



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting,
November 17:

- Approval of Air Quality Conformity Determination, FY 2011-2016 TIP, and 2010 CLR
- Certification of the Urban Transportation Planning Process for the National Capital Region

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

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TPB news

A Publication of the
National Capital Region
Transportation
Planning
Board

VOLUME XVIII, ISSUE 4

NOVEMBER 2010

TPB APPROVES 2010 BICYCLE AND PEDESTRIAN PLAN

At its October 20 meeting, the Transportation Planning Board (TPB) approved the 2010 Bicycle and Pedestrian Plan, which was updated from the 2006 version. The plan is advisory to the CLR, serving as a resource for planners and interested members of the public.

Jim Sebastian, Bicycle Coordinator for the District of Columbia Department of Transportation (DDOT) and current Chairman of the TPB Bicycle and Pedestrian Subcommittee, briefed the TPB on the Plan, calling it “a snapshot of where we are as of July 1, 2010.” He said the Plan lists 409 individual projects – 73 completed since the first Bicycle and Pedestrian Plan was approved by the TPB in 2006 and 336 projects planned for the future, at an additional cost of \$1 billion.

These planned projects would triple facility mileage (including bike lanes and shared-use paths) by 2040 in comparison with 2006. The result of fully implementing the Plan would be a regional network of 541 miles of bicycle lanes and 1,173 miles of shared-use paths in 2040.

(Continued on page 4)



Jurisdictions around the region have implemented improvements to bicycle and pedestrian facilities, showing a growing commitment to alternative modes of transportation.

TRANSPORTATION FUNDING OUTLOOK STILL BLEAK

On October 20, the TPB learned that the region’s CLR is financially constrained as required by federal planning regulations, meaning that forecast revenues and expenditures through 2040 are balanced. Of the forecast total revenues, 39 percent are state (including the District), 24 percent transit fares, 18 percent federal, 12 percent local, and 7 percent tolls/bonds and private sources. The

federal and local revenue shares declined between 2006 and 2010, while the shares increased for states, transit fares, and tolls.

Operations and preservation expenditures continue to represent about 70 percent of the total, and expansion 30 percent. From the 2006 CLR to the 2010 CLR, the percentage of funding for highway projects

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TPB SUPPORTS CHANGING LOCAL FUNDING FOR STREET SMART

At its October meeting, the TPB authorized Chairman Snyder to sign a letter requesting that the Budget and Finance Committee of the COG Board support adding a small increment to the COG dues structure to fund the Street Smart Program. Dave Robertson, Executive Director of COG, will present this letter before the Budget and Finance Committee at its November meeting.

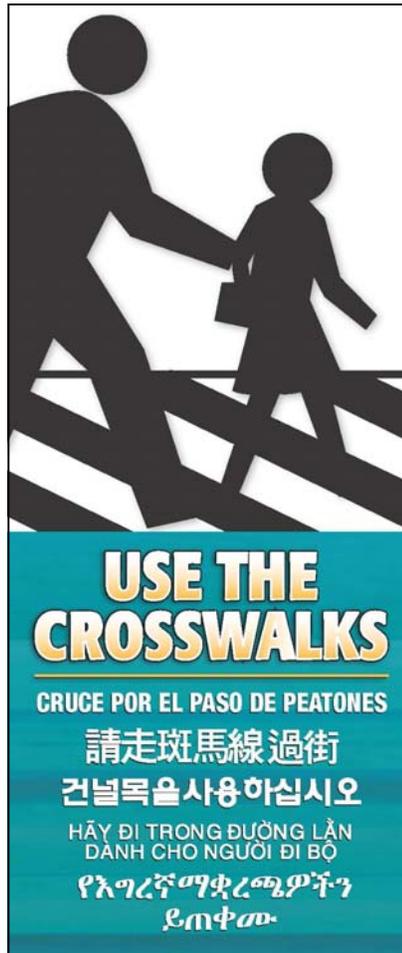
Currently, member dues to COG are approximately 65 cents per capita, but none of this funding is used to support the Street Smart Program. Instead, the Street Smart Program is supported primarily through federal funding. WMATA provides an additional voluntary contribution to support the program each year. TPB member governments can also contribute voluntarily, though not all member governments contribute equally, or at all. Any member government which provides a voluntary contribution is doing so in addition to their annual COG dues.

If a one incremental cent per capita was added to the COG dues structure to support the Street Smart Program, the additional revenue generated would equal nearly \$50,000. A two cent incremental adjustment would generate nearly \$100,000 in additional revenue. This funding would continue to support a mass media program that uses

radio, transit, cable television, and internet advertising to change motorist, pedestrian, and cyclist behavior.

The Street Smart Program has seen a great amount of success in promoting safety over the past year. According a web-based evaluative survey of the program, the campaign's target audience – males age 18-to-24 – are hearing and remembering Street Smart messages, and recognizing driver behavior to be more dangerous than pedestrian behavior. Further, because of concurrent law enforcement, over 30,000 citations and nearly 8,000 warnings were issued to motorists, pedestrians, and cyclists during the Fall 2009 and Spring 2010 campaigns. The campaign has also seen a surge in media promotion and attention. For instance, on October 12, US Department of Transportation Secretary Ray LaHood hosted a speed demonstration using Street Smart props and educational materials.

More information on the Street Smart Program, including results of the recently published Annual Report, may be found here: <http://beststreetsmart.net>. ♦



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TASK FORCE EXPLORES OPTIONS FOR REGIONAL PROJECT PRIORITIZATION

The TPB Regional Priorities Plan Scoping Task Force kicked off on October 20, 2010, with a spirited discussion on the possibilities and potential benefits of developing a financially unconstrained, regional transportation priorities plan.

The Task Force is a direct outgrowth of the May 26, 2010, Conversation on Setting Regional Transportation Priorities, at which TPB, TPB Technical Committee, TPB Citizens Advisory Committee (CAC), and TPB Access for All Advisory Committee members met to discuss the need for regional priority setting. (More information on the Conversation can be found in the June 2010 issue of TPB News.) Following the Conversation, the CAC asked the TPB to form a task force that would determine the scope and process for developing a regional transportation priorities plan.

The Task Force includes interested Board members and Technical Committee members, along with three representatives from the CAC and two representatives from the Access for All Committee. The TPB authorized the Task Force to meet four times, bi-monthly between October 2010 and April 2011.

To begin the Task Force's October 20 discussion, TPB staff presented information about how other MPOs develop and implement transportation priorities; details about how the TPB can improve public knowledge about existing project prioritization processes at state, local, and subregional levels; and a draft regional inventory of unfunded transportation projects. Many task force members asked about the sources of the inventory projects and how the list relates to the projects and studies listed in the CLRP. They discussed how a document that clearly explains project sources and delineates between funded and unfunded projects could be very informative to the public, and could help make the case for additional funding for transportation by defining regional needs.

Such a document could still be confusing, pointed out other Task Force members, because of the various project development and public participation processes

involved. "The difficulty in assembling this list shows the shortcomings of the current process," said Alex Block of the District of Columbia Office of Planning, who went on to say that there is "connective tissue" missing between regional goals and the projects in the CLRP.

The Task Force discussed several options for more closely tying project selection and transportation plans to regional goals, including the possibility of scoring all projects using a set of regional criteria. Though skeptical about the ability, and even the desirability, of the TPB wielding significant influence over project selection, some Task Force members, including Glenn Orlin of the Maryland – National Capital Parks and Planning Commission – Montgomery County, said that a scoring system could at least expose any gaps between transportation project priorities and regional goals, and possibly even "shame" implementing agencies into shifting their priorities.

Also discussed by the Task Force was the possibility that the TPB could develop a priorities plan based on further scenario work. This could provide a set of regional priorities that the TPB could articulate and support.

The Task Force directed TPB staff to develop some options for regional prioritization, based on the meeting discussion, that could be further refined at the next meeting of the Task Force on December 15. ♦

Bids and Solicitations

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

BIKE / PED PLAN DISCUSSED

(Continued from page 1)

Sebastian cited examples of projects that were included in the 2006 Plan and have since been built, including the Woodrow Wilson Bridge Trail connecting Alexandria with Oxon Hill, and the contraflow, separated bike lane on 15th Street in D.C. He also noted the launch of the Capital Bike-Share Program on September 20, 2010 and said that the program already has more than 3,000 members.

Sebastian also emphasized the strong connection between the Bicycle and Pedestrian Plan and the TPB Vision as well as the COG Region Forward Report, which calls for more rapid implementation of the projects in the TPB Bicycle and Pedestrian Plan.

Discussion at the TPB meeting focused largely on how bicycle and pedestrian facilities and their users have become more mainstream, as reflected in jurisdictional policies and plans as well as in the numbers of people choosing those modes. Many members cited their own local plans and

policy initiatives that have improved or will improve bicycle and pedestrian mobility and safety.

Some TPB members said that this trend needs to be better reflected in the CLRP and in regional discussions about travel and congestion. TPB Member Nat Bottigheimer of WMATA said, "One of my concerns about bike and pedestrian plans is the perception that they're not strategic, that they're sort of adornments of a regional plan." He said he hoped that analysis of the Bicycle and Pedestrian Plan and the CLRP as a whole would address the question of how bicycle and pedestrian improvements can be strategically wise investments in cost-effectively improving travel conditions in the region. He gave the example of school trips during peak periods as trips that contribute significantly to congestion but which could be substantially converted to alternative modes given appropriate infrastructure.

TPB Vice Chair and D.C. Councilmember Muriel Bowser noted that part of mainstreaming bicycling as a means of transportation is communicating its appeal to diverse audiences, and counteracting the notion that only a narrow slice of the population is actually taking advantage of bicycle facilities. Sebastian pointed out that the TPB's Commuter Connections program promotes bicycling as a commuting method to a broad range of the population. He also said that DDOT has made efforts to promote safe bicycling and walking among children in D.C. schools, and that more facilities where bicyclists are separated from motor vehicles may encourage a more diverse group of users. ♦

BE PART OF THE 2011 TPB CITIZENS ADVISORY COMMITTEE

**Visit www.mwcog.org/transportation for
more information and to complete an application**

If you are interested in becoming a candidate for membership on the 2011 TPB Citizens Advisory Committee (CAC), please submit an application to TPB staff by November 30, 2010. The TPB's Participation Plan encourages candidates who "represent environmental, business, and civic interests in transportation, including appropriate representation from low-income, minority, and disabled groups and from the geographic area covered by the TPB."

For more information, contact Sarah Crawford at 202-962-3237 or scrawford@mwcog.org. ♦

TRANSPORTATION FINANCIAL OUTLOOK

(Continued from page 1)

declined from 43 percent to 36 percent, local transit projects declined from 14 percent to 13 percent, and Washington Metropolitan Area Transit Authority (WMATA) projects increased from 43 percent to 51 percent. Despite the percentage change, not all of WMATA's requests for capital and operating support were funded in the analysis.

WMATA requested funding for capital investments that assumed a continuation beyond 2020 of the Passenger Rail Investment and Improvement Act of 2008. This assumption would result in federal aid funds and matching funds totaling \$7.5 billion, but because neither federal legislation nor local matching funds have been identified, this funding cannot be included in the CLRP financial analysis. The region will again apply the transit ridership constraint to the transportation system beyond 2020, which will account for a shortfall in transit capacity due to the constrained funding.

WMATA requested operating subsidy funding of \$2.8 billion more than the District of Columbia identified for the support of operating services within the District. The District has determined that by building upon its recent experience and the experiences of the other jurisdictions with alternative ways of delivering Metrobus and MetroAccess services, it will increase its own alternative services to substitute for WMATA services. With less expensive services, the District will take it upon itself to provide the levels of service required to meet the demand forecast in the CLRP within the funding that it has identified.

The analysis included a summary of several potential revenue solutions based on the notion that there is not a one size fits all solution.

- Fuel taxes – The District, Maryland, and Virginia are below the national average, while States such as Kentucky, Maine, Nebraska, New York, North Carolina, and West Virginia have variable rates, usually responding to price indices.
- Tolling, pricing, fees assessed in specific benefit districts, and other types of direct fees may be appropriate sources for specific projects.

- Major enhancements of the general revenue sources are needed for maintenance, preservation, and operations.

Representatives from Maryland and Virginia highlighted initiatives in their jurisdictions to develop strategies for transportation funding: the Blue Ribbon Commission for Maryland Transportation Funding and the Virginia Governor's Government Reform and Restructuring Commission, which focuses on all aspects of state-provided services.

Chairman Snyder noted the discrepancy between revenues and needed expenditures for transportation infrastructure and that between bonds, local governments and user fees, the region is carrying a heavy burden of the expenditures. He added that "the fact of the matter is that motor fuel taxes need to be increased and can be increased right now, and yet we continually have national leaders saying they won't do it."

Every four years as part of federal regulations guiding the preparation of the CLRP, the TPB conducts a financial analysis of the revenues and expenditures anticipated for the planning timeframe. The next financial update will occur with the 2014 CLRP. ♦



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TRANSPORTATION PLAN MEETS AIR QUALITY REQUIREMENTS

On October 20, the TPB heard that the Draft 2010 Constrained Long-Range Transportation Plan (CLRP) meets air quality conformity requirements through 2040.

There are two notable changes in the air quality analysis performed for the 2010 CLRP relative to past plans. TPB staff is now using Round 8.0 Cooperative Forecasts, which are based on new national and regional econometric forecasts. When compared to the previous Round 7.2A Forecasts, the Round 8.0 Forecasts have fewer jobs and households projected to be added to the region in all forecast years. This year there were significant increases in transit fares around the region. TPB staff incorporates those into the model, including the peak of the peak for Metro and the paper fare versus Smart Trip surcharges. The analysis showed that there would be 10 percent fewer transit

trips in 2020 and 9 percent fewer transit trips in 2030 in the 2010 CLRP than were expected for the 2009 CLRP.

TPB staff noted that there was a decrease in VMT and a subsequent decrease in emissions in the forecast years for the 2010 CLRP relative to the 2009 CLRP. Staff attributed this to the change in the land activity resulting from the Round 8.0 Forecasts, with projected slower growth in households and jobs than the previous Round 7.2A forecasts.

Technical work activities performed by TPB staff for this conformity assessment include the preparation of the following emissions inventories for specific forecast years associated with the CLRP (2011, 2020, 2030, and 2040):

- ozone season pollutants (volatile organic compound (VOC) and nitrogen oxide (NO_x)),
- wintertime carbon monoxide (CO), and
- fine particle pollution (PM_{2.5})(including both directly emitted PM_{2.5} and precursor NO_x).

The analysis provides a demonstration that forecast year emissions for all of these pollutants are within approved mobile emissions budgets for all forecast years. The analysis also found that while emissions go down through time, now that the analysis and plan year extend to 2040, the emissions are starting to curve up slightly between 2030 and 2040.

The 30-day public comment period for the air quality assessment began on October 14 and will end on November 13. The TPB will be asked to approve the conformity analysis along with the TIP and the CLRP at the November 17 TPB 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

HOUSEHOLD AND JOB GROWTH SLIGHTLY SLOWER THAN PREDICTED

The Round 8.0 Cooperative Forecasts project slightly slower rates of job and household growth in comparison to the earlier Round 7.2A forecasts. Also in comparison to Round 7.2A, the new forecasts project a slightly improved regional jobs and housing balance, meaning more people are likely to live closer to where they work by 2040. This will reduce the number of long distance in-commuters from external areas. The forecasts found that the greatest absolute increase in jobs is forecast for the inner suburbs and the greatest absolute increase in households is forecast for the outer suburbs.

Preliminary analysis of the Round 8.0 Forecasts suggests that significantly higher density housing is now being planned for activity centers, making them more mixed-use and supportive of a variety of transportation

options. An analysis of forecast Round 8.0 growth shows that by 2040, 55 percent of the region's total jobs and 19 percent of the region's total households are now forecast to be concentrated in the Round 7.0 Regional Activity Centers, which constitute less than five percent of the region's total land area.

The Round 8.0 Forecasts include new econometric benchmark forecasts based on revised assumptions of the U.S. economy and are being used in this year's Air Quality Conformity Analysis (see article). The Round 8.0 Forecasts include a new Traffic Analysis Zones (TAZs) structure that almost doubles the number of TAZs from the previous series and will provide an initial basis for the update to the COG Regional Activity Centers and Clusters. ♦

OTHER OCTOBER AGENDA ITEMS

The TPB's October 20 meeting also covered the following items:

- Approval of an Amendment to the 2009 CLRP and FY 2010-2015 TIP that is not Exempt from Conformity for HOV Ramp Operational Changes on I-66 as Requested by the Virginia Department of Transportation (TIP).

- Briefing on the Draft 2010 CLRP and FY 2011-2016 TIP.
- Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2011 CLRP and FY 2012-2017 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. ♦

UPCOMING NOVEMBER AGENDA ITEMS

The TPB's November 17 agenda is expected to include the following items:

- Appointment of Nominating Committee for Year 2011 TPB Officers.
- Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment, the 2010 Financially Constrained Long-Range Transportation Plan (CLRP), and the FY 2011-2016 Transportation Improvement Program (TIP).
- Approval of Air Quality Conformity Determination for the 2010 CLRP and FY 2011-2016 TIP.
- Briefing on the Contents and Performance of the Plan, and Approval of the 2010 CLRP.
- Approval of the FY 2011-2016 TIP.

- Certification of the Urban Transportation Planning Process for the National Capital Region.
- Approval of Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2011 CLRP and FY 2012-2017 TIP.
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on an Amendment to the FY 2011 Unified Planning Work Program (UPWP) to Revise the Budget and Certain Work Tasks.

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. ♦



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.).

November 2010

- 4 Freight Subcommittee (1 pm)
- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 Bike to Work Day Steering Committee (10 am)
- 10 TPB Citizens Advisory Committee (6 pm)
- 16 MOVES Task Force (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 17 Transportation Planning Board (noon)**
- 18 Aviation Technical Subcommittee (10:30 am)
- 18 Human Service Transportation Coordination Task Force (12:30 pm)
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Travel Management Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)
- 23 Bicycle & Pedestrian Subcommittee (1 pm)

December 2010

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 9 Human Service Transportation Coordination Task Force (12:30 pm)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (10 am)
- 15 Task Force on Regional Priorities Planning (10 am)
- 15 Transportation Planning Board (noon)**
- 21 Ridematching Committee (10 am)
- 21 MOVES Task Force (10 am)
- 21 Regional TDM Marketing Group (noon)
- 22 Regional Taxicab Regulators Task Force (1 pm)

January 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)
- 12 Bike to Work Day Steering Committee (10am)
- 13 Human Service Transportation Coordination Task Force (12:30 pm)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 MOVES Task Force (10 am)
- 18 Employer Outreach Committee (10 am)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 Transportation Planning Board (noon)**
- 20 Aviation Technical Subcommittee (10:30 am)
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Travel Management Subcommittee (9:30 am)
- 25 Regional Bus Subcommittee (noon)
- 27 TPB Access for All Committee (noon)



Dates and times subject to change.
Please visit our website at
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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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