



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, January 20:

- Endorsement of Grant Applications for the New FTA Livability Programs
- Briefing on the Draft Results from the TPB Scenarios: "CLRP Aspirations" and "What Would It Take"?

More information may be found at:
www.mwcog.org/transportation

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TPB news

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JANUARY 2010

TPB DEFERS ACTION ON FREIGHT RAIL PROJECT ENDORSEMENT

While generally receptive to a request by Norfolk Southern Railroad for TPB support of its Crescent Corridor Intermodal Freight Project, the TPB acceded to the wishes of MDOT in deferring action on the request until the January 20 TPB meeting.

The Board appeared ready to approve a draft letter to USDOT Secretary Ray LaHood expressing support for Norfolk Southern's initiative, until TPB member Donald Halligan, representing MDOT, asked for a delay on TPB action on the letter. Halligan said that MDOT "has not yet gotten to a place where we are

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Source: Norfolk Southern Corporation

Norfolk Southern estimates that modest terminal capacity and rail route enhancements have the potential to annually divert more than 1.3 million trucks off of eastern U.S. interstates.

TPB BRIEFED ON OPTIONS FOR I-270 / U.S. ROUTE 15 CORRIDOR

"I guess we have some consensus building to do among our local jurisdictions."

Russell Anderson of the Maryland State Highway Administration seemed aware of the challenge as he described the process of arriving at a preferred alternative for addressing congestion and improving safety along the I-270/U.S. 15 Corridor. Anderson and Rick Kiegel of the Maryland Transit Administration gave the TPB a briefing on the I-270 Multimodal Corridor Study at the December 16, 2009 meeting.

The Corridor Study presents seven different highway alternatives, five of which are paired with multiple transit options, for a grand total of 13 distinct, multimodal alternatives. While most of the local jurisdictions consulted have expressed support for the addition of variably priced lanes on I-270 and some form of transit service, there is no consensus as yet on how many lanes to add and how they should be structured, nor on the choice of transit mode between light rail, bus-rapid transit on a dedicated transitway, or enhanced bus service on the existing

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TPB APPOINTS 2010 OFFICERS

At its meeting on December 16, the TPB elected David Snyder, current 1st Vice Chair of the TPB and City of Falls Church Council Member, as its Chairman for 2010. District of Columbia Councilmember Muriel Bowser and City of Bowie Council Member Todd Turner were elected as vice chairs of the TPB.

been elected to four terms on the City Council, most recently in May 2006. From 2004 to 2006, he chaired the Northern Virginia Transportation Authority and continues to serve as a member of the Authority. He currently chairs the TPB's Management, Operations and Intelligent Transportation Systems Policy Task Force and was chairman of the Metropolitan Washington Air Quality Committee in 2008.

First Vice-Chair Bowser was elected to the District of Columbia Council in 2007 as a representative for Ward 4. Bowser is a member of the District of Columbia Public Works and the Environment Committee, the Public Safety and the Judiciary Committee, the Housing and Urban Affairs Committee, and the Human Services Committee. She previously served on the Advisory Neighborhood Commission in her neighborhood and has been active with her local civic association.

Second Vice-Chair Turner was first elected to the City of Bowie Council in November 2005 as a representative of the 3rd Council District. He serves on the Planning and Development Board of the Prince George's County YMCA and formerly served on the Community Advisory Committee to the County's Redevelopment Authority. In November 2008, Turner participated in the TPB's Community Leadership Institute geared towards local elected officials. ♦

2010 TPB OFFICERS



David Snyder
TPB Chair
Council Member,
Falls Church, VA



Muriel Bowser
TPB First Vice-Chair
Councilmember,
District of Columbia



Todd Turner
TPB Second Vice-Chair
Council Member,
Bowie, MD

Outgoing 2009 TPB Chairman Charles Jenkins, representing the Frederick County Commissioners, thanked the TPB for the opportunity to serve as Chair, noting it was a tremendous experience for him. Incoming 2010 TPB Chairman Snyder presented Mr. Jenkins with a token of appreciation from the TPB. Mr. Snyder added that "one of the great benefits of public service in this region is the opportunity to work with world-class state, local, and federal officials, and this Board represents the best of the best."

Chairman Snyder was first sworn in as a member of the Falls Church City Council in 1994. He has served as Mayor and Vice Mayor of the City of Falls Church, having

2010 TPB Chairman David Snyder (left) presented 2009 TPB Chairman Charles Jenkins with a plaque recognizing his service at Chair of the TPB.



FREIGHT RAIL PROJECT ENDORSEMENT

(Continued from page 1)

comfortable with the benefits and the impacts that are being touted,” and said that discussions with Norfolk Southern were ongoing.

The Crescent Corridor Intermodal Freight Project involves a 2,500-mile network of Norfolk Southern railway connecting the Northeast and the South via the Mid-Atlantic region. Norfolk Southern estimates that modest terminal capacity and rail route enhancements have the potential to annually divert more than 1.3 million trucks off of eastern U.S. interstates. The governors of six states and 12 metropolitan planning organizations (MPOs), along with numerous federal legislators, businesses, and non-profits, have submitted letters endorsing the project and advocating federal assistance in implementation. Norfolk Southern’s request for the TPB’s support follows a similar request by CSX Transportation earlier in 2009. The Board approved a letter of support for CSX’s National Gateway Initiative at its September 16 meeting.

In response to questions from his TPB colleagues on the length of delay necessary and the motivation behind the request, Halligan said that MDOT is concerned in particular about the impacts of a proposed Norfolk Southern intermodal facility in Greencastle, Pa., just north of Hagerstown, Md. He said that this facility could in fact create more truck traffic on certain highway segments in Maryland while Pennsylvania accrues the majority of the economic benefit, and noted that MDOT has similar concerns about a Chambersburg, Pa.,

intermodal facility proposed by CSX Transportation.

Halligan was reluctant to put a specific time frame on the delay, saying that MDOT’s comfort level with the project was somewhat dependent on Norfolk Southern’s cooperation in providing MDOT the information it needs to verify projected impacts.

Several TPB members expressed a desire to move forward with the support letter given the potential benefits to their jurisdictions. In particular, representatives of Northern Virginia jurisdictions were eager to see the project move forward as it will allow for expansion of Virginia Railway Express (VRE) service. John Jenkins, TPB member from Prince William County, Virginia, said that the project includes “a critical piece of our infrastructure for extending the VRE service out to Gainesville and the Haymarket area.”

Patsy Ticer, representing the Virginia State Senate on the TPB, found the enumeration of benefits “very compelling” and said that “in Virginia, we have been looking toward freight rail for years to try to alleviate the pressures on our highways. This would help us considerably, and there’s a considerable amount of support for it in Virginia.”

Halligan accepted a request to defer TPB action only until the next TPB meeting on January 20, 2010. The Board voted unanimously to delay action on the draft support letter until the January 20 meeting. ♦



LEFT: Chairman Jenkins recognized the 2009 TPB Citizens Advisory Committee Chair, Farrell Keough, for his leadership and commitment as a citizen volunteer.



RIGHT: Chairman Jenkins also recognized Gary Erenrich of Montgomery County for his service and leadership as Chair of the TPB Technical Committee for 2009.

TPB APPROVES HUMAN SERVICE TRANSPORTATION PLAN UPDATE

The TPB is continuing its commitment to deliver transportation services to persons with disabilities and low-income workers. At its December 16 meeting, the TPB approved the Updated Coordinated Human Service Transportation Plan for the National Capital Region.

The Coordinated Human Service Transportation Plan for the National Capital Region, or the Coordinated Plan, was originally approved by the TPB in April 2007, and guides the annual solicitation for Job Access Reverse Commute (JARC) and New Freedom projects. JARC and New Freedom

are formula programs authorized by the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and provide approximately \$2 million per program per year for services throughout the region that improve access to transportation for low-income workers in getting to jobs, and for people with disabilities for any trip purpose. Project solicitations have been conducted annually since 2007, and 25 projects have been awarded over \$5 million in federal funds.

The update to the Coordinated Plan focused on core components that provide guidance to prospective applicants on submitting competitive proposals, including: unmet transportation needs, strategies for improved service and coordination, and recommended projects. In updating the Coordinated Plan, the TPB continues to encourage applications for creative, innovative projects that address transportation needs throughout the region.

The TPB's next solicitation for JARC and New Freedom projects runs from January 18 through April 16, 2010. Additional information is available at: www.tpbcoordination.org. ♦

2010 Human Service Transportation Project Solicitation

- The 2010 project solicitation for JARC and New Freedom projects runs from January 18 through April 16, 2010.
- The TPB will be asked to approve funding recommendations in May of June 2010.
- The following funding is available:
 - JARC: \$2.35 million in federal funding (50/50 match for operating projects and 80/20 match for capital projects).
 - New Freedom: \$1.37 million in federal funding (50/50 match for operating projects and 80/20 match for capital projects).

UPCOMING JANUARY AGENDA ITEMS

The TPB's January 20 agenda is expected to include the following items:

- Approval of TPB Letter of Support for the Norfolk Southern Crescent Corridor Intermodal Freight Project.
- Endorsement of Grant Applications for the new Federal Transit Administration (FTA) Livability Programs.
- Briefing on Draft Results for the "CLRP Aspirations" Scenario.

- Briefing on Draft Results for the "What Would It Take?" Greenhouse Gas Reduction Scenario.
- Briefing on Outline and Preliminary Budget for the FY 2011 Unified Planning Work Program (UPWP).

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. ♦

I-270 / U.S. ROUTE 15 CORRIDOR

(Continued from page 1)

corridor. In addition, the National Park Service has expressed concern about the prospect of adding lanes through the Monocacy National Battlefield, and wants the proposed alignment of the transitway to be shifted.

The study area extends from the Shady Grove Metro Station in Montgomery County north to the US 15/Biggs Ford Road intersection area in Frederick County (approximately 30 miles). The transit study component, known as the Corridor Cities Transitway (CCT), extends 14 miles from the Shady Grove Metro Station in Rockville through Gaithersburg and Germantown to just south of Clarksburg. The I-270/U.S. 15 Corridor provides an essential connection between the Washington DC metropolitan area and central and western Maryland, carrying local and long distance trips, both within and beyond the corridor.

The I-270/U.S. 15 Study Team prepared a Draft Environmental Impact Statement for five highway alternatives and three transit alternatives in June 2002, which were supplemented in 2004 with two alternatives employing Express Toll Lanes (ETLs) on I-270. ETLs are managed lanes similar to HOT lanes but would not allow free travel by high-occupancy vehicles. Public hearings and informational open houses were held in conjunction with both stages of the study.

The Study Team completed an Alternatives Analysis/Environmental Assessment last year and solicited public comment through July 31, 2009. It includes detailed environmental and technical analyses of the effects of ETLs on transit ridership, I-270 mainline traffic operations, and traffic/environmental effects south of the study area (I-270 to the Capital Beltway), and also summarizes the comments received as a result of the public input process.

Early in the process, the Study Team had looked at transit-only and highway-only alternatives, but determined that no single-mode solution could address the five measures of effectiveness established for the corridor: support orderly economic growth, enhance mobility, improve goods movement, preserve the environment, and optimize public investment.

Despite the clear need for a multimodal solution, Anderson said that the Federal Highway and Federal Transit Administrations had advised the State of

Maryland to split the project into highway and transit components for the purposes of federal funding consideration. This means that the Corridor Cities Transitway project would be submitted for the FTA New Starts Program, while the preferred highway alternative would go through a separate process.

Chairman Jenkins made clear his desire to see a project move forward that would increase highway capacity in Frederick County. "When I-270 was designated I-270, Frederick County and Montgomery County were both four lanes – two in each direction. Frederick County, to this day, remains those same four lanes. At its widest point, Montgomery County is now 12 lanes. Frederick County desperately is crying out for additional road capacity."

The I-270 Multimodal Corridor Study, with accompanying technical reports, is available on the project website at www.i270multimodalstudy.com. Selection of the preferred alternative is scheduled to occur in Winter 2010. ♦

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

OTHER DECEMBER AGENDA ITEMS

TPB Membership in AMPO

The TPB approved funding and the transmittal letter for its 2010 membership in the Association of Metropolitan Planning Organizations (AMPO), a national organization that represents and provides assistance to MPOs like the TPB throughout the United States. TPB Member Phil Mendelson served as President for AMPO in 2009.

TPB Approves UPWP Amendment

The TPB approved an amendment to the FY 2010 Unified Planning Work Program (UPWP) to revise the budget and certain work tasks. In March 2009, TPB approved the FY 2010 UPWP with conservative estimates of the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) FY 2009 federal allocations for the budget. Because federal FY 2009 funding was not finalized until September 30, 2009, the FY 2010 UPWP budget and certain work tasks needed to be amended to fully fund key work tasks for this fiscal year. The total budget increase amounts to \$868,500. Funding will be allocated to existing activities and one new activity: MATOC Program Planning Support.

TPB Seeks Contribution from VDOT for MATOC Program

The TPB agreed to send a letter Pierce Homer, Secretary of Transportation for the Commonwealth of Virginia, requesting a funding commitment in support of the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

The original federal grant that funds the MATOC Program will expire on June 30, 2010. An estimated \$1.2 million a year is needed to sustain the program thereafter. The TPB is seeking funding commitments of \$400,000 from DDOT, MDOT, and VDOT to support the continuation of the MATOC Program. The TPB has received positive indications from DDOT and MDOT that they will be able to provide their shares of funding.

The MATOC Steering Committee is working to identify stable sources of funding to continue MATOC after the federal earmark ends. Sustained funding after June 30, 2010, will ensure that successful MATOC functions are maintained and enhanced.

The TPB received a briefing on recent MATOC activities. The MATOC Program has tracked and made notifications on approximately 40 regional incidents since the September 2009 TPB meeting. MATOC has established its permanent location at the Capital Wireless Information Net (CapWIN) offices in Greenbelt, MD. A second staff person has been hired to assist the MATOC Facilitator with monitoring and notification activities. Efforts to enhance real-time public information using the Regional Integrated Transportation Information System (RITIS) will continue. ♦



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REGIONAL PRIORITY BICYCLE AND PEDESTRIAN PROJECTS

At the December 16 meeting, the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee presented to the TPB its annual list of priority unfunded bicycle and pedestrian projects. The list is a statement of priorities among the unfunded or partially funded projects from local, state, agency, and regional plans. The Subcommittee developed the list using the following seven criteria:

1. **Still seeking funding:** the project does not yet have full construction funding committed to it.
2. **Bicycle network connectivity:** the project enhances connectivity within the regional bicycle facilities network.
3. **Pedestrian safety:** the project promotes pedestrian safety, especially in areas with documented pedestrian safety problems.
4. **Access to transit:** the project enhances access to Metrorail stations and other major transit facilities.
5. **Timeframe:** all projects should be able to be completed by 2016.
6. **Local support:** the project is a priority for the jurisdiction(s) in which it is located.
7. **Reasonable cost:** the total cost of the list should be a reasonable fraction of the total spending in the region on highways and bridges. The recommended project list is slightly greater than one percent of total highway funding for FY 2011.

The priority list is proposed for consideration by member agencies for inclusion in the current or future Transportation Improvement Program (TIP). Five projects on the list presented to the TPB in November 2008 have received partial funding.

The projects, including the amount of funding requested for FY 2011, are listed below. ♦

2008 Priority Regional Bicycle and Pedestrian Projects

Metropolitan Branch Trail (District of Columbia) - \$3 million

This 7.7 mile multi-use path will run from Union Station to Silver Spring, parallel to the Red Line of the Metro.

MacArthur Boulevard Shared-Use Path and Shoulder (Montgomery County) - \$3 million

This project will provide bikeway improvements along MacArthur Boulevard, from I-495 to Oberlin Avenue.

Rhode Island Avenue Trolley Trail Extension (Prince George's County) - \$550,000

This trail will extend the existing segment of the Trolley Trail that was constructed by the City of College Park.

Holmes Run Greenway Shared-Use Path Improvements (City of Alexandria) - \$510,000

This 3-mile linear park provides a key off-road bicycle and pedestrian connection from within Alexandria

Arlington Blvd. Pedestrian Access to Transit and Bikeway Improvements (Arlington County) - \$2 million

This project is for design and implementation of improvements to the trail that parallels Arlington Boulevard.

Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative (Fairfax County) - \$5 million

Provide for improvements and a continuous walkway on Route 7 from the Seven Corners interchange to Alexandria.

Loudoun County Parkway Shared-Use Path (Loudoun County) - \$400,000

This 4.4 mile shared-use path would be built parallel to Loudoun County Parkway from Route 7 to Waxpool Road.

Monocacy River Greenway Phase I (Frederick County) - \$510,000

The priority segment is the 11 miles between Tuscarora Creek and Ballenger Creek.

Old Bridge Road Sidewalk (Prince William County) - \$1 million

This facility is the primary access road for numerous residential neighborhoods and two schools.

Folly Lick / Spring Branch Regional Trail to Dulles Metrorail (Town of Herndon) - \$835,000

Over the long term, the project would connect the trail to the Herndon-Monroe Metrorail station.

WMATA Bicycle Parking Project (Region-wide) - \$55,000

This project replaces existing racks with modern inverted U racks and implements bicycle capacity improvements.



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 2010

- 5 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 8 TPB Technical Committee (9 am)
- 8 TPB Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 MOVES Task Force (10 am)
- 19 Employer Outreach Committee (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 TDM Evaluation Group (2 pm)
- 20 TPB Scenario Study Task Force (10:30 am)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Travel Management Subcommittee (9:30 am) *tentative*
- 26 Regional Bus Subcommittee (noon)
- 27 Regional Taxicab Regulators Task Force (1 pm)
- 28 Aviation Technical Subcommittee (10:30 am)
- 28 Freight Subcommittee (1 pm)
- 28 Access for All Advisory Committee (2:30 pm)

February 2009

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

March 2010

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 Bike to Work Day Steering Committee (10 am)
- 10 Car Free Day Steering Committee (11:30 am)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Ridematching Committee (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 16 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Regional TDM Marketing Group (2 pm)
- 27 TPB Scenario Study Task Force (10:30 am)
- 17 Transportation Planning Board (noon)**
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Travel Management Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)
- 24 Regional Taxicab Regulators Task Force (1 pm)
- 25 Aviation Technical Subcommittee (10:30 am)



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

This document is available in alternative formats upon request. Please contact Sarah Crawford at scrawford@mwcog.org, (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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