



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, July 15:

- Approval of the 2009 CLRP and FY 2010-2015 TIP.
- Approval of technical assistance recipients under the FY 2010 Transportation/Land-Use Connections (TLC) Program/

TPB Scenario Study
Task Force:

- The Task Force will meet on July 1 and again before the TPB meeting on July 15, as members work to prepare a regional priority bus transit application for consideration for funding by the U.S. Department of Transportation under the TIGER Program of the American Recovery and Reinvestment Act of 2009.

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TPB news

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Board

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PRIORITY BUS TRANSIT WORKSHOP DRAWS HUNDREDS

On June 24, the TPB, with support from the Federal Transit Administration (FTA), sponsored a well-attended conference focused on improving the metropolitan Washington region's transit system by implementing priority bus transit.

The Washington region has a very successful public transit network, consisting of the world-class Metrorail system complemented by commuter rail systems and by regional and local bus systems which combine to support the regional core and dense activity centers. However, as the metropolitan Washington region's population

(Continued on page 4)



Keynote speaker Roy Kienitz, Under Secretary of Transportation for Policy, U.S. Department of Transportation



TPB APPROVES 10 PROJECTS TO IMPROVE TRANSPORTATION FOR LOW-INCOME COMMUNITIES AND PEOPLE WITH DISABILITIES

At its June 17 meeting, the TPB approved more than \$2.3 million in funding for ten projects that will improve access and mobility of low-income commuters and persons with disabilities in the region.

The projects include initiatives by Boat People SOS, Columbia Lighthouse for the Blind, and the Washington Metropolitan Area Transit Authority to provide travel training for people with disabili-

ties. Family Matters of Greater Washington will offer car loans for low-income working families in the District of Columbia and Prince George's County with limited access to transit. The Prince William County Area Agency on Aging will develop a plan to identify transportation resources for residents who are older, have disabilities, or are unable to drive. For a full list of projects, see page 3.

(Continued on page 2)

UPCOMING JULY AGENDA ITEMS

The TPB's July 15 agenda is expected to include the following items:

- Review of comments received on and approval of the 2009 CLRP and 2010-2015 TIP, including the air quality conformity determination.
- Certification of the urban transportation planning process for the National Capital Region under federal regulations.
- Approval of technical assistance projects to be funded under the FY 2010 Transportation/Land-Use Connections (TLC) Program.

- Approval of submission of a regional priority bus application for funding under the Transportation Investments Generating Economic Recovery (TIGER) competitive federal grant program of the ARRA.
- Briefing on integrating freight planning into the 2010 CLRP
- Update on analysis results for the "What Would It Take?" Scenario.

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. ♦

TPB APPROVES JARC AND NEW FREEDOM PROJECTS

(Continued from page 1)

"I am pleased that the TPB has shown leadership on improving access for transportation-disadvantaged populations by putting their money where their mouth is," said Alexandria Councilmember Tim Lovain, Chair of the TPB Human Service Transportation Coordination Task Force that oversaw the selection. "Not only has the TPB advocated for change, but they have funded projects that will truly improve the daily lives of people with disabilities and those with limited incomes."

Lovain was honored by his TPB colleagues for his work leading the task force and overseeing the funding of 26 projects over the past three years, including last year's program bringing wheelchair accessible cabs to the District of Columbia for the first time. Lovain, who did not win reelection to the Alexandria City Council earlier this year, championed the TPB's evolving role from planning to becoming active in funding and implementing projects.

Since 2006, the TPB has been the designated recipient of federal funding under the

Job Access Reverse Commute (JARC) and New Freedom programs of the Federal Transit Administration (FTA). The TPB selects projects through a competitive process that includes members representing transportation, disability, and workforce development organizations. JARC provides capital and operating funding for services that improve access to jobs for low-income persons. New Freedom provides capital and operating funding for transit and paratransit services and improvements for persons with disabilities that are new and go beyond those required by the Americans with Disabilities Act.

With the ten projects funded through the June 17 TPB action, all but \$211,499 of the New Freedom money and \$922,193 of the JARC money from this solicitation is obligated. The remaining funds will be carried over to the next solicitation, which will occur in the same timeframe in 2010. As part of that solicitation, the TPB Human Service Transportation Coordination Task Force will again be asked to provide priorities for JARC and New Freedom projects throughout the region. ♦

"Not only has the TPB advocated for change, but they have funded projects that will truly improve the daily lives of people with disabilities and those with limited incomes."

-Tim Lovain,
Alexandria
Councilmember and
Chair of the TPB
Human Service
Transportation
Coordination Task
Force

JARC and New Freedom Program Grants

(Total Project Funding amounts include required project match)

JARC PROJECTS:

Northern Virginia Family Service Ways to Work Program—Funding for a car repair loan program for low-income individuals to perform car maintenance. The project is part of a larger program that has operated since 1998 throughout Northern Virginia and benefits families with limited access to transit. *Total Project Funding: \$150,000*

Family Matters of Greater Washington—Start up and implementation of a car loan program for low-income working families to purchase cars. The program will serve individuals in Southeast D.C. and Prince George's County with limited access to public transit that meets their reverse commute and child-care related transportation needs. *Total Project Funding: \$673,710*

Doorways for Women and Families—Funding to provide taxi vouchers for agency clients to attend job training, conduct job searches or reach employment locations throughout Northern Virginia. *Total Project Funding: \$83,830*

Prince George's County Department of Public Works & Transportation—Funding for continuation of UPS shuttle, which provides off-peak service to the Greenbelt Metro station, Prince George's Community College, and the UPS facility in Laurel, Maryland. UPS is a partner in the project and pays the \$2 per trip fare for its employees. *Total Project Funding: \$423,838*

NEW FREEDOM PROJECTS:

Prince William County Area Agency on Aging—Funding for the development of a Mobility Management Plan to identify the transportation resources required to address the transportation needs of persons who are older, unable to drive and/or disabled who reside in the Prince William, Manassas, and Manassas Park portion of the Washington, DC-VA-MD Urbanized Area. Funding will also be provided for early implementation of the Plan. *Total Project Funding: \$250,000*

Columbia Lighthouse for the Blind—Funding to hire Orientation & Mobility Specialists on a contract basis to provide classroom, group and individualized travel training to 200 individuals in Montgomery and Prince George's Counties who are visually-impaired or blind. *Total Project Funding: \$323,750*

Boat People SOS—Funding to provide intensive, hands-on travel training to older Vietnamese individuals with disabilities in Northern Virginia on how to use public transit options. *Total Project Funding: \$207,300*

DC Office on Aging—Funding to support a marketing campaign to raise awareness about the availability of information and assistance provided by the Aging and Disability Resource Center (ADRC), including information about available transportation options for D.C. agency clients. *Total Project Funding: \$33,000*

Melwood Horticultural Training Center—Funding for the implementation of a GIS-based software program to optimize van routes and for additional salaries to provide employment-related transportation for people with disabilities to and from home and the agency's contracted worksites in Montgomery and Prince George's Counties. *Total Project Funding: \$267,000*

JOINT JARC AND NEW FREEDOM PROJECT:

Washington Metropolitan Area Transit Authority Comprehensive Individualized Level of Travel Training Project—A project to provide comprehensive, individualized travel training for people with disabilities in collaboration with the ENDependence Center of Northern Virginia, Independence Now in Prince George's and Montgomery Counties, and the D.C. Center for Independent Living. The project also includes support for the distribution of transit fare cards to individuals who complete the travel training curriculum. *Total Project Funding: \$1,162,092* ♦

TPB AND FTA HOLD PRIORITY BUS CONFERENCE

(Continued from page 1)

continues to grow, the region's transit system faces challenges, including congestion, overcrowding, schedule adherence, and reliability. Utilizing priority bus transit is a way to improve the region's overall transit service.



gomery County Ride-On and Chair of the TPB Regional Bus Subcommittee, gave an opening presentation on the current status and role of bus transit in the regional transportation system. Benn noted that that "choice" riders (as opposed to the transit-dependent) actually make up a substantial portion of bus ridership in the region.

The first panel, which consisted of representatives from planning and transit agencies from across the country, highlighted different priority bus strategies currently in place, ranging from the creation of dedicated busways in Cleveland, to Bus on Shoulder (BOS) operations in the Twin Cities region of Minnesota, to smaller changes such as signal prioritization, off-vehicle fare collection, and near-level boarding. Planners and engineers

from Los Angeles, Pittsburgh, and Houston, as well as the panelists from Cleveland and Minneapolis, spoke of several innovative transit techniques that are not currently part of the Washington region's transportation infrastructure.

A second panel featured several representatives from local and national stakeholder groups. Robert Dunphy from the Urban Land Institute noted the importance of changing negative perceptions of buses by better educating the public. David Alpert, the founder of the urban affairs blog, GreaterGreaterWashington.org, and member of the Washington Metropolitan Area Transit Authority (WMATA) Riders' Advisory Council said that any priority bus network should focus on making substantial

(Continued on the next page)

"It's not just an amorphous social benefit [from transit] - it's real economic value that is created."

-TPB Member Christopher Zimmerman, regarding the return on investments in transit.

Also pictured (left to right) are TPB members Marc Elrich, Phil Mendelson, Catherine Hudgins, and Victor Weissberg

There are currently a number of high performance bus projects under development or implementation throughout the region, however funding for many of these projects is uncertain, as state and county budgets have been tightened due to the current economic situation. This conference was held to support the region's transportation planning efforts by bringing together key stakeholders to learn about options for prioritizing bus transit and building consensus for a regional priority bus network.

Following introductory statements by Charles Jenkins, TPB Chair and Frederick County Commissioner, and Harriet Tregoning, TPB Scenario Study Task Force Chair and Director of the D.C. Office of Planning, a series of presentations and panel discussions were held on various aspects of priority bus transit. Howard Benn, from Mont-

improvements to a few primary corridors at a time rather than trying to make small changes system-wide.

The keynote address was delivered by Roy Kienitz, Under Secretary of Transportation for Policy at the U.S. Department of Transportation (DOT). One of the main topics that Kienitz discussed was the opportunities present in the American Recovery and Reinvestment Act (ARRA) for the metropolitan Washington region.

In addition to spurring discussion on the topic, one of the primary reasons for the conference was the immediate opportunity for ARRA funding. The ARRA will provide the region with hundreds of millions of dollars in formula funding. The ARRA has also reserved \$1.5 billion in funding to be distributed via a new multimodal discretionary funding program known as TIGER (Transportation Improvements Generating Economic Recovery). The members and staff of the TPB's Scenario Study Task Force are developing a plan for the first phase of a regional priority bus network, with the intention of seeking funding for this plan through the TIGER program (see sidebar for more details).

Tregoning asked Kientiz to discuss what he would be looking for when determining which submissions will receive funding. Noting that DOT has little experience in discretionary funding, Kienitz asked the TPB to "send us something creative," and said that plans should prove their merit on the basis of environmental, economic, and safety benefits. One of the principal reasons why very few explicit requirements have been enumerated is because "the state of the art is poor."

Kienitz also remarked on the emerging dichotomy in the national dialogue on transportation. On one hand, the notion that reform might actually be achieved is creating excitement; however, a "well-earned skepticism" – which Kienitz noted can be characterized by the highly-publicized "bridge to nowhere" – has also developed among the public and officials alike.

The third and fourth panels were comprised of local and state transportation officials, as well as local elected officials. Emeka Moneme, WMATA's Chief Administrative Officer spoke about the need to maximize the area's bus network because the Metrorail system will be at capacity by 2025. Chris Zimmerman, Arlington

County Board Member, WMATA Board of Directors Member, and TPB Member, recommended that the common paradigm of bus versus rail be replaced with one of bus and rail versus driving alone. With limited funding provided to transit, Zimmerman noted that transit advocates need to working together rather than engaging in unproductive infighting.

To view and/or download the presentations given at the conference, visit www.mwcog.org/busconference. ♦

TPB Looks to Federal "TIGER" Program

The American Recovery and Reinvestment Act of 2009 provided more than \$48 billion for transportation, mostly through formula funding. However, within this transportation funding is a competitive discretionary grant program called Transportation Improvements Generating Economic Recovery (TIGER). The \$1.5 billion program is intended to fund innovative transportation projects with national or regional significance.

The TPB Scenario Study Task Force recognized this opportunity to plan and fund a project that is truly regional in scope and impact, and has been working since enactment of the bill to create a regional package of bus priority corridors, based on current initiatives, that remove obstacles to high-quality bus transit.

The Task Force is in the process of developing a short-term priority bus transit plan that would quickly enhance existing transit service, improve travel efficiency and accessibility for all modes, and encourage transit-oriented land development through corridor improvements, transit center improvements, information technology, and transit management plans.

Both the Washington Metropolitan Area Transit Authority (WMATA) and the Northern Virginia Transportation Authority (NVTA) have already expressed support for the initiative in letters to the TPB. At its July 15 meeting, the TPB will review the project components of the grant application, which must be submitted to the U.S. Department of Transportation by September 15. ♦

UPDATE: TPB VOTES UNANIMOUSLY TO ADVANCE PURPLE LINE, I-395 PROJECTS

In a key step for the project's future, the National Capital Region Transportation Planning Board (TPB) voted unanimously at its June 17 meeting to advance the light rail Purple Line for inclusion in the 2009 Constrained Long Range Transportation Plan (CLRP).

At its May 20 meeting, the TPB was briefed on the project, and the proposed CLRP amendment was then released for a public comment period ending on June 13. At the June 17 meeting, the Board was briefed on the comments received and heard remarks from attendees. A number of people, both for and against the 16-mile light rail project between Bethesda and New Carrollton in Montgomery and Prince George's Counties, voiced their opinion at the meeting.

Montgomery County Councilmember George Leventhal (D-At Large) addressed the TPB, enumerating the strong support that the light rail option has received by the Montgomery and Prince George's Counties' Councils and Executive branches. "We will encounter problems wherever else we try to move this transitway," Leventhal noted. "This is the best solution."

Maryland Delegate William Bronrott (D-16th), Maryland Senator Jennie Forehand (D-17th), and Prince George's County Council Member Tony Knotts (D-8th) echoed Leventhal's comments during TPB discussion on the widespread support that the project has among elected officials in the area.

The TPB also voted unanimously to advance through the same analysis process a project in the District of Columbia, the "Return to L'Enfant" development plan and related reconfiguration of I-395. This project, which would cover a portion of I-395 with a deck and result in closure or reconfiguration of some access points to the highway, has broad support and no opposition was expressed.

The Board's approval for the inclusion of these projects in the air quality conformity assessment for an amendment to the 2009 CLRP and FY 2010-2015 Transportation Improvement Program (TIP) is a prerequisite for the projects to complete the environmental review process and move forward for construction.

For more information on these projects, please see the June 2009 edition of TPB News. ♦

OTHER JUNE AGENDA ITEMS

In addition to the items covered in this newsletter, the TPB's June 17 agenda included the following items:

- Approval of additional conformity-exempt amendments to the FY 2010-2015 TIP under the American Recovery and Reinvestment Act (ARRA).
- Briefing on the Draft 2009 CLRP and FY 2010-2015 TIP and the related Air Quality Conformity Assessment.
- Updates on the Washington Metropoli-

tan Area Transportation Operations Coordination (MATOC) Program and the Scenario Study Task Force.

- A briefing on integrating freight into the 2010 CLRP Update was postponed to the July 15 TPB meeting.

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. ♦

PUBLIC COMMENT PERIOD FOR CLRP AND TIP



TPB Releases Draft 2009 CLRP, FY 2010-2015 TIP and Air Quality Conformity Analysis for Public Comment

On June 11 the TPB released the Draft 2009 CLRP, Draft FY 2010-2015 TIP and the accompanying Air Quality Conformity Analysis for public comment. The 30-day public comment period ends on July 11, 2009 at 5 p.m. The TPB will be asked to approve the CLRP, TIP and Conformity Analysis at its July 15 meeting.

In contrast to previous years, there are no significant new projects being added to this year’s initial CLRP update. With state and local budgets facing drastic shortfalls, most of the changes proposed will delay the completion dates of existing projects and in some cases, remove projects from the plan altogether.

However, with the passage of the American Reinvestment and Recovery Act (ARRA) of 2009, the region’s transportation implementing agencies have requested several amendments to restore a small percentage of the funding that otherwise would have been removed from the CLRP and TIP. These amendments do not require alterations to the air quality conformity analysis.

The June 17 action by the TPB regarding the two projects detailed on the previous page—the Purple Line

and the I-395 “Return to L’Enfant” Air-Rights Development Plan—does necessitate an amended air quality conformity analysis to look at the regional impacts of a CLRP and TIP that include these projects. The CLRP and TIP to be considered by the TPB at its July 15 meeting do not include these projects; the Board is scheduled to approve a revised conformity analysis and act on an amended CLRP and TIP that include these two projects at its October 21 meeting, following a 30-day public comment period.

More information may be found on the projects in question, the CLRP, TIP and accompanying air quality analysis by visiting the CLRP website: www.mwcog.org/clrp. ♦

Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit “Doing Business with COG:”

www.mwcog.org/doingbusiness/cogbid/ ♦

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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



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 2009

- 1 TPB Scenario Study Task Force (10 am)
- 8 Car Free Day Steering Committee (10am)
- 9 Freight Subcommittee (meeting at 1 pm—
FedEx tour begins at 7:30 am)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Employer Outreach Committee (10 am)
- 14 Commuter Connections Subcommittee (noon)
- 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 (10:30 am)
- 15 Transportation Planning Board (noon)**
- 17 Travel Forecasting Subcommittee (9:30 am)
- 21 Travel Management Subcommittee (9:30 am)
- 21 Bicycle & Pedestrian Subcommittee (1 pm)
- 22 Regional Taxicab Regulators Task Force (noon)
- 23 Access for All Advisory Committee (2pm)
- 23 Aviation Technical Subcommittee (10:30 am)
- 28 Regional Bus Subcommittee (noon)

August 2009

No meetings currently scheduled

September 2009

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

October 2009

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Employer Outreach Committee (10 am)
- 21 TPB Scenario Study Task Force (10:30 am)
- 21 Transportation Planning Board (noon)**
- 24 Aviation Technical Subcommittee (10:30 am)
- 27 Travel Management Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (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 John Swanson at jswanson@mwkog.org, (202) 962-3295 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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