



TPB AWARDS \$3.9 MILLION IN GRANTS FOR LOW-INCOME COMMUTERS, PEOPLE WITH DISABILITIES

At its meeting on June 20, the TPB approved nine projects aimed at improving and increasing transportation options for low-income commuters and people with disabilities. The projects are funded through the Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) and New Freedom programs. The total funding for the projects is \$3.9 million, with \$2.8 million in federal funding and an additional \$1.1 million in funding from local sources. FTA must also approve the projects.

This year's solicitation resulted in 18 highly qualified applications. "It was the most competitive year in the process since the Transportation Planning Board became the distributor of this funding," said Councilmember Patrick Wojahn, who also chaired the selection committee for the grants. The panel received funding requests totaling twice the amount of available funding, "so the Selection Committee had to make a number of difficult choices," Wojahn said.

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BRIEFING ON RAPID TRANSIT IN MONTGOMERY COUNTY

At the TPB's June 20 meeting, Montgomery County Councilmember and TPB member Marc Elrich briefed the Board on the Montgomery County Executive's Task Force Report and Recommendations on Implementing a Rapid Transit System. The presentation was part of a new initiative to give TPB member jurisdictions the opportunity to spotlight a project or issue during regular monthly Board meetings.

As a Washington suburb and Maryland's most populous jurisdiction, Montgomery County has experienced substantial growth, which has contributed to

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Montgomery County Councilmember and TPB Member Marc Elrich, who on June 20 briefed the Board on the Montgomery County Executive's Task Force Report and Recommendations on Implementing a Rapid Transit System.



Upcoming meetings and items of interest:

TPB Meeting, July 18

- Approval of the FY2012 CLRP and FY2013-2018 TIP
- Approval of Technical Assistance Recipients under the FY2013 Transportation/Land-Use Connections (TLC) program

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JARC AND NEW FREEDOM GRANTS

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The TPB has been the region's designated recipient for the JARC and New Freedom programs since 2006. Funding recommendations are based on a federally-mandated competitive selection process. This year's five-person selection committee included national and local organizations representing disability, workforce development, transit, and private provider expertise.

Since 2007, the TPB has awarded 50 grants

totaling over \$17 million to support a range of projects such as travel training for people with mobility challenges on how to use the bus and rail system, wheelchair-accessible taxis, low-interest car loan programs, reverse commute bus services and door-through-door transportation services. ♦

For More Information: Additional information about the selected JARC and New Freedom projects can be found at www.mwcog.org/tpbcoordination. ♦

"It was the most competitive year in the process since the Transportation Planning Board became the distributor of this funding."

*-Patrick Wojahn,
City of College Park*

Job Access Reverse Commute (JARC) Grants

- Skill Source Group Road to Employment Project

JARC Funds:	\$40,000
Required Match:	\$10,000
Total	\$50,000
- Northern Virginia Family Service Vehicles for Change Program

JARC Funds:	\$999,044
Required Match:	\$370,415
Total	\$1,369,459
- Year Up National Capital Region

JARC Funds:	\$157,682
Required Match:	\$116,082
Total	\$273,764
- Boat People SOS RISE Employment Project

JARC Funds:	\$256,620
Required Match:	\$125,324
Total	\$381,944

New Freedom Grants

- Jewish Council for the Aging

JARC Funds:	\$219,032
Required Match:	\$54,759
Total	\$273,791
- Columbia Lighthouse for the Blind

JARC Funds:	\$442,324
Required Match:	\$110,581
Total	\$552,905
- Yellow Cab of DC

JARC Funds:	\$398,120
Required Match:	\$208,340
Total	\$606,460
- Columbia Lighthouse for the Blind

JARC Funds:	\$66,500
Required Match:	\$66,500
Total	\$133,000
- The Arc of Northern Virginia

JARC Funds:	\$194,505
Required Match:	\$50,800
Total	\$245,305

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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. ♦

WORK SESSION HELD ON PRIORITIES PLAN



On June 20, TPB staff hosted a work session prior to the TPB meeting to present progress made on the TPB's Regional Transportation Priorities Plan (RTPP). The purpose of the RTPP is to identify 10 to 15 strategies that the region can agree are the top priorities for addressing the most pressing regional challenges that the region faces in meeting the TPB's goals.

The work session concentrated on two major public outreach events designed to determine how best to communicate the principles of the RTPP. First, work session participants heard a presentation on the five regional stakeholder and citizen listening sessions that took place between January and February as a means to get feedback on the initial set of challenges and strategies. Feedback from the listening sessions revealed that greater emphasis should be placed on the use of narrative, simple charts, and pictures to describe challenges and potential strategies to address them, rather than an approach that relies heavily on quantitative performance measures.

Second, TPB staff presented a re-tooled and more comprehensive set of RTPP materials to a forum on June 2 that included a representative group of 41 participants from throughout the region. Forum participants were presented with goals, challenges, and sample strategies. A combination of presentations, table discussions, and real-time polling allowed participants to share their opinions on the materials and provide feedback about the effectiveness of communication. Although considerable progress has been made in effectively communicating the RTPP, some additional refinements were found to be necessary, including simplifying goal language, utilizing more examples and data to explain challenges, and thoroughly explaining strategies at the appropriate level of specificity.

TPB staff will incorporate the lessons learned from the forum to create another iteration of RTPP goals, challenges, and strategies to present to the public. The next major RTPP public outreach event is scheduled to take place in the fall, when TPB staff hopes to utilize a web-based tool to help communicate the latest iteration of the RTPP materials to a larger segment of the general public, perhaps a representative group of 600 individuals from throughout the region.

It is expected that the fall public outreach event will inform a further public outreach event in spring 2013. The ultimate goal of these public outreach efforts is to provide information to the TPB on priority strategies that are widely understood and could garner broad-based public support. ♦

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
TIP	Transportation Improvement Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority

Bids and Solicitations

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

MONTGOMERY CO. RAPID TRANSIT

(Continued from page 1)

increasing congestion. According to Elrich, much of the traffic throughout the county is heavily directional: cars generally travel north-to-south or east-to-west in the morning peak commute hours, and reverse in the evening as people travel home.

These travel patterns, combined with the anticipated increase in CO2 emissions throughout the region and the limited resources available to build new capacity, caused Elrich, who sat on a County Executive-appointed task force, to consider alternative ways to address these challenges. According to Elrich, “it seemed to me that one way of avoiding heavy capital costs was to build the transit you need to accomplish what you're trying to accomplish, which is moving people from where they live to where they work in the morning and bringing them back home at night.”

Rapid Transit, sometimes called Bus Rapid Transit, is comparatively less expensive to build than a subway or light rail, and can move people as efficiently as these other transit modes. A Rapid Transit System employs buses to provide reliable and frequent service by traveling along a linear route that can exist on a designated right-of-way. Rail-like stations, speed-boarding, reliable sched-



Example of BRT in Eugene, OR. In researching rapid transit alternatives, the task force looked at examples in Oregon, Ohio, and London.

Photo credit: Vanasse Hangen Brustlin, Inc.

ules, and frequent service are also key traits to making Rapid Transit successful, along with public buy-in. “If it looks different, then it rides different. People experience it differently, and it's perceived differently,” said Elrich.

In researching alternatives, the Montgomery County Executive’s task force looked to examples of Rapid Transit Systems in Oregon, Ohio, and London. Ultimately, the task force’s proposal, which was released in May, advocates for a County-wide Rapid Transit System that spans 160 miles along three major spines: the Route 29 Corridor, Georgia Avenue, and Route 355. Each of these spines reflects areas of major development within the county, none of which “can go forward without adequate transit,” claims Elrich. “None of them will be solved by roads. There is no future without transit.”

The task force recognizes funding challenges, and has developed 11 different funding scenarios in its report. The recommendations of the task force will be sent to Montgomery County Executive Ike Leggett, who will make recommendations to the Montgomery County Council. ♦

“One way of avoiding heavy capital costs was to build the transit you need to accomplish what you're trying to accomplish, which is moving people from where they live to where they work in the morning and bringing them back home at night.”

-Mark Elrich,

Montgomery County

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DRAFT FY 2013-2018 TIP AND 2012 CLRP AVAILABLE FOR PUBLIC COMMENT

Drafts of the FY 2013-2018 Transportation Improvement Program (TIP) and 2012 Constrained Long-Range Plan (CLRP) for the Washington region were presented to the TPB at its meeting on June 20 and are available for public comment until July 14.

Andrew Austin of TPB staff briefed the Board on the draft documents, highlighting major changes that were made to the CLRP since the last update in 2011 and providing an overview of this year’s update to the TIP.

Austin highlighted six major updates to the CLRP:

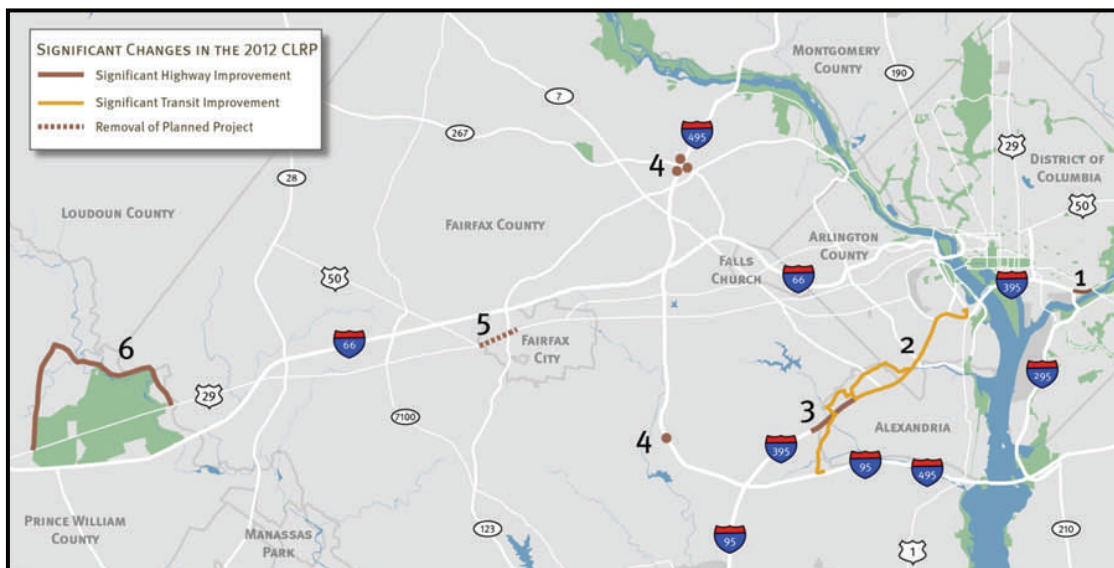
1. Addition of Southeast Boulevard in the District of Columbia, from the 11th Street Bridge to Barney Circle (2015; \$80 million)
2. Addition of bus rapid transit between Van Dorn Street and Pentagon Metrorail stations (2016; \$100 million)
3. Addition of auxiliary lane on I-395 between Duke Street and Seminary Road in Arlington County (2015; \$20 million)
4. Change in completion date from 2030 to 2013 for four HOT lane interchanges on I-495 in Virginia
5. Removal of US 29 widening between US 50 and Eden Place in the City of Fairfax
6. Addition of Manassas National Battlefield Park Bypass (2035; \$305 million)

This year’s update to the TIP, which covers FY 2013-2018, includes 355 highway, transit, and bicycle and pedestrian projects totaling \$15.77 billion. The six-year spending program is a compilation of the spending intentions of the state DOTs, local agencies, the Washington Metropolitan Area Transit Authority (WMATA) and the TPB.

Of the \$15.77 billion in anticipated spending, more than half – 51 percent – will come directly from state and local agencies in the region. Approximately 40 percent will come from the federal government, while 9 percent will come from private sources like tolls and self-taxing development districts.

Approximately 59 percent of the \$15.77 billion in anticipated spending will be on transit – in large part because of scheduled spending on the Metrorail extension to Dulles Airport – while a quarter of the spending will be on roadway improvements. Approximately 2 percent of spending will be on projects that exclusively serve bicyclists and pedestrians. Accommodations for bicyclists and pedestrians will also accompany many of the projects categorized as roadway improvements.

Both the FY 2013-2018 TIP and the 2012 CLRP will be considered for final adoption by the TPB at its next meeting on July 18. ♦



Six significant changes included in the Draft 2012 CLRP.

VDOT CONSIDERING TOLLS ON I-95 IN CENTRAL VIRGINIA

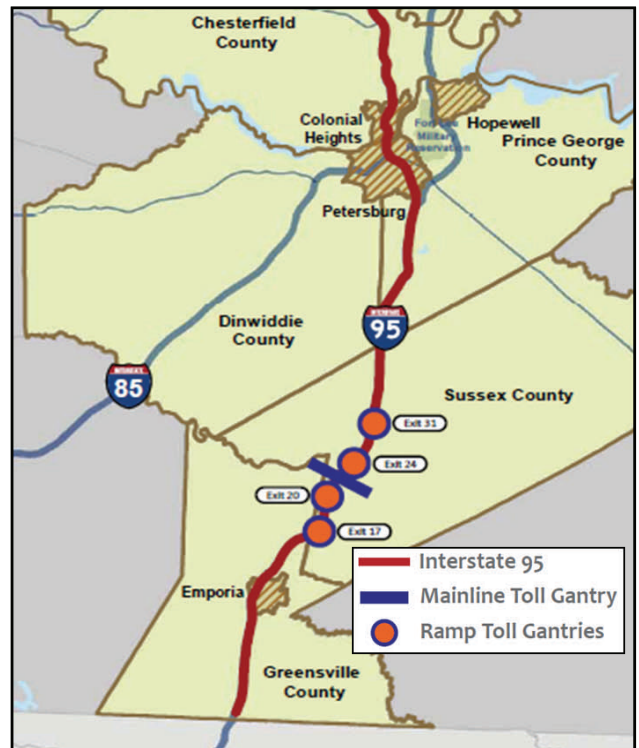
Representatives of the Virginia Department of Transportation (VDOT) were on hand at the June 20 meeting of the TPB to brief Board members on VDOT's plans to toll a portion of I-95 in Central Virginia south of Petersburg.

Andrew Cabaniss of Parsons Brinckerhoff, a consulting firm assisting VDOT with its plans, said that the tolling proposal could raise up to \$40 million annually to close a portion of an anticipated gap in funding of \$9.6 billion needed over the next 25 years for upkeep of the entirety of I-95 in Virginia.

In April 2010, VDOT submitted a proposal to the Federal Highway Administration's (FHWA) "Interstate System Reconstruction and Rehabilitation Pilot Program," which allows a select number of states to toll interstate highway facilities to pay for pavement, structural, operational, capacity, and safety improvements throughout the selected highway corridor. In September 2011, FHWA granted conditional approval of VDOT's proposal, allowing the state to move forward with more detailed plans.

According to Cabaniss, the latest proposal would employ a single toll gantry between exits 20 and 24 in Sussex County that would charge travelers of double-axle vehicles \$4.00, which is equivalent to around two cents per mile over the entire stretch of I-95

through Virginia. Gantries at two interchanges on either side of the main collection point would charge drivers who attempt to bypass the mainline toll gantry \$2.00 to exit the highway and \$2.00 to re-enter, thereby discouraging the diversion of traffic onto alternate routes.



VDOT proposal includes one gantry between exits 20 and 24 that tolls in both directions

Upon final approval from FHWA, which could come as early as this fall, VDOT will engage further with stakeholders and the public to review its plans, and could execute a tolling agreement by the end of 2012. ♦

OTHER JUNE AGENDA ITEMS

The TPB's June 20 meeting also included the following item:

- Adoption of Resolution R18-2012, an amendment to the FY 2011-2016 TIP to include funding for the I-95/HOT Lanes project as requested by the Virginia De-

partment of Transportation (VDOT)

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. ♦

2020 FORECASTS OF DRIVING DOWN, BUT EMISSIONS UP, AS RESULT OF ECONOMIC SLOWDOWN

Recent analysis of anticipated future vehicle emissions under the proposed 2012 Constrained Long-Range Plan (CLRP) and FY 2013-2018 Transportation Improvement Program (TIP) show higher emissions of harmful pollutants in the region for 2020 compared to forecasts made just last year despite slower anticipated growth in population, employment, and total number of miles driven in the region.

Using updated population information from the 2010 Census that reflects the impact of the national economic slowdown, the Metropolitan Washington Council of Governments recently revised downward its forecasts of population and employment growth in the region. Cutbacks in new roadway construction just outside the TPB's planning area – mainly in Howard and Anne Arundel Counties – were also taken into account in the latest analysis. The revisions resulted in forecasts of 0.8% fewer vehicle trips and 2.3% fewer vehicles miles of travel in 2020 compared to last year's forecast for the same year, trends which typically result in reduced

vehicle emissions.

However, this year's analysis also used new information about the region's fleet of passenger vehicles and heavy-duty trucks. The results of a 2011 "vehicle census" in the region show an aging vehicle fleet, as consumers and businesses delay the replacement of older vehicles. This slowdown in vehicle replacement slows the rate at which newer, more-efficient – and therefore less-polluting – vehicles hit the road. The result is higher-than-expected forecasts of future emissions – almost 13% higher by 2020 in the case of volatile organic compounds (VOCs), and nearly 16% higher by 2020 in the case of nitrogen oxides (NOx).

Despite these increases, forecasts of future emissions remain well below existing budgets and regulatory limits. The results of the analysis – as well as the 2012 CLRP and the FY 2013-2018 TIP -- are currently available for public comment, and are slated for adoption by the TPB at its next meeting on July 18. ♦

UPCOMING JULY AGENDA ITEMS

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

- Approval of the Regional Car Free Day 2012 Proclamation
- Approval of the Air Quality Conformity Determination for the FY2012 CLRP and FY2013-2018 TIP
- Approval of the 2012 CLRP and the FY2013-2018 TIP
- Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)
- Approval of Technical Assistance Recipients under the FY2013 Transportation/Land-Use Connections (TLC) Program
- Briefing on the Process for Revising the Designation of the COG Regional Activity Centers
- Update on MAP-21, the new Authorization of the Federal Surface Transportation Legislation.
- Certification of the Urban Transportation Planning Process for the National Capital Region. ♦

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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.).

July 2012

- 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 Car Free Day Steering Committee (11:30 am)
- 12 Freight Subcommittee (1 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 26 Aviation Technical Subcommittee (10:30 am)
- 26 TPB Access for All Advisory (AFA) Committee (noon)

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

September 2012

- 6 Freight Subcommittee (1 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 Human Services Coordination Task Force (2 pm)
- 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)
- 26 Regional Taxicab Regulators Task Force (1 pm)

October 2012

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

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

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