



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

**TPB Meeting,
March 16:**

- Approval of Scope of Work for the Air Quality Conformity Assessment for the 2011 CLRP
- Approval of FY 2012 Unified Planning Work Program
- Approval of FY 2012 Commuter Connections Work Program
- Briefing on Regional "Street Smart" Pedestrian and Bicycle Safety Education Campaign

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

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TPB news

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MARCH 2011

TPB BRIEFED ON MATOC ROLE IN JANUARY 26 WINTER STORM

At its meeting on February 16, the National Capital Region Transportation Planning Board (TPB) had a lively discussion on the role the Metropolitan Area Transportation Operations Coordination (MATOC) Program played during the winter storm that occurred on January 26, 2011. The TPB discussed the role of MATOC in responding to incidents of varying intensity, as well as what the TPB and the region can realistically expect from the program. MATOC is a regional program that was developed to enhance the availability of real-time transportation information and strengthen coordination among transportation agencies during major incidents.

The weather event on January 26 began as rain in the early afternoon and shifted to intense snowfall around 3:00 p.m. Federal workers were allowed to leave early, and some schools were closed or dismissed classes early. Many commuters were entering the transportation network about the time that the weather became intense. Road conditions quickly deteriorated as rush hour began, resulting in many incidents on major roadways throughout the region. It took commuters anywhere from four to twelve hours to get home, where many found their homes without power.

(Continued on page 4)

PROJECT SUBMISSIONS FOR THE 2011 UPDATE TO THE CLRP

On February 16, the TPB was briefed on the project submissions for the Air Quality Conformity Assessment for the 2011 update to the Financially Constrained Long-Range Transportation Plan (CLRP). The TPB also reviewed the Draft Scope of Work for the Assessment.

The 2011 update to the CLRP contains three new major projects and three significant changes to existing projects. The District Department of Transportation (DDOT) is proposing to implement a Bus-Only lane during peak periods on H Street,

NW between 17th Street and New York Avenue. The Virginia Department of Transportation (VDOT) is proposing two new projects, including a Streetcar system in the US 1 corridor between Pentagon City and the Alexandria city limits, and a reversible on/off ramp connecting I-395 and Seminary Road to and from the south.

The significant changes to major projects are proposed by VDOT and include changes to the I-395/I-95 HOV/Bus/HOT Lanes project, a change to the widening of US

(Continued on page 6)

2011 TPB PRIORITIES

At the February 16 TPB meeting, Muriel Bowser of the District of Columbia Council outlined several priorities she hopes to oversee as 2011 Chair of the TPB.

She said that the demographics of the region are changing, as shown in the latest

Census data. She said the TPB should be “reminded of the need to make sure that the decisions that we make are equitable and really meeting the needs of all of our citizens.”

Bowser said the TPB needs to be sure its voice is heard in the discussion about Metro-rail, Metrobus, and WMATA Governance.

Bowser closed her remarks by highlighting the TIGER grant received by the TPB last year: “We also learned last year that working together as a region and being very collaborative can reap real benefits to our region, and the TIGER process was really illustrative of what we can do together. So we’ll continue to ask the question, ‘Are we TIGER ready?’ when we look at the various projects and how we’re all coming together.”

At the February meeting, the TPB approved the slate of members for the 2011 TPB Citizens Advisory Committee (at left). ♦

2011 CAC MEMBERS

District of Columbia

Zach Dobelbower, Chair
Harold Foster
Larry Martin
Stephen McCoy
Faith Wheeler
Amanda Campbell (*alternate*)
Mauricio Hernandez (*alternate*)
Rob Mandle (*alternate*)

Virginia

Maureen Budetti
Madeline McDuffy
Allen Muchnick
Frederick Walker
Brian Winterhalter
Kimberly Kaplan (*alternate*)
Kevin Posey (*alternate*)
Stephen Still (*alternate*)

Maryland

William Easter
Howard Levine
Kelby Funn
Christine Slater
Emmet Tydings

UPCOMING MARCH AGENDA

The TPB’s March 16 agenda is expected to include the following items:

- Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2011 Financially Constrained Long Range Transportation Plan (CLRP).
- Approval of Scope of Work for the Air Quality Conformity Assessment for the 2011 CLRP.
- Approval of Amendments to the FY 2011 Unified Planning Work Program (UPWP), and Approval of FY 2011 UPWP Carry-over Funding to FY 2012.
- Approval of FY 2012 Unified Planning Work Program (UPWP).
- Approval of FY 2012 Commuter Connections Work Program (CCWP).

- Review of Comments Received and Approval of Project Submissions for an Amendment to the 2010 CLRP to Modify the I-95/395 HOV/HOT Lanes Project, including adding a Ramp from the HOV Lanes of I-395 to Seminary Road, as Requested by the Virginia Department of Transportation (VDOT).
- Briefing on Draft Regional Highlighted Freight Projects.
- Briefing on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign.
- Update on the FY 2011 US DOT Budget and the Reauthorization of the Surface Transportation Program.

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 RECEIVES BRIEFINGS ON WMATA GOVERNANCE REPORTS

At its February meeting, the TPB received briefings on two reports relating to the governance of the Washington Metropolitan Area Transit Authority (WMATA).

The first briefing was on a Report on Governance of WMATA by the WMATA Riders Advisory Council (RAC) and was presented by David Alpert, Vice Chair of the WMATA RAC. Serving as the “Voice” of metro riders, the RAC is comprised of 21 members who are appointed by the Metro Board. Alpert explained that through a series of public meetings that included current board members, union representatives, business leaders, and transit advocacy representatives, among others, the RAC developed a report on WMATA governance that includes six basic recommendations. Among these recommendations were that the WMATA board primarily serves a legislative function, that the WMATA board should set very high standards for its members, and that there must be a clear public input process. Alpert stated that many board decisions are made in committee meetings which do not have public comment periods, thereby leaving riders and other citizens without a clear way to “weigh in before the Board is making a decision.”

The second briefing was on a report titled, “Transforming Governance of the Washington Metropolitan Area Transit Authority: Implementation Plan and Schedule for WMATA Governance Reform” as announced by Governor McDonnell, Governor O’Malley, and Mayor Gray. Andrew Scott, Special Assistant to the Secretary of the Maryland Department of Transportation (MDOT), remarked that members of a workgroup comprised of transportation executives – including the two secretaries of transportation in Maryland and Virginia, and the director of the District Department of Transportation – have identified that addressing major challenges relating to WMATA governance will require a high degree of consensus, which he defined as “identical legislation from Maryland, D.C., Virginia, and Congress, and enacted by the chief executives, including the President.”

Both briefings were conducted at the request of the TPB, and several TPB members had questions for the speakers. Todd Turner, Council Member from the City of Bowie and first Vice Chair of the TPB, inquired about public participation, specifically asking Scott about how the public will be involved in the process of building consensus. Scott acknowledged that the working group which he represents is tasked with assembling a public input process, but that the details of this process are yet to be defined. He assured Turner that he would keep the TPB as well as the Metropolitan Washington Council of Governments (MWCOG) Board of Directors informed.

Patrick Wojahn, Council Member from the City of College Park, asked if either report has considered any recommendations regarding ensuring “systemic representation of the historically underrepresented communities, people with disabilities, and low-income people” within the governance of Metro. Scott noted that Metro Access can present challenges, particularly in Maryland, which he said has the highest ridership in the region. He also said that there were not any specific recommendations for this constituency in terms of the general governance discussion.

Cathy Hudgins, Chair of the WMATA Board and member of the Fairfax County Board of Supervisors, praised both reports. She stated that the reports provide a clearer focus on critical issues, such as safety, reliability, and financial security for WMATA. Said Hudgins: “I think the most important thing is that we’ve decided that the reports are very helpful for the WMATA board to consider in looking at its governance.” ♦

Bids and Solicitations

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

MATOC ROLE IN JANUARY 26 STORM

David Robertson, Executive Director of the Metropolitan Washington Council of Governments (MWCOG), said the COG Board of Directors has voiced concern regarding transportation, communication, and emergency response during the storm, as well as the lengthy power outages that occurred after the storm. He said the COG Board will receive a report and after-action recommendation at its March 9 meeting.

The MATOC Program was developed in response to the gridlock that ensued on September 11, 2001, as the working population tried to evacuate from the inner core of the Washington region. DC Councilmember Phil Mendelson recalled the dialogue of the TPB after the September 11 terrorist attacks: “In the fall of 2001, we sat around this dais and we vowed that we were going to fix the gridlock of the transportation network, and that this wasn't going to happen again. The discussion here today sounds very much like we're talking about the response to a snowstorm, rather than the fact that we have a serious national security problem. That snowstorm was a blueprint for how a terrorist organization could shut down the region.” He expressed frustration that agencies throughout the region had a fairly accurate forecast predicting intense weather around rush hour. He said, “we knew that the rain was going to turn to snow, and we knew it was going to be challenging.” He added that the weather event was “planned” in a sense, and said he was concerned how the region would be equipped to handle an unplanned event of similar magnitude.

C. Paul Smith of the Frederick County Board of Commissioners noted that MATOC adds value in the form of providing transit operators, DOTs, and the media real-time information about significant incidents throughout the region. He added that it is not necessarily appropriate to expect MATOC to

solve the congestion problems caused by total gridlock, as was the case during the January 26 storm. “The way I see the value of MATOC is when you have incidents here and there and MATOC can help us coordinate around them. I just don't have the expectation that it would ever be able to fully help us through this,” said Smith, referring to the intensity of the winter weather coupled with rush hour traffic.

TPB Chair Muriel Bowser of the DC Council noted that while evacuation may be difficult or impossible, it can be improved with creatively using existing resources and coordination among the various agencies. She referred to the image she saw on January 26 – gridlock on the northbound lanes of 16th Street, but no traffic on the southbound lanes. She asked “How can we better use the existing capacity to help evacuate our city?”

Mendelson referred back to the premise of the MATOC program and suggested that, “maybe we ought to revisit the assumption from ten years ago that it's important that if people are going to evacuate, that they can evacuate quickly and orderly. Maybe that shouldn't be the goal.”

Kerry Donley of the City of Alexandria Council continued this line of thought by adding that, “after September 11, 2001, we heard a lot about a new concept called ‘shelter in place.’ Well, that's probably what we should have done [on January 26]. The natural reaction is, ‘Go home.’ I think we need to have a different way of thinking in terms of when we let people go home and when we advise them to stay at work. [On January 26] you were probably safer at work, and probably more productive at work, than you would have been spending six, seven, eight hours getting home at night.” He asked how the TPB was going to learn from this events and suggested that

“We could pour millions upon millions into MATOC, and I don't know how it is going to help us through an event where suddenly we all get in our starting blocks and at the given sound everybody pours onto the roads. Then you add ice and snow.”
- C. Paul Smith,
Frederick County
Board of
Commissioners

the “big lesson is that we need to change our way thinking. We shouldn't be afraid to make a recommendation even though it might run counter to the natural response or the natural way of thinking.”

Ronald Kirby, Director of the Department of Transportation Planning at MWCOG, reiterated that the goal and benefit of MATOC is to handle isolated incidents where there are good alternative routes. He added that the gridlock on January 26 occurred as a result a series of events where everything went wrong at the same time, specifically shifting, intense weather patterns at evening rush hour. He said “the only way to reduce those impacts is to get a lot of advance information out and advise people not to get on the road. Once people got on the road and the snow fell, it was too late. The only way of avoiding it was for them not to get out there at the time that they did.”

Chair Bowser closed the discussion by asking the TPB to think about how the MATOC Program can most effectively serve the region: “What we really have to focus on as a body is what legitimately and realistically MATOC can help us accomplish.” ♦



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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
WMATA	Washington Metropolitan Area Transit Authority

OTHER FEBRUARY AGENDA ITEMS

The TPB's February 16 meeting also included the following items:

- Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2011 Financially Constrained Long Range Transportation Plan (CLRP).
- Briefing on the Draft Scope of Work for Air Quality Conformity Assessment for the 2011 CLRP.
- Briefing on the Draft FY 2012 Commuter Connections Work Program (CCWP).
- Briefing on the Draft FY 2012 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. ♦

2011 UPDATE TO THE CLRP

Route 1 in Fairfax County, and the widening of general purpose lanes on I-66 in Prince William County.

In addition to including the reconfigured I-395/I-95 HOV/HOT lanes project for the 2011 CLRP inputs, VDOT is requesting the acceleration of this project by making an amendment to the 2010 CLRP. Following the 30-day public comment period, the TPB will be asked to approve this project for inclusion in a separate air quality conformity analysis which will be completed by June. The project amendment and the results of the conformity analysis will be released for a final 30-day public comment period from June 9 to July 9; the TPB will be asked to approve the amendment to the 2010 CLRP on July 20.

TPB staff described several changes to the scope of work for the air quality conformity analysis. Staff will use the new Version 2.3 Travel Demand Model and the Round 8.0a Cooperative Forecast. Staff also proposed revising the definition for what constitutes a regionally significant project. The conformity regulations state that MPOs need to analyze for conformity any project that is regionally significant.

On November 17, 2010, the TPB released the call for projects document for the 2011 CLRP. The projects received were reviewed by the TPB Technical Committee on February 4 and released on February 10 for a 30-day public comment period that will end March 12. At the March 16 meeting, the TPB will be asked to approve the project submissions for the air quality conformity assessment. On October 13, the TPB will release the draft CLRP and the results of the conformity analysis for public comment. The TPB will be asked to approve the 2011 update to the CLRP on November 16, 2011.

A summary of the six significant changes and additions to the CLRP follows. ♦

Significant Additions and Changes to the 2011 Update to the CLRP

DISTRICT OF COLUMBIA

1. H Street, NW Peak Period Bus-Only Lane from 17th St. to New York Ave.

H Street NW is one-way, running eastbound between 17th Street and New York Avenue. Parking restrictions are in effect on both sides of the street during morning (7:00 – 9:30 a.m.) and evening (4:00 – 6:30 p.m.) peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods.

Complete: 2012

Length: 0.5 mile

Cost: \$250,000

Funding: Local

VIRGINIA

2. Crystal City – Potomac Yard Streetcar in Arlington County

This project will construct and operate a streetcar system that runs parallel to US Route 1 (Jefferson Davis Highway) from the Pentagon City Metro station to Four Mile Run at the city limit of Alexandria. The CLRP currently includes an exclusive bus transitway project along most of the same route that is scheduled to open in 2013. The streetcar system is proposed to replace the bus service in 2018.

Complete: 2018

Length: 2.25 miles

Cost: \$160 million

Funding: Federal, state and local

3. I-395/I-95 HOV and HOT Lanes from 2 miles north of I-495 to VA 610

This project is currently included in the CLRP as a system of High-Occupancy Toll, or HOT lanes between Eads Street in Arlington County and VA 610 (Garrisonville Road) in Stafford County. HOT lanes will be available to HOV-3, transit and emergency response vehicles free of charge. Other vehicles may use the facility by paying an electronic toll. Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions. VDOT is proposing to reconfigure the project, including the elimination of the implementation of HOT lanes on I-395 inside the Capital Beltway.

Transit Service Plan

At this time, VDOT is also proposing to remove the elements of the transit service plan that had previously been included in the CLRP as a part of the I-95/I-395 HOV/Bus/HOT Lanes project. VDOT is working with local jurisdictions and transit agencies to develop a revised set of transit and transportation demand management (TDM) improvements for the corridor. These transit and TDM measures will be proposed as a separate project for inclusion in the CLRP at a later date.

- Complete: 2015
- Length: 27 miles (not including southern portion from VA 610 to VA17/US 1)
- Cost: \$1.01 billion
- Funding: Federal, state, local and private

4. I-395 HOV Lanes Reversible Ramp from/to Seminary Road

VDOT is proposing to construct a new reversible on/off ramp that connects Seminary Road and the I-395 HOV lanes to and from the south. This project adds HOV and transit access to accommodate the expected increase in travel generated by Department of Defense employees at the nearby Mark Center.

- Complete: 2015
- Cost: \$80 million
- Funding: Federal and state

5. Widening of US 1 – Project Limit Change from VA 235 South to VA 611

This project is currently included in the CLRP as a widening of US 1 (Richmond Highway) from 4 to 6 lanes from VA 235 South (Mt. Vernon Memorial Highway) to the Occoquan River/Prince William County Line. VDOT is proposing to remove approximately 4 miles of widening from the southern end of the project and change the southern limit to VA 611 (Telegraph Road).

- Complete: 2020
- Length: 3.5 miles
- Funding: Federal and state

6. Widen I-66 General Purpose and HOV Lanes from US 15 to US 29 (near Gainesville)

This project is currently included in the CLRP as a widening to construct HOV Lanes on I-66 between US 15 (James Madison Highway) and US 29 (Lee Highway) in Gainesville. VDOT is proposing to also add an additional general purpose lane in each direction to I-66 within the same limits. The completion date of the project is advancing from 2020 to 2018.

- Complete: 2018
- Length: 2.5 miles
- Cost: \$131.9 million
- Funding: Federal and state



The map at right shows the six significant additions and changes to the 2011 Update to the Financially Constrained Long-Range Transportation Plan (CLRP).

Refer to the text for project details or visit www.mwcog.org/clrp.



CALENDAR OF EVENTS

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

March 2011

- 3 Freight Subcommittee (1 pm)
- 4 TPB Technical Committee (9 am)
- 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 TPB Citizens Advisory Committee (6 pm)
- 15 Ridematching Committee (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle & Pedestrian Subcommittee (1 pm)
- 15 Regional TDM Marketing Group (2 pm)
- 16 Transportation Planning Board (noon)**
- 17 Aviation Technical Subcommittee (10:30 am)
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)

April 2011

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (10 am)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 Employer Outreach Committee (10 am)
- 20 TPB Priorities Plan Scoping Task Force (10 am)
- 20 Transportation Planning Board (noon)**
- 26 Regional Bus Subcommittee (noon)
- 28 TPB Access for All Advisory Committee (noon)

May 2011

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 11 Bike to Work Day Steering Committee (10 am)
- 11 Car Free Day Steering Committee (11:30 am)
- 12 Freight Subcommittee (1 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 19 Aviation Technical Subcommittee (10:30 am)
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 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 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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