



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, July 21:

- Approval of Regional Car Free Day 2010 Proclamation
- Approval of Technical Assistance Recipients under the Transportation/Land-Use Connections (TLC) Program
- Approval of the National Capital Region Freight Plan 2010

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

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TPB news

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JARC/NEW FREEDOM

TPB APPROVES PROJECTS TO IMPROVE REGIONAL MOBILITY

On June 16, the Transportation Planning Board (TPB) approved ten projects for funding under the Job Access Reverse Commute (JARC) and New Freedom programs, but left some money for future years due to a decrease in applications received. The approval of this slate of projects will improve the mobility of persons with disabilities and low-income commuters throughout the metropolitan area.

The approval of these ten projects obligates \$1.4 million of the JARC money, leaving approximately \$944,000 reserved for the 2011 solicitation; \$528,000 of the New Freedom money would be obligated,

leaving \$840,000 for the 2011 solicitation. There was \$2.3 million in JARC funding available, and \$1.3 million in New Freedom money available for the 2010 solicitation of JARC/New Freedom projects.

At the conclusion of the solicitation period, eleven applications were received: seven applications for JARC funding and four applications for New Freedom funding. Of the eleven applications, five included transportation vouchers, which were a priority project in this solicitation. Funding recommendations were made by the Selection Committee based on the Human Service

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TPB ADVANCES REGIONAL BIKE-SHARING PROPOSAL

The TPB has set its sights on establishing a regional bike-sharing system through submitting an application for competitive funding to the US Department of Transportation (DOT).

At its June meeting, the TPB adopted a Resolution approving the submission of a regional bike-sharing pre-application to the US DOT under the TIGER II competitive grant program.



Source: CommuterPageBlog

The proposed system would expand Capital BikeShare, the current bike-sharing system in the District of Columbia and in Arlington County, and connect it to the extensive transit and bicycle networks throughout the region.

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U.S. Transportation Secretary Ray LaHood gives a thumbs up to the new Arlington/DC bike-share bike.

AFTER 38 YEARS OF SERVICE, MIKE CLIFFORD RETIRES

At the June 16 TPB meeting, Mike Clifford of TPB staff received recognition for his 38 years of service to the Transportation Planning Board.



Mike Clifford will retire on June 30 after 38 years of service to the National Capital Region Transportation Planning Board (TPB). He currently leads a team of eleven professionals in his capacity as Systems Planning Applications Director within the COG Department of Transportation Planning. His team is responsible for applying the TPB travel demand forecasting process to support major planning studies throughout the region, and for conducting mobile emissions calculations for regional air quality plans and the TPB's air quality conformity requirements. His team is also responsible for monitoring service levels on the arterial road systems and for the triennial SKYCOMP aerial freeway surveillance.

Mr. Clifford joined COG in 1972 as a senior transportation technician, after academic training in earth and mineral sciences. He took a year off to obtain a Masters degree from the University of California at Berkeley, and returned to COG in September 1976 to work on travel forecast-

ing and air quality analysis.

Mr. Clifford has been the lead staff member on a number of major planning studies undertaken by the TPB over the past 30 years, including the Woodrow Wilson Bridge, the shift from HOV-3 to HOV-2 on I-66, the much-debated Disney project in Haymarket, and the Inter-County Connector in Maryland.

Chair Snyder thanked Mr. Clifford for his long and dedicated service to transportation planning in the region and wished him all the best in his future endeavors.

Mr. Clifford spoke briefly about his experience at COG. He said that many things have changed, and noted that at the start of his career, the TPB meeting would have taken place in a "smoke-filled room," with members and staff smoking throughout the meeting. He said one thing that has remained the same is that "there have been a number of quite controversial issues that were brought to the table over the years, and I think the Board has always acted in a collegial and effective manner, and by the end of the meeting the work always got done." He closed by saying that working on staff has been an honor. ♦

OTHER JUNE AGENDA ITEMS

The TPB's June 16 meeting also covered the following items:

- Approval of an Amendment to the FY 2010-2015 TIP to Update Project Information for FY 2011 in order to match the Proposed FY 2011 Capital Budget of the Washington Metropolitan Area Transit Authority (WMATA).
- Approval of a TPB Response to the Request by Martz National Coach for Federal Assistance for Commuter Bus Service between Fredericksburg, Virginia, and Washington, DC.

- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) 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 News, 777 North Capitol St, NE, Suite 300
Washington, D.C. 20002-4290
202-962-3237; scrawford@mwcog.org
"TPB News" at www.mwcog.org/transportation

TPB STAFF DEVELOPING RECOMMENDATIONS FOR “CONVERSATION” FOLLOW-UP

At its meeting on June 16, 2010, the TPB directed staff to develop recommendations for follow-up to the “Conversation on Setting Regional Transportation Priorities.”

The event, held on May 26 and summarized in the June 2010 issue of *TPB News*, responded to a request by the TPB Citizens Advisory Committee that the TPB develop a regional priorities plan that would serve as a financially-unconstrained regional vision for transportation investment.

In addition to context-setting presentations, the event featured a series of concurrent interactive conversations at each of seven tables. TPB staff reported on the discussion notes and outcomes at the June 16 TPB meeting, including five “Potential Next Steps” based on common suggestions made by Conversation participants:

1. Form a task force to determine if a regional transportation priorities plan is feasible.
2. Develop an inventory of unfunded transportation priority projects.
3. Investigate what other Metropolitan Planning Organizations (MPO) are doing.
4. Take steps to increase public information about TPB procedures and goals.
5. Continue the conversation [about the regional transportation planning process].

Said TPB Staff member John Swanson in his presentation of the report to the TPB, “I don’t think it’s quite right to say that these were ‘recommended’ next steps, but these are five common themes that we were able to discern in the notes from the different tables.”

The CAC on June 10 unanimously voted to endorse the above-mentioned five “Potential Next Steps” in the TPB staff report on the Conversation. The CAC also voted to request that the TPB take action to proceed with next steps at the earliest opportunity, preferably in July.

In discussion following the staff presentation, TPB members expressed their appreciation for the efforts that went into the Conversation, noting that the event facilitated a useful exchange of ideas. Several TPB members suggested that the five “potential next steps” from the report should be further explored.

TPB member Karina Ricks from the District of Columbia Department of Transportation (DDOT) praised staff for their roles in putting together the event, and said that there were “many great discussions at our tables, though certainly not universal agreement.

“But I think that’s precisely what this body should be – a forum for regional discussion – and though people maybe are afraid a little bit of the term ‘priorities plan’ I think that is, as a region, the only way that we’re able to really frame and understand what our requirements are to move forward.”

Other Board members pointed out the utility of the current regional transportation planning process. Glenn Orlin of Montgomery County noted, “The CLRP can’t be anything more technically or legally than what it is, which is an accumulation of what the needs are from each of the states and the local governments.

“It’s not quite as parochial as it sounds, because, particularly within Maryland, I believe, and even within Virginia, the local governments are used to working with the state, and that’s worked out among those agencies pretty well, and they all respond to their own directly elected officials for the counties and states.”

Mr. Orlin suggested, however, that there could be “some independent analysis by TPB staff to identify those projects within the CLRP that should have the highest priority in terms of what the needs are.”

In closing the discussion, TPB Chairman David Snyder asked staff to return to the TPB in July with recommendations for follow-up action.

The full report from the Conversation can be viewed on the TPB website under Past Meeting Documents for the June 16 meeting under Item 12: www.mwcog.org/transportation/tpb/. ♦



(Continued from page 1)

Transportation Coordination Task Force's five priorities and on the responsiveness to and consistency with the selection criteria and the priorities in the Coordinated Plan. The Task Force identified the following five priorities for the 2010 solicitation:

- Transportation vouchers for low-income workers, including taxi vouchers or gas cards;
- Travel training for people with developmental and/or intellectual disabilities;
- Volunteer driver programs;
- Same-day paratransit service; and
- Sensitivity and customer service training.

The Selection Committee recommended that, of the eleven applications received, nine be funded at the level of funds requested, one be funded at a greater level to ensure needs are adequately addressed, and one not be funded. The Selection Panel chose not to recommend funding one application because it was concerned that the project would provide shuttle service exclusively for a private employer and that the proposed service would not be available to the community at large.

The TPB is the designated recipient for the two Federal Transit Administration (FTA) programs: JARC provides funding for low-income workers to reach employment and employment training activities and for reverse commute activities; and New Freedom funds new transportation services for persons with disabilities.

The FTA requires that the projects have a local match: 50 percent for operating costs and 20 percent for capital costs. Beth Newman of TPB staff, responsible for managing the TPB role in the program, has noticed a decrease in the number of applications received since the economic downturn, and most notably that the requested amounts have been less as well. Ms. Newman specu-

lates "that's because local governments are finding it difficult to find matching funds."

In the previous three rounds of JARC/New Freedom funding, eleven JARC projects, 13 New Freedom projects, and 1 joint project totaling \$7.6 million were funded over three years, and were provided with almost \$4.7 million in federal funding. This year, the TPB will be initiating an evaluation of those 25 projects that have been funded to date to determine their impacts and to document lessons learned that can be applied in future solicitations or future projects.

Chair Snyder suggested that the TPB "let the regional congressional delegation know what our experience has been [with the JARC/New Freedom programs], and recommend any potential changes to the programs that our Task Force and others think might be appropriate." He emphasized the challenges faced in recruiting applications for the programs, including the 50 percent match requirement for operating assistance, which makes it difficult to apply for many good programs. He also noted that there are many restrictions on the funding that make it onerous for programs in putting together an application.

Mr. Kirby noted that this would be a good time to submit recommendations to FTA since there is a new federal transportation authorization bill under development.

Vice Chair Muriel Bowser, who chaired the Task Force in 2010, issued a final word and challenge to TPB members: "we all should look at our jurisdictions, make sure that we know personally who's involved and make sure that they are engaged in the process from the beginning. We can be sure, in the next round of competitions, that we have everybody included who is providing quality services to folks who need help getting to work in our disadvantaged communities and folks who have disabilities who need more assistance."

(Continued on the next page)

**"The JARC/New Freedom initiative is an opportunity not to just fund projects, but to continue our leadership role in addressing transportation needs of disadvantaged communities throughout the region."
- Muriel Bowser, DC Councilmember and TPB Vice Chair**

For more information about the JARC/New Freedom programs and the TPB coordination of this effort, please visit www.mwcog.org/tpbcoordination.

A description of the ten projects is provided below. ♦

Job Access Reverse Commute (JARC) Projects

Northern Virginia Family Service Vehicles for Change Program: Purchase 168 cars over two years to provide to low-income families for a program fee.

JARC Funds: \$568,479
Required Match: \$248,943
Total Project: \$817,422

Metropolitan Washington Council of Governments: Ongoing maintenance for the Regional Transportation Information Clearinghouse.

JARC Funds: \$80,000
Required Match: \$20,000
Total Project: \$100,000

Columbia Lighthouse for the Blind: Funding for a taxi voucher project.

JARC Funds: \$100,005
Required Match: \$100,005
Total Project: \$200,010

Boat People SOS: Continuation of the Road to Independence Savings and Education (RISE) Employment project.

JARC Funds: \$224,704
Required Match: \$102,784
Total Project: \$327,488

SkillSource Group: Funding for a transportation voucher project.

JARC Funds: \$114,000
Required Match: \$114,000
Total Project: \$228,000

Prince George's County Department of Public Works & Transportation: Establish an early morning shuttle bus service from the Southern Avenue Metro station to National Harbor.

JARC Funds: \$111,350
Required Match: \$111,350
Total Project: \$222,700

New Freedom Projects

Prince William County Area Agency on Aging: Funding for a prototype voucher program

New Freedom Funds: \$30,000
Required Match \$30,000
Total Project: \$30,000

Columbia Lighthouse for the Blind: Provide specialized door-to-door transportation to and from agency activities for visually impaired children and teens.

New Freedom Funds: \$76,500
Required Match: \$76,500
Total Project: \$153,000

Prince George's County Department of Public Works & Transportation: Install voice annunciation systems on 22 replacement buses and survey riders on the usefulness of the system.

New Freedom Funds: \$236,800
Required Match: \$59,200
Total Project: \$296,000

DC Office on Aging: Purchase two wheelchair accessible vans for use at two senior wellness centers and funding for a taxi voucher program.

New Freedom Funds: \$142,200
Required Match: \$81,600
Total Projects: \$223,800

UPCOMING JULY AGENDA ITEMS

The TPB's July 21 agenda is expected to include the following items:

- Approval of Regional Car Free Day 2010 Proclamation.
- Approval of the National Capital Region Freight Plan 2010.
- Approval of Technical Assistance Recipients Under the FY 2011 Transportation/Land-Use Connections (TLC) Program.
- Approval of TPB Participation in the Submission by COG of a Sustainable Communities Regional Planning Grant Application to the Department of

Housing and Urban Development (HUD).

- Approval of Next Steps for the "Conversation on Setting Regional Transportation Priorities."
- Briefing on the Results of the 2010 State of the Commute Survey for the Washington Region.
- Briefing on Overview of Local and Regional Transit Systems Serving the Washington Metropolitan Area.
- Briefing on the Metrobus Priority Corridor Network (PCN) Evaluation Study.

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. ♦

BIKE-SHARING PROPOSAL

“All across America, people are asking for more choices, more options to get from one place to another...For too long, walking and biking have been overlooked as important forms of transportation.”
- US DOT Secretary
Ray LaHood

(Continued from page 1)

Bike-sharing is intended to provide an easy, affordable transportation option for users to travel in a healthy and non-polluting manner. A bike-sharing system works similarly to a car-sharing system, such as ZipCar, where a user pays an initial membership fee, and subsequently has access to any available bike throughout the system by paying an additional, small per-hour fee. A user is then able to take a bike from any bike-sharing station in the region, use the bike, and return it to any other location in the system.

This attempt to create a regional bike-sharing network will mark the second time that the TPB has requested funding from the federal government to make bikes more available and accessible to residents of the National Capital Region. The first attempt was rolled into an application for a regional priority bus network under the US DOT grant program commonly referred to as TIGER I, which stands for Transportation Investment Generating Economic Recovery. Under TIGER I, the TPB was granted nearly \$60 million in February 2010 to

establish a regional priority bus network, but the bike-sharing component of the application was not awarded funding. Although this component was not funded, feedback from the federal government combined with the TIGER II criteria suggests that a re-submittal of a bike-sharing proposal would be competitive. Under the TIGER II program, the US DOT has made available \$600 million in competitive funding for transportation projects that will have a significant impact on the Nation, a metropolitan area, or a region. All applications must meet a minimum grant request of \$10 million.

The proposal to establish a regional bike-sharing system is consistent with the Federal Livability Initiative, which was formalized in June 2009 through an inter-agency partnership between the US DOT, Department of Housing and Urban Development (HUD), and Environmental Protection Agency (EPA). The Livability Initiative aims, in part, to provide more transportation options, value communities and neighborhoods, enhance economic competitiveness, and support existing communities. According to US DOT Secretary Ray LaHood, “All across America, people are asking for more choices, more options to get from one place to another...For too long, walking and biking have been overlooked as important forms of transportation.” In addition to providing a transportation alternative, establishing a regional bike-sharing system would also extend the reach of the region’s current transit system by enabling a user to ride between a transit station and his or her final destination. In this way, bike sharing provides a solution to the “last mile problem.”

The TPB application will appear before the TPB Steering Committee on July 9, the COG Board on July 14. All pre-applications are due to US DOT by July 26, and the final application deadline is August 23. ♦



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TPB APPROVES MOITS STRATEGIC PLAN

In moving forward with the *Strategic Plan for the Management, Operations, and Intelligent Transportation Systems (MOITS) Planning Program*, the TPB hopes to get more out of the existing transportation system through low-cost, high-payoff projects and actions.

“What we’re getting at with this,” said TPB Chairman David Snyder at the June 16 Board meeting, “are the day-to-day things that can be done to make our existing system work better, as well as prepare us better to respond to unusual circumstances.”

According to the Strategic Plan, MOITS-related activities provide significant public benefit through increased safety and travel options, reduced travel delays, and better information and responsiveness of systems to traveler needs.

The TPB’s MOITS Program is overseen jointly by a MOITS Policy Task Force and a MOITS Technical Subcommittee, chaired respectively by Snyder and by Sean Kennedy of the Washington Metropolitan Area Transit Authority (WMATA). The Technical Subcommittee initiated the process of developing a strategic plan for the program that would guide upcoming activities and provide a list of potential regional projects that fall under the MOITS umbrella. Such a plan would be helpful, the Subcommittee reasoned, in responding to future funding opportunities.

Developed with consultant assistance and under advisement of the MOITS Technical Subcommittee, the Strategic Plan is grounded in the 1998 TPB Vision, and provides a set of best practices by which the region’s state and local agencies can help support regional goals through technology and operations. The plan lists the following “key tactical actions” for reaching those goals:

- Provide regional situational awareness of transportation system conditions and of incidents or factors that may impact transportation conditions;
- Develop and maintain regionally coordinated standard operating procedures;
- Inform travelers in a timely and effective manner so those travelers will make good transportation decisions;
- Integrate technical systems and processes to maximize interoperability and ensure the beneficial and synergistic impacts of those systems working together.

The plan also identifies “emphasis areas” derived from the U.S. DOT’s National ITS Architecture, including an ITS data warehouse, multi-modal coordination, transit signal priority, interactive traveler information, operations data-sharing, HOV lane management, regional traffic and parking management, and coordination of maintenance and construction activity. Corresponding with these emphasis areas in the Strategic Plan are specific proposed efforts and projects, which are listed below. These projects are for the most part not funded, and would require an estimated \$22.5 million to fully implement.

In its section on recommendations for the future direction of the MOITS Program, the Strategic Plan states that the Program “should work to inform decision makers on the specific strategic efforts and proposed projects identified by the Strategic Plan, and encourage funding for these and other beneficial activities.”

The TPB approved the Strategic Plan at its June 16 meeting in a unanimous vote. ♦

PROPOSED PROJECTS

1. Operate and Maintain the Metropolitan Area Transportation Operations Coordination (MATOC) Program and the Regional Integrated Transportation Information System (RITIS).
2. Upgrade the RITIS to Enhanced Capabilities as the Regional Intelligent Transportation Systems(ITS) Data Warehouse and Regional Traveler Information Data Engine.
3. Enhance RITIS Capabilities for Intermodal Transportation Operations Data Sharing.
4. Support the Development of Multi-Modal Regional Trip Planning Tools Using Regional Data.
5. Deploy Integrated Corridor Management Technologies on Significant Regional Corridors.
6. Deploy Real-Time Parking Availability Information Systems at Key Metrorail or Other Publicly-Owned Park-and-Ride Facilities.
7. Develop a Regional Set of Transportation Management Plans for Major Planned Events.

PROPOSED STRATEGIC EFFORTS

1. Develop a Regional Managed Lanes Operations Coordination Process for the Washington Metropolitan Area.
2. Develop and Initiate a Venue and Process for Maintenance and Construction Coordination.
3. Develop and Initiate a Venue and Process for Interjurisdictionally Coordinated Signal Timing for Regional Corridors.



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 2010

- 8 Freight Subcommittee (1 pm)
- 8 TPB Access For All (AFA) Advisory Committee (2:30 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 Car Free Day Steering Committee (10 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Employer Outreach Committee (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle & Pedestrian Subcommittee (1 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 Travel Management Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (noon)

August 2010

No meetings currently scheduled

September 2010

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 8 Bike to Work Day Steering Committee (10 am)
- 8 Car Free Day Steering Committee (11:30 am)
- 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 (12:30 pm)
- 14 Bicycle & Pedestrian Subcommittee (1 pm)
- 15 TPB Scenario Study Task Force (10:30 am)
- 15 Transportation Planning Board (noon)**
- 21 Regional TDM Marketing Group (10 am)
- 21 Commuter Connections Subcommittee (noon)
- 21 Ridematching Committee (2 pm)
- 22 Regional Taxicab Regulators Task Force (1 pm)
- 23 Aviation Technical Subcommittee (10:30 am)
- 24 Travel Forecasting Subcommittee (9:30 am)
- 28 Travel Management Subcommittee (9:30 am)
- 28 Regional Bus Subcommittee (noon)

October 2010

- 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 Transportation Planning Board (noon)**
- 26 MOVES Task Force (10 am)
- 26 Regional Bus Subcommittee (noon)
- 28 TPB Access for All (AFA) Advisory Committee (2:30 pm)



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.

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4290

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