



UPCOMING MEETINGS  
AND ITEMS OF  
INTEREST:

TPB Meeting, March 18:

- Approval of the FY 2010 Unified Planning Work Program
- Approval of the FY 2010 Commuter Connections Work Program
- Approval of Amendments to the FY 2009-2014 TIP to Include Projects Under the American Recovery and Reinvestment Act

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

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# TPB news

A Publication of the  
National Capital Region  
Transportation  
Planning  
Board

VOLUME XVI, ISSUE 8

MARCH 2009

## APPROVAL OF STIMULUS FUNDING PROVIDES MONEY TO METRO

On February 18, 2009, the National Capital Region Transportation Planning Board (TPB) voted to amend the FY 2009-2014 Transportation Improvement Program (TIP) to add \$230 million in 100 percent federal funding from the American Recovery and Reinvestment Act for 26 transit capital projects.

The Washington Metropolitan Area Transit Authority (WMATA) requested that the TPB amend the TIP to add a prioritized list of projects approved by the WMATA Board on February 12, 2009.

Emeke Moneme, Chief Administrative Officer for WMATA, briefed the TPB on the project list and noted that the prioritization of the projects necessitates “that we deliver quality transit service, improve the reliability of our service, ensure that we use our resources wisely, making strategic investments that will lower operating costs in the future, and ensure the safety of Metro riders and employees.”

The list of WMATA projects includes \$40 million to replace its oldest buses and

*(Continued on page 2)*



## TPB APPROVES FY 2009 TLC PROJECTS

At its February meeting, the TPB unanimously approved eight planning technical assistance projects to local jurisdictions to help coordinate transportation and land-use planning in the region under the FY 2009 round of the Transportation/Land-Use Connections (TLC) Program. The program is intended to support local jurisdictions in integrating land use and transportation planning at the community level.

The TLC Program is comprised of two components: the TLC web-based regional clearinghouse and the TLC technical assistance program. The clearinghouse

*(Continued on page 4)*



**A TLC technical assistance project conducted in Falls Church reviewed strategies that would improve the pedestrian and bicycle experience along South Washington Street.**

# TPB APPROVES STIMULUS FUNDING

*(Continued from page 1)*

crumbling rail station platforms and \$48 million to construct a rail-car inspection and testing building that would get new and rehabilitated cars in service more quickly.

A representative from the Maryland Department of Transportation (MDOT) announced that the state would use the first sub-allocation of the American Recovery and Reinvestment Act, also referred to as stimulus funding, for road resurfacing and bridge maintenance projects. The District of Columbia and Virginia departments of transportation have not released their plans, but Virginia officials have said that new projects would be placed on hold while the stimulus funding is used towards rehabilitating existing infrastructure.

The American Recovery and Reinvestment Act of 2009 was signed into law on February 17, 2009, and includes a substantial funding infusion into the nation's transportation system. The final version of the \$789 billion legislation contains over \$48 billion for transportation, including \$27.5 billion for highway infrastructure investment, \$8.4 billion for transit capital assistance, \$8 billion for high speed rail, \$1.5 billion for a competitive grant program for surface transportation, and \$1.3 billion for Amtrak.

For highway projects, priority will be given to projects expected to be complete within three years and in economically distressed areas. Of this \$27.5 billion, \$900 million will be set aside for specific programming. The remaining highway funds of \$26.6 billion will be given to states through two different formula programs, and 30% will be sub-allocated to urban areas, meaning that 30% of the total highway formula funds will be distributed to areas within a state based on their population share.

There are also "use it or lose it" time limits on both the state funds and sub-allocated funds. After 120 days, states will be forced

to forfeit 50% of the funds awarded (excluding sub-allocated funds), less amounts obligated. Funds sub-allocated to urbanized areas and other areas will not be subject to the 120 day time requirement. All remaining un-obligated funds, including sub-allocated funds, will be forfeited after one year and redistributed to other states.

It is estimated that DC will receive \$123.5 million (\$37 million for sub-allocation), Maryland \$431 million (\$129 million for sub-allocation) and Virginia \$694.5 million (\$208 million for sub-allocation) in highway formula funds.

For transit capital assistance, a total of \$8.4 billion will be administered through the Federal Transit Administration (FTA). The regional share of \$230 million was allocated to WMATA.

Of the total funding provided through the American Recovery and Reinvestment Act, \$1.5 billion will be administered via a discretionary grant program, the funds from which can be used through September 30, 2011. Each grant will range from a minimum of \$20 million to a maximum of \$300 million. The funds can be used for a wide range of transportation improvements, including highway and bridge, transit, and freight. However, priority will be given to projects that can be completed within three years of enactment of Act. This program is required to ensure equitable geographic distribution of funds (no one state may be awarded more than 20% of the total program funding) and balance between urban and rural investments.

Ronald Kirby, Director of Transportation Planning for the TPB, said the Washington region would work on a \$300 million request that would fund a network of regional bus initiatives. One of the potential projects would be the K Street NW transitway proposal for the District. ♦

**"I want to emphasize the Metro Board's support for the prioritization of these projects and the commitment to the kinds of projects that meet our regional goals: efficiency of the system and providing our customers with a high quality service."**

**- Cathy Hudgins,  
Fairfax County Board  
of Supervisors and  
Metro Board of  
Directors**

## TPB RECEIVES AFTER-ACTION BRIEFING ON MATOC INAUGURATION ACTIVITIES

Millions of people flocked to Washington on Inauguration day and many others attempted to move throughout the region. By and large, the region's transportation network accommodated these needs amidst massive crowds without significant incidents. This was due in part to coordination from a TPB program called the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

On February 18, Buddy Ey, Program Facilitator for MATOC, provided the TPB with an after-action briefing on MATOC participation in coordination activities on January 20, 2009, Inauguration Day. He reported that initial perceptions of MATOC were positive, and that it was relevant and provided added value to transportation coordination. The Inauguration demonstrated significant promise for the MATOC Program as an active participant in regional event coordination. MATOC staff is currently collecting questionnaires from stakeholders to evaluate the lessons learned from participation in the event that will be applied as MATOC is fully deployed. TPB member and DC Councilmember Phil Mendelson asked that information gathered from MATOC participation in unplanned events be included in preparations to fully deploy the program.

Mark Miller, Vice Chair of the MATOC Steering Committee and staff at the Washington Metropolitan Area Transit Authority (WMATA), said that the value added from MATOC is "in looking at individual events that are taking place around the region that don't themselves speak to a regional event, but when you look at them taken as a whole they could create a regional situation that we're all trying to prevent." He said that MATOC staff's involvement in the Inauguration contributed to the success of the event.

The Inauguration was the first major planned event during the Trial Phase of the MATOC Program, and provided a good opportunity to test MATOC procedures and activities. The goals for MATOC for the Inauguration were to maintain regional situational awareness of transportation incidents, to communicate incident information to the stakeholders in a timely, consistent, and reliable manner, and to ensure that traffic

management actions were coordinated.

Mr. Ey was stationed in the District of Columbia Emergency Operations Center (DC EOC) during Inauguration weekend. He monitored information sources, communicated incident information, and provided situational awareness to key agency contacts. He personally coordinated parking lot fill rates at the Metro station throughout the region, communicating with officials from WMATA and the Maryland State highway Administration (SHA) and the Virginia Department of Transportation (VDOT). He also coordinated communications between several federal, state, and local entities regarding an incident and closure on the Clara Barton Parkway in Maryland.

The MATOC program is overseen and supported by the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), VDOT, and WMATA. MATOC's mission is to address the transportation ripple effects of regional incidents and emergencies.

The TPB will receive a further update on the progress of the MATOC Program at its April meeting. To learn more about MATOC, visit the program website on the TPB Committees page. ♦



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# TLC PROGRAM

**“The Transportation/  
Land-Use  
Connections program  
is a reflection of this  
Board’s interest in  
encouraging  
innovative and  
closely linked  
transportation  
and land-use  
development, and  
in fostering  
collaboration  
between agencies,  
jurisdictions, and  
public stakeholders.”  
- Julia Koster,  
National Capital  
Planning Commission  
and Chair of the TPB  
TLC Selection Panel**

*(Continued from page 1)*

showcases examples of regional and national best practices in linking transportation and land-use through a variety of strategies. The technical assistance program provides TPB member jurisdictions with small-scale technical assistance grants for projects that contribute to local issues while providing a regional example of improving the connection between the built environment and our transportation infrastructure.

## **Eight New TLC Projects for FY 2009**

The eight projects approved by the TPB are listed on the following page. For the first time in TLC Program history, the TPB enlisted the services of a selection panel of industry experts to review and recommend projects for funding.

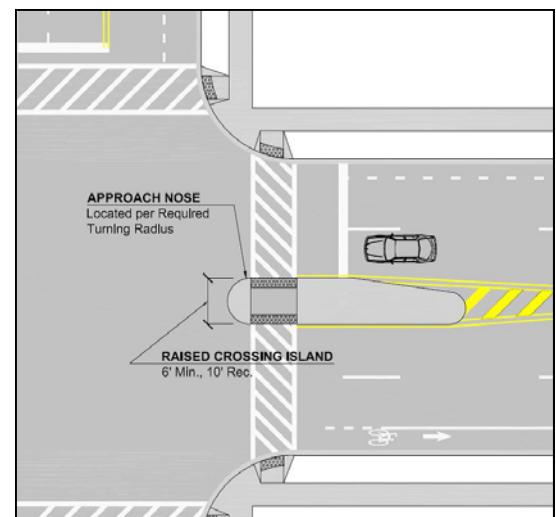
Julia Koster, TPB member from the National Capital Planning Commission and chair of the TLC selection panel noted in her presentation to the TPB that, “the recommended projects are diverse jurisdictionally, are located in a variety of urban and suburban contexts, and address several different transportation modes.”

## **FY 2010 Project Solicitation**

The TPB also approved the FY 2010 schedule for TLC Technical Assistance.

The TPB will release the call for projects for the fourth round of TLC technical assistance on March 16, 2009, and will also conduct a pre-application workshop on this date to provide jurisdictions and organizations more information about the program. The deadline for FY 2010 project applications is May 18, 2009 at 4:00 p.m.

For more information on the TLC Program and how to apply for technical assistance, please visit the TLC website at [www.mwcog.org/tlc](http://www.mwcog.org/tlc). ♦



Source: Toole Design Group

**The graphic above, developed by Toole Design Group for the Takoma/Langley Pedestrian Safety and Mobility Study, demonstrates a safe design option for a pedestrian crossing at the intersection of two major thoroughfares.**

## OTHER FEBRUARY AGENDA ITEMS

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

- Approval of an Amendment to the FY 2009-2014 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding to the US Route 50 Widening Project Between Route 28 in Fairfax County and Route 742 in Loudoun County.
- Approval of the Scope of Work for the Air Quality Conformity Assessment for

the 2009 CLRP and the FY 2010-2015 TIP.

- Briefing on the Draft FY 2010 Unified Planning Work Program (UPWP).
- Briefing on the Draft FY 2010 Commuter Connections Work Program (CCWP).

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). ♦



# FY 2009 TLC Technical Assistance Projects

## District of Columbia

### **NoMa Business Improvement District Gateway Transportation Enhancement Project (\$50,000)**

This application is for technical design services that will complement the District Department of Transportation's (DDOT) plans for the reconstruction of the New York and Florida Avenue, NE, intersection.

## Maryland

### **City of Bowie, Pedestrian Trail System, Phase I Concept Development (\$20,000)**

This project will help the City refine plans for the highest priority segment of the trail system, helping stakeholders to focus on the details of this first segment of the overall project through concept development, visualizations, and sketch renderings.

### **Frederick County, MD-355 / MD-85 TOD Study (\$60,000)**

This project will identify ways to enhance transit oriented development through short-term bicycle, pedestrian, and transit improvements and by reviewing long-term land-use recommendations.

### **City of Greenbelt, Pedestrian and Bicycle Master Plan (\$30,000)**

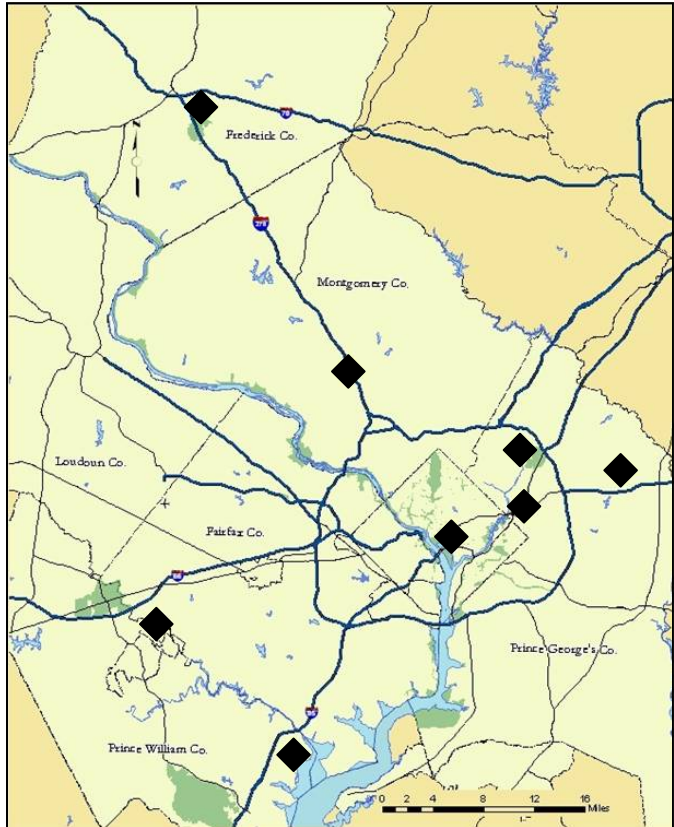
The City of Greenbelt is requesting technical assistance in the preparation of a pedestrian and bicycle master plan. This plan will help the City improve connectivity between neighborhoods so that pedestrians and bicyclists can reach major destinations.

### **Prince George's County, Town of Cheverly, Non-motorized Transportation Study (\$30,000)**

The goal of this project is to formulate strategies to improve non-motorized transportation in the Cheverly area. The project will provide recommendations to improve connectivity for pedestrians and bicyclists to major destinations within Cheverly.

### **City of Rockville, Complete Streets Policy (\$30,000)**

Assistance from the TLC Program will provide the City with resources towards the development of a Complete Streets Policy. This project includes the development of a policy requiring that city streets are planned, designed, constructed, and maintained to enable safe access for all users.



The map above shows the regional distribution of the eight FY 2009 TLC Technical Assistance Projects. The TPB was able to fund more FY 2009 projects in Maryland due to technical assistance funding provided by the Maryland Department of Transportation.

## Virginia

### **City of Manassas Park, Marketing the Redevelopment Potential of TOD (\$20,000)**

This project will provide a marketing scheme for the City to identify and reach potential investors to develop the remaining vacant parcels and redevelop existing industrial parcels in accordance with the vision developed for the City for land around the Manassas Park Virginia Railway Express (VRE) station.

### **Prince William County, Sustainability of Mixed-Use Development at Commuter Rail Stations (\$30,000)**

This project will examine the possibilities of creating a successful mixed-use development and mass transit node adjacent to the Woodbridge VRE Station.



## TPB APPROVES CLRPP AND TIP PROJECT SUBMISSIONS

On February 18, 2009, the TPB voted to approve the project submissions to be included in the air quality conformity assessment for the 2009 CLRPP and FY 2010-2015 TIP, but removed the Interstate 66 Spot Improvements project. The assessment is necessary to determine the air quality impacts of projects submitted for inclusion in the CLRPP and TIP. The decision followed a lengthy discussion and rare use of the weighted voting system.

Some members of the public spoke at the February meeting in opposition to using funding provided through the American Recovery and Reinvestment Act to fund highway expansion projects in general and the I-66 Spot Improvements in particular.

In May 2007, the I-66 Spot Improvements project was approved by the TPB on a vote of 23 to 4 and added to the 2007 CLRPP and FY 2008-2013 TIP. The Virginia Department of Transportation (VDOT) developed the project to alleviate choke-points along I-66 and increase the overall safety of the corridor.

Many members of the TPB argued in May 2007 that the spot improvements to this major commuter corridor would improve the flow of traffic during rush hour. However, members of the public attending the TPB public comment period at that meeting expressed concern that the spot improvements could have negative impacts on the corridor. Some TPB members voted against the project because of these concerns, in addition to the feeling that VDOT had not reviewed all options for the corridor.

Several Virginia members noted at the February 2009 TPB meeting that their vote on May 2007 to approve the project hinged on a commitment by VDOT to fund a multimodal study of the I-66 corridor.

Prior to the May 2007 vote to include the project in the CLRPP and TIP, the TPB received a written commitment from VDOT confirming that a minimum of \$1.2 million would be available for a study to evaluate a wide range of modal options/alternatives for I-66 inside the Capital Beltway.

At the February 2009 meeting, VDOT representative Jo Anne Sorenson said with regard to I-66 that "VDOT is trying to complete the components of the environmental impact statement (EIS) in pieces rather than complete the entire EIS up front. The first piece is the BRT Study, which has \$1.5 million available right now...but, it would take three to four years to get to the draft EIS."

Chris Zimmerman, TPB representative and Arlington County Board Member, moved that further funding of projects related to I-66 inside the Capital Beltway not be allowed until such time as the previously required multimodal study has been completed.

Mr. Mendelson requested that a weighted vote be taken after the initial roll call vote resulted in a tie. (A weighted vote may be requested by any member on any action item during the meeting.) The District of Columbia, Maryland, and Virginia each receive five votes with the votes of individual jurisdictions weighted by population. The result of the weighted vote was 9.16 for and 5.84 against the motion.

Cathy Hudgins, TPB representative and member of the Fairfax County Board of Supervisors, said that "the TPB voted to support the project [in May 2007] with the understanding that the study would be funded." She questioned what purpose it would serve to wait on the multimodal

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*"We can't seem to drive home the message that we need to study all modes of transportation along the I-66 corridor."  
- David Snyder,  
Falls Church  
City Council*

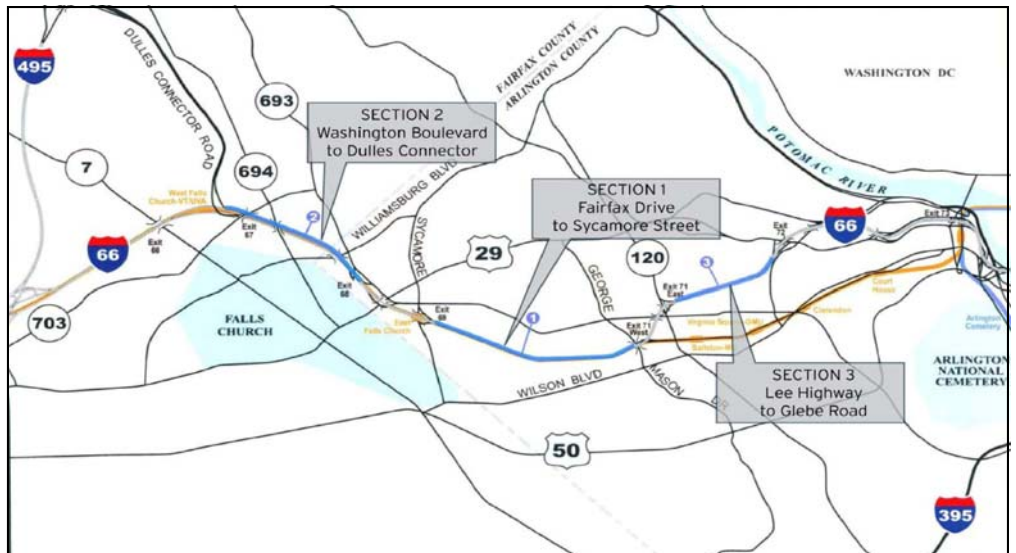
study, complete the spot improvements, and then analyze a completely changed corridor.

Lori Waters, TPB representative and member of the Loudoun County Board of Supervisors noted the need for vehicular transportation options for residents of the region who have no other choice but to drive. She said there is the need for both the spot improvements and the study of alternative modes.

The I-66 Spot Improvements project consists of widening three westbound portions of the interstate located inside the Capital Beltway. I-66, which runs from Front Royal in Virginia to Washington, D.C., is a key route for area commuters. The first improvement from Fairfax Drive to Sycamore Street is currently funded at \$37 million, including a \$27.6 million federal earmark. The remaining two improvements are not currently funded.

**The Virginia Department of Transportation's proposed Spot Improvements for the westbound lanes of I-66 inside the beltway include construction on three segments. Each of these segments will add a third lane to the highway, connecting the on-ramp from one exit with the off-ramp for the next exit.**

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Source: VDOT

Most of the significant changes to the 2009 CLRP that were approved for air quality analysis by the TPB include deferral of funding for projects and studies currently in the CLRP. VDOT requested several changes to specific elements of the I-95/I-395 HOT/HOV/Bus Lanes Project and the Capital Beltway HOT Lanes Project.

For more information about the projects included in the submissions for the 2009 CLRP and FY 2010-2015 TIP, please visit the CLRP website at: [www.mwkog.org/clrp](http://www.mwkog.org/clrp). ♦

## Bids and Solicitations

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

## UPCOMING MARCH AGENDA ITEMS

The TPB's March 18 agenda is expected to include the following items:

- Approval of Amendments to the FY 2009 Unified Planning Work Program (UPWP), and Approval of FY 2009 UPWP Carryover Funding to FY 2010.
- Approval of the FY 2010 UPWP.
- Approval of the FY 2010 Commuter Connections Work Program (CCWP).
- Approval of Amendments to the FY 2009-2014 TIP to include projects funded under the American

Recovery and Reinvestment Act.

- Status on Traffic Signal Optimization in the Washington Region.
- Briefing on Additional Findings from the 2008 Regional Household Travel Survey.
- Update on the March 18 Scenario Study Task Force Meeting.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwkog.org/transportation/tpb](http://www.mwkog.org/transportation/tpb). ♦



# CALENDAR OF EVENTS

All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., N.E. (Enter from 1st St., N.E.).

## March 2009

- 6 TPB Technical Committee (9 am)
- 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)
- 11 Car Free Day Steering Committee (11:30 am)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Ridematching Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 17 Regional TDM Marketing Group (2 pm)
- 18 TPB Scenario Study Task Force (10 am)
- 18 Transportation Planning Board (noon)**
- 19 Freight Subcommittee (1 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)
- 26 Aviation Technical Subcommittee (10:30 am)

## April 2009

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

## May 2009

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 13 Bike to Work Day Steering Committee (10 am)
- 13 Car Free Day Steering Committee (11:30 am)
- 14 Human Service Transportation Coordination Task Force (12:30 pm)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle & Pedestrian Subcommittee (1 pm)
- 20 TPB Scenario Study Task Force (10 am)
- 20 Transportation Planning Board (noon)**
- 21 Freight Subcommittee (1 pm)
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Travel Management Subcommittee (9:30 am)
- 26 20th Annual Public Transit Forum (11 am)
- 27 Regional Taxicab Regulators Task Force (noon)
- 28 Aviation Technical Subcommittee (10:30 am)



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