



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, July 20:

- Approval of Regional Car Free Day 2011 Proclamation
- Approval of a Scope and Process to Develop a TPB Regional Transportation Priorities Plan

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

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TPB news

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JULY/AUGUST 2011

TPB AWARDS \$6.5 MILLION IN FTA TRANSPORTATION PROJECTS

At its meeting on June 15, the National Capital Region Transportation Planning Board (TPB) approved fifteen 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 \$6.5 million, with \$4.4 million in federal and an additional \$2.1 million in local match funding. The projects must also be approved by the FTA.

“These projects will help reduce the gaps in transportation that currently prevent many of our region’s low-income residents, as well as those with disabilities, from getting around,” said City of College Park Councilmember Patrick Wojahn, who

serves as Interim Chair of the TPB’s Human Service Transportation Coordination Task Force.

The TPB discussed one of the projects at length: a pilot project in partnership with Capital Bikeshare in Montgomery County which would bring 200 bicycles and 20 bike stations to the Rockville and Shady Grove areas. Qualifying low-income users will have fees waived. Some members wondered if this project fit the spirit of the JARC Program.

Gary Erenrich of Montgomery County staff said the goal of the project is “to make accessible job opportunities that are not easily available using public transportation, which in some cases is peak period only and has some gaps in it.” He added that the project would bridge the gap between

(Continued on page 5)

I-95/395, I-66 CLR/P AMENDMENTS REVIEWED FOR JULY APPROVAL

On June 15, the TPB received a briefing from Jane Posey of TPB staff on a request by the Virginia Department of Transportation (VDOT) to amend the 2010 Financially Constrained Long-Range Transportation Plan (CLR/P). VDOT requested an amendment to the CLR/P to modify the I-95/395 HOV/HOT lanes

project, widen I-66 to 8 lanes including HOV lanes between US 29 and Route 15, and add a reversible one-lane ramp from the HOV lanes of I-395 to Seminary Road.

Posey said that emissions resulting from the project changes will decrease slightly due

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TPB JOINS I-95 COALITION ECO-DRIVING CAMPAIGN

The I-95 Corridor Coalition's Green Corridors Initiative launched a pilot of the corridor-wide Eco-Driving Campaign at the end of May. The purpose of the

campaign is to educate drivers about easy changes they can make to reduce fuel consumption and wear and tear on their vehicles. These changes also save money and reduce environmental impacts.

The campaign targets long-distance travelers in a number of the Coalition states.

The goal of the campaign is to bring media attention to this multi-state effort and share information about simple actions that any driver can do, such as:

- Get the junk out of your trunk
- Fully inflate your tires
- Change your oil
- Tighten your fuel cap
- Slow down
- Avoid aggressive driving
- Use cruise control

The initial Eco-Driving program launch included partnerships with the New York State Department of Transportation, the Maryland State Highway Administration, and the Delaware Department of Transportation.

The Coalition launched a second campaign to coincide with the Fourth of July holiday weekend, partnering with several additional agencies, including the TPB.

"COG and the TPB are pleased to support the I-95 Corridor Coalition's Eco-Driving effort," said Ronald Kirby, Director of Transportation Planning. "As a regional agency in a major metropolitan area, we see an important opportunity to provide Eco-Driving tips and alternatives to commuters and long-distance travelers visiting during the summer holiday vacation season." ♦



DRIVE GREEN, SAVE GREEN
create a lean, green, money-saving machine

Following these simple driving tips can equal extra cash to spend on your travels—together, they can save you as much as \$80 on a 700-mile round trip. For more information, visit www.i95coalition.org.

Estimated Roundtrip Savings \$80

Before hitting the road...

Get the junk out of your trunk. Save: \$.04–\$.08/gallon
An extra 100 pounds reduces gas mileage by up to 2%.

Fully inflate your tires. Save: \$.11/gallon
Experts estimate a quarter of all vehicles run on underinflated tires.

Change your oil. Save: \$.04–\$.08/gallon
Using manufacturer recommended grade of motor oil improves fuel economy by 1–2%.

Tighten your fuel cap. Save: 30 gallons/year
One of the easiest possible ways to keep gas in your tank.

On the road...

Slow down and save. Save: \$14 by driving 60 MPH instead of 70 MPH
Each 5 MPH you drive over 60 MPH is like paying an additional \$0.24 per gallon.

Avoid aggressive driving. Save: \$1.25/gallon
Speeding, rapid acceleration and hard braking can reduce gas mileage by 33% at highway speeds.

Use cruise control. Save: \$.54/gallon
This helps maintain a constant speed and improves fuel economy up to 7%.



OTHER JUNE AGENDA ITEMS

The TPB's June 15 meeting also included the following items:

- Approval of Amendments to the FY 2011-2016 Transportation Improvement Program (TIP) that are Exempt from Air Quality Conformity Requirements to Update Projects and Funding in the Virginia Section of the TIP

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. ♦

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WMATA GOVERNANCE COMPARED WITH PEER TRANSIT AGENCIES

The TPB received a briefing at its June 15 meeting on research TPB staff conducted for the Washington Metropolitan Area Transit Authority (WMATA) Governance Work Group from Ronald Kirby, Director of Transportation for MWCOG. In March, the TPB amended the technical assistance program in the FY 2011 UPWP in response to a request from the WMATA Governance Work Group created by the two Governors and the Mayor.

The report reviews 13 different transit agencies in the United States and Canada and focuses on the roles and responsibilities of the Board and Chair, public input processes in Board decision-making, the appointment of Board members, and funding needs. The report concluded that WMATA is generally in line with its peer agencies, the major exception being the way the

board appointment process is conducted, which is outside the scope of the board itself. The appointment process and the tri-state / federal arrangement represent a unique dimension to maintaining a balanced Board.

The briefing also reviewed the funding needs of WMATA. Since the Davis Bill passed in 2009, WMATA has been moving expeditiously to address a host of capital needs, and progress can be seen on a daily basis. However, funds are subject to annual appropriation, and are not guaranteed past 2020. Kirby suggested that “one of the top regional priorities—perhaps the most important one—should be to make sure that that funding keeps going [for WMATA] and that we work to extend it beyond 2020, because it’s so fundamental to all of our other policy goals.” ♦

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UPCOMING JULY AGENDA ITEMS

The TPB’s July 20 agenda is expected to include the following items:

- Approval of Regional Car Free Day 2011 Proclamation
- Approval of the Air Quality Conformity Analysis and an Amendment to the 2010 CLRP to Modify the I-95/I-395 HOV/HOT Lanes Project, Widen I-66 between US 29 and Route 15, and Add a Ramp from the HOV Lanes of I-395 to Seminary Road as Requested by the Virginia Department of Transportation (VDOT)
- Approval of a Scope and Process to Develop a TPB Regional Transportation Priorities Plan
- Approval of Technical Assistance Recipients under the FY 2012 Transportation/Land-Use Connections (TLC) Program
- Update on COG’s Regional Major Incident Response Action Plan
- Briefing on Amendments to the FY 2012 Unified Planning Work Program (UPWP) to Respond to the Federal Transportation Planning Certification Review and to Revise the Budget
- Review and Discussion of New HUD and DOT Discretionary Grant Programs, Including TIGER grants

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. ♦

APPROVAL OF SCOPE AND PROCESS FOR PRIORITIES PLAN DEFERRED

At its June meeting, the TPB received a briefing on what was to be the final Scope and Process to develop a TPB Regional Transportation Priorities Plan. This scope and process was the culmination of nearly nine months of work on the part of the TPB Priorities Plan Scoping Task Force, which was formed as a result of the Conversation on Setting Regional Transportation Priorities, an interactive forum held on May 26, 2010 at the request of the TPB Citizens Advisory Committee (CAC).

As part of this briefing, the TPB heard about the major tasks outlined in the Scope, about the projected timeline and proposed implementation schedule, and about staff responses to key questions posed by the CAC. The TPB Scope of Work includes three key tasks: (1) Reaffirm Regional Goals and Agree upon Performance Measures; (2) Determine Regional Challenges and Strategies to Address Them, and (3) Develop Regional Priorities, both Funded and Unfunded. The Scope would be implemented over two years, to ensure completion prior to the next update of the CLRP in 2014, and work would begin immediately. This two-year process would include interim and final reports, would include input from all interested agencies and groups and be as transparent as possible, and include public participation at every stage of the process.

Additionally, the TPB heard from members of the public, specifically from the 2030 Group, a new organization comprised of business leaders focused on regional long-term transportation solutions and decision-making, and from the Coalition for Smarter Growth, which suggested that smarter land use, especially transit-oriented development and mixed-use walkable communities are key to the future of this region.

At the end of the briefing, some TPB members expressed hesitation about the overall timeframe of the proposed Scope and Process, causing the TPB to defer its final approval until its July meeting. Chris Zimmerman of Arlington County expressed concern that the Scope and Process extended ongoing work activities, as opposed to moving towards definitively selecting narrower priorities. TPB Chair Muriel Bowser suggested that a truncated schedule may be more appropriate than the suggested two-year timeframe. Harriett Tregoning of the District of Columbia Office of Planning suggested that one main intent of setting priorities was to position the TPB to maximize short-term opportunities for competitive funding that is periodically available, such as the USDOT TIGER grants.

In response to some of these concerns, TPB Vice Chair Todd Turner, who chaired the Scoping Task Force, noted that the Task Force at one point considered a three-year implementation schedule, but reduced it to two years before bringing the Scope and Process before the TPB.

Bowser, after hearing these concerns about the proposed schedule, entertained discussion about alternatives to the projected timeframe. Some suggestions included maintaining the two-year timeframe with the flexibility to adjust the schedule or mandating more interim reports as part of the proposed schedule. Other suggestions included altering the schedule to produce separate sets of short- and long-term priorities, or condensing the schedule altogether. Ultimately, the TPB requested that staff return with a revised proposal in July, with the intent of voting on the final Scope and Process at that time. ♦

JARC / NEW FREEDOM FUNDING

(Continued from page 1)

where transit stops and many suburban jobs sites are located.

Harriett Tregoning, Director of the District of Columbia Office of Planning, said that one of the issues of Capital Bikeshare is that it requires a credit card for payment. She said "all of us who are currently using Capital Bike Share or are considering it, would be very interested in the solution that Montgomery County comes up with for being able to get access."

This year's solicitation was the most competitive of the past five years, with funding requests more than double the amount of federal funds available. The TPB has been the region's designated recipient for the JARC and

Job Access Reverse Commute Projects

Doorways for Women and Families Temporary Assistance Vouchers

JARC Funds: \$39,936

Match: \$39,936

Total Project: \$79,872

Home Car Partners Transportation Assistance Program

JARC Funds: \$140,000

Match: \$140,000

Total Project: \$280,000

Northern Virginia Family Service Ways to Work Program

JARC Funds: \$58,382

Match: \$58,382

Total Project: \$116,764

Skill Source Group, Inc. Road to Employment Project

JARC Funds: \$53,580

Match: \$53,580

Total Project: \$107,160

University of Maryland Public Transportation Capacity Study

JARC Funds: \$159,189

Match: \$39,797

Total Project: \$198,986

Dulles Area Transportation Association Rotating Rideshare Coordinator Project

JARC Funds: \$181,878

Match: \$45,470

Total Project: \$227,348

Montgomery County Department of Transportation Bike Sharing Project

JARC Funds: \$1,288,000

Match: \$688,000

Total Project: \$1,976,000

Prince George's County Department of Public Works and Transportation Oxon Hill Circulator

JARC Funds: \$548,000

Match: \$548,000

Total Project: \$1,096,000

New Freedom programs since 2006. Funding recommendations are based on a federally-mandated competitive selection process. Councilmember Wojahn chaired this year's six-person selection committee, which was comprised of national and local organizations representing disability, workforce development, transit, and private provider expertise.

Since 2007, the TPB has awarded 35 grants totaling approximately \$10 million to support a range of projects such as travel training 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.

A brief description of the fifteen projects is provided below. For more information about the programs, please visit www.mwcog.org/tpbcoordination. ♦

New Freedom Projects

Prince William County Area Agency on Aging Vehicle

New Freedom Funds: \$40,000

Match: \$10,000

Total Project: \$50,000

DC Office on Aging Door-Through-Door Service

New Freedom Funds: \$91,468

Match: \$91,468

Total Project: \$182,936

Skill Source Group, Inc. Ticket to Work Initiative

New Freedom Funds: \$41,000

Match: \$41,000

Total Project: \$82,000

Boat People SOS Transportation for Seniors with Disabilities

New Freedom Funds: \$203,600

Match: \$52,400

Total Project: \$256,000

Columbia Lighthouse for the Blind Travel Training Project

New Freedom Funds: \$184,413

Match: \$46,104

Total Project: \$230,517

Washington Metropolitan Area Transit Authority Regional Bus Stop Accessibility and Access Improvement Program

New Freedom Funds: \$996,200

Match: \$249,050

Total Project: \$1,245,250

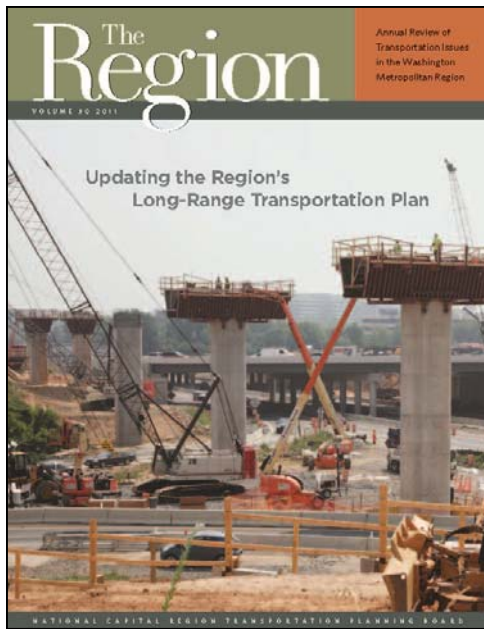
Accessible Taxi, Inc. Accessible Taxis for Prince George's County

New Freedom Funds: \$339,067

Match: \$84,766

Total Project: \$423,833

2010 CLRPP UPDATE DETAILED IN REGION MAGAZINE



The Region Magazine provides an annual review of transportation issues in the Washington Metropolitan Region.

In his opening message for the 2011 Region, 2010 TPB Chair David Snyder offered his thoughts on transportation in the region. In part of his opening message, Snyder says “The economic troubles that confront all of us make it imperative that we focus even more on improvements that will

maximize the capacity of our existing systems to serve more people and move freight in a safe and reliable manner. The emphasis on low-cost, high-impact matters, such as improved management and operations, technology, communications, and cooperation is now more essential than ever.”

The 2011 Region provides a detailed review of the 2010 update of the Financially Constrained Long-Range Transportation Plan (CLRPP), the \$58 million TIGER award received by the TPB from the USDOT, the TPB Regional Priorities Plan Scoping Process, and the scenario studies completed by the TPB in 2010 that focus on targeted growth areas, priced lanes, and bus rapid transit (BRT). ♦

CAC PROPOSES REGIONAL COMPLETE STREETS POLICY

The TPB Citizens Advisory Committee recommended to the TPB on June 15 that the Board adopt a Regional Complete Streets Policy.

Zach Dobelbower, 2011 Chair of the CAC, told the TPB that the “CAC strongly supports the development and passage of a Regional Complete Streets Policy, as evidenced by our unanimous vote. We believe that a Complete Streets approach recognizes that streets should be designed, built, and operated to enable safe access for all users and potential users, including pedestrians, bicyclists, motorists, and transit riders of diverse ages and abilities.”

The recommendation calls on the TPB to develop a policy that emphasizes regional goals and objectives while still acknowl-

edging there is not a one-size-fits-all approach for all jurisdictions. He said the “CAC recommends that each TPB member jurisdiction pledge to adopt a Complete Streets policy for their jurisdiction by 2014,” noting that a complete streets policy would not look the same for each jurisdiction based on the unique characteristics of each TPB member jurisdiction.

The CAC recommended that the TPB Bicycle and Pedestrian Subcommittee take the lead in developing the policy and work in conjunction with the CAC, and the TPB Access for All Advisory Committee.

The TPB asked that staff move forward with addressing this concept, and also include the TPB Regional Bus Subcommittee in the development process. ♦

I-95/395 AND I-66 CLRP AMENDMENTS REVIEWED FOR JULY APPROVAL

(Continued from page 1)

to the reduction in vehicle miles traveled (VMT). She added that Arlington and Alexandria would experience a seven to 10 percent reduction in freeway VMT and a one to two percent increase in non-freeway VMT. There is also expected to be greater delay on freeways and non-freeways in Alexandria and Arlington (two to six percent increase), and less delay on freeways in the District of Columbia (six percent decrease).

Kerry Donley of the City of Alexandria noted the reduction of VMT in the I-95/I-395 Corridor and the increase in congestion, and asked what was happening to travel in the corridor.

Posey said that “the congestion comes from the reduction in capacity in the corridor. Some trips that were HOV are not going to be HOV trips anymore because people would be expected to change their trip patterns due to

the reduction of accessibility to the District.” She added that there are expected to be more local trips in Prince William and Stafford counties due to reduced accessibility to Arlington, Alexandria, and the District of Columbia. She also noted that transit services and transit ridership would both decrease in the corridor.

Donley said that “one of the ways we can avoid some of the adverse impacts is to expand park and ride facilities or enhance transit in this particular corridor for the project.” He asked representatives from VDOT to provide an update on funding for those types of initiatives prior to TPB approval of this item in July.

The public comment session for the air quality conformity analysis began at the TPB meeting on June 15 and will end on July 15. The TPB will be asked to approve the conformity analysis and CLRP amendments at the July 20 meeting. ♦

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
WMATA	Washington Metropolitan Area Transit Authority



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Bids and Solicitations

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



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 2011

- 7 Freight Subcommittee (1 pm)
- 8 TPB Technical Committee (9 am)
- 8 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 13 Car Free Day Steering Committee (11:30 am)
- 14 TPB Access for All Advisory Committee (noon)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 Employer Outreach Committee (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 TDM Evaluation Group (2 pm)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)
- 28 Aviation Technical Subcommittee (10:30 am)

September 2011

- 8 Human Service Transportation Coordination Task Force (noon)
- 8 Freight Subcommittee (1 pm)
- 9 TPB Technical Committee (9 am)
- 9 TPB Steering Committee (noon)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Bike to Work Day Steering Committee (10 am)
- 14 Car Free Day Steering Committee (11:30 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Regional TDM Marketing Group (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle & Pedestrian Subcommittee (1 pm)
- 20 Ridematching Committee (2 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (noon)

October 2011

- 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)
- 13 Human Service Transportation Coordination Task Force (noon)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Employer Outreach Committee (10 am)
- 19 Transportation Planning Board (noon)**
- 25 Regional Bus Subcommittee (noon)
- 27 TPB Access for All Advisory Committee (noon)



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@mwkog.org, (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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