriented development, and streetscape issues. The District Office of Planning, for instance, will receive \$60,000 for a Study of Affordable Housing with Access to Jobs via Transit. This study aims to determine and quantify the relationship between employment opportunities and locating affordable housing near high quality transit.

In Maryland, the City of Takoma Park will receive



In 2011, the TLC Program funded a study to review best practices in providing bicycle facilities in streetcar corridors in Arlington.



The TLC program funded a Connecticut Avenue Van Ness-UDC Metro Corridor Enhancement Study in 2011.

\$50,000 to conduct a New Hampshire Avenue Multi-Way Boulevard Feasibility Study, which will assess the viability of converting New Hampshire Avenue, an arterial state highway, into a multi-way boulevard, similar to K Street in the District. The City of Greenbelt will receive \$30,000 for a Bus Stop Safety and Accessibility Study, which will evaluate all 136 bus stops within the City, and contribute to a multi-year strategic plan for achieving system-wide safety and accessibility.

In Virginia, the City of Falls Church will receive \$40,000 to conduct an Analysis of Transportation Demand along the Washington Street Corridor. Through this study, recommendations will be developed to increase the use of alternative modes of transportation along a corridor that connects the East Falls Church Metrorail station with the city's southern gateway at South Washington Street.

TPB staff are currently working with jurisdictions on the consultant selection process, with the intent of matching jurisdictions with consultant support and kicking off each project by the end of October. Project work will run from October 2012 to June 2013.

For more information about the TLC program, visit: www.mwcog.org/tlc. ♦

CLRP AND TIP APPROVAL

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belt, echoed Donley's concerns about the existing commitment. "The Transportation Planning Board should not be taking action based on the commitment of staff members that they're going to recommend something happen," he said. "It needs to be reflected in the documents that we agree to, that these roads will be closed or not a penny of federal funds or anything else is going to go to that project."

Ron Kirby, director of transportation planning for the TPB, explained that, because the CLRP would assume closure of the two roads through the park on completion of the Bypass, VDOT would have to return to the TPB at a later date for permission to leave the roads open if it wished to do so.

Renee Hamilton, a representative of VDOT who sits on the TPB, cited a 2006 document which provides a written commitment from the Commonwealth Transportation Board to close the two roads through the park upon completion of the Bypass.

The other project that sparked conversation was widening of a 1.6-mile stretch of I-66 westbound inside the Capital Beltway proposed to be included in the FY2013-2018 Transportation Improvement Program (TIP).

Bob Grow, of the Greater Washington Board of Trade, and Liz Gear, of the Northern Virginia Transportation Alliance, spoke in favor of the improvements

during the public comment period at the start of the meeting.

Stewart Schwartz, of the Coalition for Smarter Growth, and Allen Muchnick, of the Arlington Coalition for Sensible Transportation (ACST), both spoke during the public comment period and encouraged the TPB to reconsider inclusion of the project.

"Since 1999, ACST has advocated wiser, not wider, management improvements to I-66 inside the Beltway to most effectively move more people and minimize highway congestion and travel times," Muchnick said. "In funding the construction of [these improvements], the TPB is advancing a project that will prove counterproductive until expanded HOV restrictions or tolls are finally put in place [on I-66]."

The TPB approved the 2012 CLRP, with an amendment stating that the TPB's approval of the construction of the Manassas National Battlefield Bypass is based on the assumption that US 29 and VA 223 would be closed through the park, and that further evidence of Virginia's commitment to closure of the roadways should be provided to the TPB prior to the appropriation of construction funds for the Bypass. In addition, the TPB approved the FY 2013-2018 TIP, including the proposed improvements to I-66 inside the Beltway, as well as the results of the 2012 Air Quality Conformity Analysis, which the federal government requires be conducted before updates to the CLRP and TIP are adopted. ♦

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TPB staff announces upcoming board and committee meetings; release of key studies, presentations, reports, and publications; public comment periods; and other relevant information. ♦

CONGRESS PASSES MAP-21

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in the second year, which reflects Congress' strong support for leveraging funding for major new transportation investments.

There are several significant programmatic changes in the new law. With regard to tolling, MAP-21 expands authority to toll interstates, provided that the tolls are levied only on new capacity lanes, and that the current toll-free lane capacity remains undiminished. The law also allows the conversion of high-occupancy vehicle (HOV) lanes to high-occupancy toll (HOT) lanes. Furthermore, the Congestion Mitigation and Air Quality (CMAQ) program, which was created to support transportation projects that contribute to air quality improvements and congestion relief, retains its current structure, but funds can be now also be used to establish electric vehicle charging stations or natural gas refueling stations.

With regard to transit, MAP-21 will establish a new \$10 million per year pilot program to award planning grants to states or local government entities for transit-oriented development. The law also grants the Federal Transit Administration (FTA) authority to establish and enforce a new comprehensive public safety oversight program that will be applied to heavy rail, light rail, buses, and streetcars. MAP-21 also addresses freight by requiring the U.S. Department of Transportation (USDOT) to designate a primary freight network and to prepare a National Freight Strategic Plan.

Finally, MAP-21 focuses heavily on performance management, and establishes an outcome-driven approach to decision-making at all levels. According to the legislation, USDOT will establish performance measures which states, transit agencies, and metropolitan planning organizations like the TPB will use to establish targets aimed at improving the performance of the transportation system.

MAP-21 goes into effect on October 1, 2012. ♦

OTHER JULY AGENDA ITEMS

The July 18 TPB Meeting also included the following:

- Adoption of Resolution R1-2013 finding that the 2012 CLRP and FY2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990.
- Adoption of Resolution R2-2013 approving the 2012 CLRP.
- Adoption of Resolution R3-2013 approving the FY2013-2018 TIP.
- Adoption of Resolution R4-2013 endorsing the Certification of the Urban Transportation Planning Process for the National Capital Region.
- Approval of nine project recommendations under the FY2013 Transportation/Land-Use Connections (TLC) Program. ♦

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TPB terminology

AFA	Access for All Advisory Committee
ARRA	American Recovery and Reinvestment Act of 2009
CAC	Citizens 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
RTPP	Regional Transportation Priorities Plan
TIP	Transportation Improvement Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority

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 2012

- 6 Freight Subcommittee (1 pm)
- 6 Human Services Coordination Task Force (2 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 Regional TDM Marketing Group (10 am)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Commuter Connections Ridematching Committee (2 pm)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 22 Regional Car Free Day
- 25 Regional Bus Subcommittee (noon)

October 2012

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Employer Outreach Committee (10 am)
- 16 TDM Evaluation Group (noon)
- 17 Transportation Planning Board (noon)**
- 18 Human Services Coordination Task Force (noon)
- 23 Regional Bus Subcommittee (noon)
- 26 TPB Access for All (AFA) Advisory Committee Meeting (noon)

November 2012

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 8 TPB Freight Subcommittee (1 pm)
- 8 Human Services Coordination Task Force (12:30 pm)
- 14 Bike to Work Steering Committee (10 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Commuter Connections Subcommittee (noon)
- 20 TDM Evaluation Group (10 am)
- 27 Regional Bus Subcommittee (noon)
- 28 Transportation Planning Board (noon)**
- 30 Travel Forecasting Subcommittee (9:30 am)

Dates and times subject to change.
Please visit our website at
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for up-to-date information.

This document is available in alternative formats upon request. Please contact Deborah Kerson Bilek at (202) 962-3317, dbilek@mwcog.org, or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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