



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting,
January 19:

- Briefing on Metrobus Priority Corridor Network (PCN) Evaluation Study
- Briefing on the Version 2.3 Travel Forecast Model
- Briefing on the Metropolitan Area Transportation Operations Coordination (MATOC) Program

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

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TPB news

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JANUARY 2011

SECRETARY LAHOOD SIGNS \$58.8 MILLION TIGER AWARD AT COG

Imagine a reliable priority bus network that services the National Capital Region and includes dedicated lanes, real-time information, and improved, accessible bus stops.



US DOT Secretary Ray LaHood speaks to those gathered at COG to witness the Secretary sign the \$58.8 million TIGER Grant that was awarded to the TPB in 2010.

This concept took a large step towards becoming a reality when United States Department of Transportation Secretary Ray LaHood visited the Metropolitan Washington Council of Governments (MWCOG) to sign the \$58.8 million TIGER (Transportation Investment Generating Economic Recovery) Grant that was awarded to the TPB in 2010. The signing ceremony, which occurred on December 14, 2010 and lasted approximately one hour, formalized the funding award, which will be used to improve bus transportation along priority corridors in the District of Columbia, Maryland, and Virginia, and create better connections between buses and other forms of transportation in the region.

(Continued on page 4)

TPB CHAIR SNYDER RECEIVES REGIONAL LEADERSHIP AWARD

Outgoing TPB Chair David Snyder was presented with the Elizabeth and David Scull Metropolitan Public Service Award at the TPB meeting on December 15, 2010. David Roberson (at left), Executive Director of MWCOG, gave Snyder the award on behalf of COG Board Chair Kwame Brown, noting that Snyder has always demonstrated “how important it is to connect the policy and programming and funding decisions that we make with the communities that we serve.” ♦



TPB APPOINTS 2011 OFFICERS

At its meeting on December 17, the TPB elected Muriel Bowser, current First Vice Chair of the TPB and District of Columbia Councilmember, as its Chair for 2011. City of Bowie Council Member Todd Turner and Loudoun County Supervisor Lori Waters were elected as vice chairs of the TPB.

of the District of Columbia Public Works and Environment Committee, the Public Safety and Judiciary Committee, and the Housing and Urban Affairs Committee. She previously served on the Advisory Neighborhood Commission in her neighborhood and has been active with her local civic association. Bowser is a fifth generation Washingtonian and has a long-standing record of participation in local and regional government.

2011 TPB OFFICERS



Muriel Bowser
TPB Chair
Councilmember,
District of Columbia



Todd Turner
TPB First Vice-Chair
Council Member,
Bowie, MD



Lori Waters
TPB Second Vice-Chair
Board of Supervisors,
Loudoun County, VA

First Vice-Chair Turner was first elected to the City of Bowie Council in November 2005 as a representative of the 3rd Council District, and was reelected in 2007 and 2009. He serves on the Planning and Development Board of the Prince George's County YMCA and on the Advisory Board of the Prince George's Progressive Institute. In November 2008, Turner participated in the TPB's Community Leadership Institute geared towards local elected officials.

Second Vice-Chair Waters was elected to the Board of Supervisors representing the Broad Run District in November 2003, and was re-elected in 2007. She serves on the Board's Finance/Government Services and Operations Committee. She was previously chairman of the Board of Supervisors' Economic Development Committee. She represents Loudoun County on the Route 28 Transportation Improvement District Commission. Waters also represents the Board of Supervisors on the Loudoun County Parks, Recreation, and Open Space Board. ♦

Outgoing 2010 TPB Chair David Snyder, representing the City of Falls Church Council, thanked the TPB for the opportunity to serve as Chair. He said, "We recognize that this region is not just a major metropolitan area. It's the capital of the United States. And so our obligation goes beyond our local governments, beyond this region, to the entire people of the United States and, indeed, all the visitors from around the world: diplomats, military officials, tourists, students, who live and work and visit in this region. No work, as far as I'm concerned, is more important than the work that's done here."

Chair Bowser was elected to the District of Columbia Council in 2007 as the representative for Ward 4. Bowser is a member

2011 TPB Chair Muriel Bowser presented 2010 TPB Chair David Snyder (center) with a plaque recognizing his service as Chair of the TPB. 2011 TPB First Vice-Chair Turner is at left.



TPB APPROVES AMENDMENT TO UNIFIED PLANNING WORK PROGRAM

At its December meeting, the TPB unanimously voted to amend its FY 2011 Unified Planning Work Program (UPWP) by revising the budget and adding approximately \$730,000 in resources to its work on Congestion Management, Transportation Safety, Freight Planning, Human Service Transportation Coordination, Regional Studies, and Travel Monitoring.

This budget adjustment resulted from conservative funding estimates for FY 2011 UPWP that were made

in March of last year. Additional funding has since become available for expenditure for the remainder of this fiscal year, which ends on June 30, 2011.

The UPWP is the guiding document for all of the work conducted by the TPB. It incorporates all federally assisted, state, regional, and local transportation planning activities that are proposed to be undertaken each fiscal year, and is a requirement for receiving federal transportation funding. ♦

UPCOMING JANUARY AGENDA ITEMS

The TPB's January 19 agenda is expected to include the following items:

- Approval of Funding and Transmittal Letter for the TPB's 2011 Membership in the Association of Metropolitan Planning Organizations.
- Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2011.
- Briefing on the Metrobus Priority Corridor Network (PCN) Evaluation Study.

- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on the Version 2.3 Travel Demand Model.

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. ♦



The 2010 TPB Officers presented 2010 TPB Technical Committee Chair Alex Versoza of the City of Fairfax with a symbol of appreciation for his service to the region. From left, TPB Second-Vice Chair Todd Turner, TPB Technical Committee Chair Alex Versoza, TPB Chair David Snyder, and TPB First Vice-Chair Muriel Bowser.

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

SECRETARY LAHOOD

*"In my view,
it's a great example
of the region working
together for our
common good.
Virtually everyone
in the region is
going to be touched
favorably by this."*

– 2010 TPB Chair

David Snyder

(Continued from page 1)

The signing ceremony commenced with USDOT Secretary LaHood and MWCOG Executive Director Dave Robertson signing the overall grant, followed by signatures from representatives of the five subgrantees, which include the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Washington Metropolitan Area Transit Authority (WMATA), the City of Alexandria, and the Potomac and Rappahannock Transportation Commission (PRTC).

The TIGER grant program, which was funded under the American Recovery and Reinvestment Act, funds innovative transportation projects that have significant benefits for the economy and the environment, and increase the safety and efficiency of existing infrastructure. Of more than 1,400 projects submitted to USDOT, fewer than three percent were chosen for funding. "This \$58.8 million investment is an excellent example of the Obama Administration's commitment to modernizing transit systems and creating economic opportunity," said Secretary LaHood during his remarks at the ceremony. "Thanks to TIGER Recovery Act grants like this one, people are benefiting from better transportation opportunities and an improved quality of life in communities across the country."

The \$58.8 million will be divided and used in three ways. Over \$26 million of the funding will go to improving bus transportation along priority corridors in the District of Columbia, Maryland, and Virginia. Improvements to these corridors include dedicated bus lanes, traffic signal priority, skip stop service, enhanced pedestrian access, real-time passenger information, and enhanced bus stops. Focusing on corridors with the highest regional rider-

ship, the purpose of these improvements is to increase ridership and reliability. In addition, over \$19.9 million was awarded for multimodal improvements to enable priority bus transit connecting Prince William and Fairfax Counties and the City of Alexandria with the District of Columbia. The aim is to provide high quality transit options for commuters and relieve pressure on the Metrorail system. Finally, over \$12.3 million of the funding will be used for the construction of a multimodal Takoma/Langley transit center in Prince George's County, which will improve safety and intermodal access to priority bus corridors.

In addition to providing funding for innovative transportation projects, the TIGER Program also promotes advances in regional collaboration. "It reflected some real leadership on the part of DOT to lay out the criteria that gave the incentive to the region to work together on this particular project," said David Snyder, who served as Chair of the TPB in 2010. "I think it allowed [the Transportation Planning Board] to break new ground and create new working relationships that we can carry into many other areas."

Several Obama Administration officials attended the ceremony, including Peter Rogoff, Administrator for the Federal Transit Administration, and Polly Trottenberg, Assistant Secretary for Transportation Policy at the US Department of Transportation. Many TPB members also attended the ceremony, including 2010 TPB Chair Dave Snyder and incoming 2011 TPB Chair Muriel Bowser, as well as Harriet Tregoning, Director of the DC Office of Planning, who was a leader in the effort to apply for funding under the TIGER grant program. Members of the press also attended.

(Continued on the next page)

Speaking about the project, former TPB Chair Dave Snyder reflected, “In my view, it’s a great example of the region working together for our common good. Virtually everyone in the region is going to be touched favorably by this.” ♦

“This \$58.8 million investment is an excellent example of the Obama Administration’s commitment to modernizing transit systems and creating economic opportunity.”
– US DOT Secretary Ray LaHood



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US DOT Secretary Ray LaHood with TPB Members, TIGER Grant Signatories, and COG Staff at the signing of the TIGER Grant. From left: 2011 TPB Chair Muriel Bowser, City of Alexandria Mayor William Euille, COG Executive Director David Robertson, 2010 TPB Chair David Snyder, Secretary LaHood, 2010 COG Board Chair Kwame Brown, Maryland Transportation Secretary Beverley Swaim-Staley, District Department of Transportation Director Gabe Klein, PRTC Executive Director Alfred Harf, WMATA Acting General Manager Richard Sarles, and COG Director of Transportation Planning Ronald Kirby.

OTHER DECEMBER AGENDA ITEMS

The TPB's December 15 meeting covered several additional items detailed below.

Priority Regional Bicycle and Pedestrian Projects Recommended for the FY 2012-2017 TIP

The TPB received a briefing on the updated list of priority regional bicycle and pedestrian projects recommended for consideration in the TIP by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee. The Bicycle and Pedestrian Subcommittee developed its list considering the goals in the TPB Vision and the regional bicycle plan, using seven criteria for project prioritization. The presentation highlighted changes made since the December 2009 version, including the addition of two new projects: a Route 1 sidewalks and crosswalks project in Prince William County, and an expansion of regional bike-sharing.

2010 Update of the Ground Access Element of the Regional Airport System Plan

TPB staff summarized the ground access element of the Washington-Baltimore Regional Airport System Plan, noting that air passenger ground access trips to the region's airports are going to increase by two-thirds over the next 20 years based on FAA forecasts. Most of the growth would occur at Dulles and BWI airports, as growth at National is constrained by the slot limitation.

Chris Zimmerman of the Arlington County Board said the report seemed to place an emphasis on roads and that "growth in demand should lead us to try and get more people in and out of there without having to put them in automobiles."

Staff recommended that the unmet needs described in the report be taken up as part of the Regional Priorities Task Force activ-

ity, which provides an opportunity to look at the needs from a multi-modal perspective.

Asked if a benefit-cost analysis for the proposals and priorities had ever been conducted, staff responded that the focus had been on system-wide impacts, rather than analysis of individual projects.

Light Rail and Streetcar Projects and Proposals for the Washington Region

Light rail and streetcar projects and proposals are being developed by local jurisdictions in the Washington region to provide dedicated, high-quality surface transit services within activity centers and along activity corridors. These projects and proposals are closely integrated with land use development plans and may include land use zoning changes to permit concentrated density and mixed-use development.

Four light rail / streetcar projects are included in the 2010 Constrained Long-Range Transportation Plan: the DC Streetcar (Phase 1), the Purple Line, the Corridor Cities Transitway (CCT), and the Columbia Pike Streetcar. Two additional proposals for light rail/ streetcar systems have undergone significant study: the DC Streetcar (Phases 2 and 3), and the Crystal City / Potomac Yard Corridor Streetcar / Transitway.

Staff outlined several system planning and implementation considerations: funding and capital costs, integration with bus services, impacts on roadway traffic, and light rail / streetcar connectivity.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting at www.mwcog.org/transportation/tpb. ♦

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TPB HEARS REPORT OF WMATA GOVERNANCE TASK FORCE

James Dyke, Chairman of the Greater Washington Board of Trade and Co-Chairman of the Joint WMATA Governance Review Task Force, presented the findings of “Moving Metro Forward,” the report of the Joint WMATA Governance Review Task Force, at the TPB meeting on December 15.

In June 2010, the Board of Trade and the Council of Governments formed an 18-member joint task force consisting of former and current elected officials, government managers, and business leaders. The task force met with current and former members of the Board, general managers, various stakeholders, and a number of members of the public, including the WMATA Riders’ Advisory Council.

Dyke said the objective of the task force was to try to focus recommendations on what it thought was the best form of governance needed to move Metro forward, and restore the level of respect and excellence that residents and employers of the region had come to appreciate over the last 40 years.

The TPB raised questions about two key issues during its discussion of the report: the strengthening of the roles of the Chair of the WMATA Board and General Manager, and the shape of the proposed WMATA Governance Commission and how that might impact local representation.

Dyke said the approach of most nonprofit organizations and corporate entities is to have a CEO running the day-to-day operations with a board of directors overseeing direction setting. A strong chair could be the spokesperson for the board and interact with the CEO. Customer service is a component of the agency that would benefit from a strong CEO, rather than having individual board members following up on minor items.

The task force had a specific statement on the issue of funding that indicates a need for dedicated funding for

the system. The task force urged the Governance Commission and regional leadership to come together and fight for funding for the system. Dyke said it is the task force’s hope that the new governance apparatus will help bring together the kind of regional cooperation that would support additional funding.

Virginia TPB members expressed concern that the report places so much emphasis on the WMATA signatories, which includes the Governor of Virginia. Funding for WMATA is structured differently in Virginia, with local governments dedicating portions of their own budgets to WMATA. TPB members noted that responsibility and accountability is often tied to funding and that some are concerned about the lack of a voice of the local governments on the proposed WMATA Governance Commission.

Kerry Donley of the City of Alexandria Council said he is “interested in having a little more discussion about the composition of the board and what I see as a moving away from the accountability of the elected officials. And let’s face it, we’re talking about the expenditure of a fair amount of tax dollars here, both raised at the local level and at the state level.”

Marc Elrich of the Montgomery County Council echoed some of these sentiments and noted: “I don’t think there’s anybody who understands what our constituents experience more than the county representatives on our side or the other side of the river. To rest all this in the governors’ hands seems not necessarily productive or as sensitive as otherwise might be.”

Dyke said no effort was made to reduce the role of the local governments. The task force recognized that the overall structure of governance starts with the signatories, and that ultimately the responsibility falls there. Dyke said WMATA would be stronger if the executives played a larger role in the governance process, but that there needs to be an examination of all roles in the process and the responsibility rests with the signatories to make sure that happens. ♦

“It seems clear to me that Metro is fundamental to the safety, mobility, economic wellness, environmental quality, and global competitiveness of the region, that reforms are necessary, and that they’re being worked on.” - TPB Chair David Snyder



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.).

January 2011

- 6 Freight Subcommittee (1 pm)
- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Joint MOVES Task Force / MWAQC TAC Meeting (10 am)
- 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 TPB Citizens Advisory Committee (6 pm)
- 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)
- 27 Regional Bus Subcommittee (noon)
- 27 TPB Access for All Committee (noon)

February 2011

- 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 (10 am)
- 10 TPB Citizens Advisory Committee (6 pm)
- 16 Task Force on Regional Priorities Planning (10 am)
- 16 Transportation Planning Board (noon)**
- 22 MOVES Task Force (10 am)
- 22 Regional Bus Subcommittee (noon)

March 2011

- 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 (10am)
- 10 Freight Subcommittee (1 pm)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 MOVES Task Force (10 am)
- 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)



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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