



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, May 19:

- Approval of Submissions for Air Quality Testing for the 2010 CLR P and FY 2011-2016 TIP
- Briefing on the Final Results of the "What Would It Take?" Greenhouse Gas Reduction Scenario

Regional Bike to Work Day: May 21

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

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TPB news

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FINANCIAL OUTLOOK CHALLENGING FOR 2010 CLR P

At the April 21 meeting of the Transportation Planning Board (TPB), the board received a briefing on the key issues and status of the financial analysis for the 2010 Constrained Long-Range Transportation Plan (CLR P). This financial analysis is a key element of the quadrennial update to the CLR P. The analysis projected transportation revenues and costs for operating, maintaining, and expanding the regional transportation system through 2040.

Arlée Reno of Cambridge Systematics, the firm hired to conduct the financial analysis, provided a status report on 2010 CLR P analysis, noting significant financial challenges facing the region in the future, as well as providing some potential solutions.

Mr. Reno reported that the major transportation challenge facing the region in the future is that a large and growing proportion of available revenues will be required to

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PROJECT SUBMISSIONS TO PLAN INCLUDE SOME DELETIONS

The TPB learned that the 2010 Update to the Financially Constrained Long-Range Transportation Plan (CLR P) will include more project deletions than inclusions of new projects. The proposed update to the region's long-range plan revealed few new significant projects during a time when congestion is growing both on the roads and the rails. Many jurisdictions face tightening budgets, and limited funding must be used first for maintenance and operations of the existing transportation system.



The DC Bike Lane Pilot Project, shown above, will add barrier-protected bike lanes on five streets in Downtown DC.

The only new regionally significant projects have been submitted by the District

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BIKE TO WORK DAY KEEPS GROWING



TPB member and Fairfax County Supervisor Catherine Hudgins uses a Fairfax Connector bus for a portion of her 2009 Bike to Work Day commute.



Organizers of this year's Bike to Work Day expect more than 8,500 residents of the Washington Region to make a pedal-powered commute on Friday, May 21.

The annual event, held in conjunction with National Bike to Work Week, continues to attract not only more participants, but also more sponsors and more commute "pit stop" locations featuring free T-shirts and refreshments for event registrants. The 2010 edition of the event will have 35 pit stop locations spread throughout the region, including eight new locations and, for the first time, at least one in every TPB member jurisdiction. Donated raffle prizes and giveaways from among the event's 30 sponsors will also help draw participants to the pit stops.

Begun by the Washington Area Bicyclists Association as an event confined to the District of Columbia, the TPB's Commuter Connections Program worked with WABA to roll out a regional version of the event starting in 1998. Since then the event has grown significantly in size and scope, extending to more of the region's residents the opportunity to ride to work in a "commuter convoy" led by experienced bicyclists.

Also new for 2010 will be a Bike to Work Twitter feed providing participants with news updates, Commuter Connections Director Nicholas Ramfos said at the April 21 TPB meeting.

Mr. Ramfos also emphasized the event's focus on employers, as a way of encouraging the business community to support a bicycle-friendly culture through accommodation of bicycle commuters with bike racks and shower facilities. He noted that bicycle

commuting helps employers by reducing parking overhead costs and improving employee health and fitness. This year's event will also feature an employer raffle with a donated bicycle rack as a prize.

Before approving a proclamation of May 21 as the region's Bike to Work Day 2010, the TPB also learned about the results of a participant survey conducted every three years, which measures the impacts of event participation and assesses the use of bicycles for commute travel before and after the event. Mr. Ramfos reported that not only does the event introduce many to bicycle commuting, it also increases the frequency of bicycle commuting among those who had already tried it before the event. Among survey respondents (37 percent of 2007 event participants), 21 percent had never commuted by bicycle before participating in the event. Of those who had commuted by bicycle before, 12 percent did it more often following the event.

TPB Chairman David Snyder of the City of Falls Church amended the TPB proclamation to include a reminder to all members of the public the importance of safety in the context of the event. "I think this is an important reminder that while the whole Bike to Work program is extremely important from an environmental standpoint, safety is something that everyone needs to keep in mind."

In conjunction with the May 21 event, WABA also offers free "confident cycling" classes to help increase the safety and comfort level of bicycle commuters. In addition to its sponsorship and services provided for Bike to Work Day, Commuter Connections provides year-round support for bicycling commuters with free bike to work guides and an online bike route finder. Bicycling is also covered through the Guaranteed Ride Home Program.

Register for Bike to Work Day 2010 at waba.org or by calling (202) 518-0524. ♦

TPB RECEIVES BRIEFING ON MATOC

Securing future funding for the Metropolitan Washington Area Transportation Operations Coordination (MATOC) Program continues to be a priority for the TPB. At its April meeting, the TPB heard an update from MATOC Chair Mike Zezeski of MDOT on the status of the program. While the benefits of the program are undisputed, the future of the program relies on funding commitments from Maryland, Virginia, and the District of Columbia.

During his briefing, Mr. Zezeski provided an overview of the program's successes to date. He mentioned three major incidents managed by MATOC in March and April, including the Nuclear Security Summit of April 12 and 13 that brought scores of international leaders – and their motorcades – to the District. Mr. Zezeski also discussed a cost/benefit analysis of the program that is currently underway – the preliminary results of which indicate that the benefit-to-cost ration of the program is ten to one.

The challenge to sustaining the program lies in securing future funding. The current funding source for MATOC is expected to expire on June 30, 2010. Mr. Zezeski noted that the MATOC Steering Committee is hoping to extend this funding through September 30, 2010, and is also looking into additional funding sources. Some of these sources include pursuing federal aid through CMAQ funds, as well as an earmark made available by Congressman Ruppertsburger through the Federal Transit Administration.

But these sources of funding would not be enough to maintain operations at the existing level. According to TPB Chair David Snyder, “if we had \$400,000 from VDOT, and we had \$400,000 from DDOT and we have \$400,000 from MDOT, we would have the base budget” needed to sustain MATOC. So far, MDOT has committed to funding MATOC at this level. Both VDOT and DDOT are considering plans to follow suit. ♦

UPCOMING MAY AGENDA ITEMS

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

- Approval of an Amendment to the FY 2010-2015 Transportation Improvement Program (TIP) to Update Project Information on Use of New Federal Funding for the Washington Metropolitan Area Transit Authority (WMATA).
- Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2010 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2011-2016 TIP.
- Approval of the Scope of Work for the Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 TIP.
- Update on the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program, and Briefing on the “TIGER II” Grant Program Announced on April 26.
- Briefing on the Final Results for the “What Would It Take?” Greenhouse Gas Reduction Scenario.

- Status Report on TPB's “Conversation on Setting Regional Transportation Priorities,” May 26, 2010.
- Briefing on Proposed Response to the Request by Martz National Coach for Federal Assistance for Commuter Bus Service between Fredericksburg, VA, and Washington, DC.
- Briefing on the Strategic Plan for the Management, Operations, and Intelligent Transportation Systems (MOITS) Program.
- Overview of Local and Regional Transit Systems Serving the Washington Metropolitan Area.

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. ♦

Bids and Solicitations

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



CLR.P FINANCIAL ANALYSIS

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operate and preserve the existing system. He emphasized that “new projects are constrained by available revenues after [the TPB] looks at maintenance, operations and rehabilitation needs.” This fact may complicate another growing challenge, which is that congestion problems are anticipated to continue for both the region’s highway and transit systems.



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Another major consideration is the uncertainty regarding continuation of the Davis Bill. The Davis Bill, sponsored by Virginia Representative Tom Davis (R), provides \$1.5 billion in funding for Metro through 2020. The District of Columbia, Maryland, and Virginia have committed to providing the match to the \$1.5 billion. For the sake of the CLR.P financial analysis, it might have been assumed that the funding for Metro through the Davis Bill would extend beyond 2020. Since no local match has been identified, however, the federal and local “after 2020 Davis” revenues are not considered available, posing a major future funding shortfall for Metro and possible limitations to Metrorail performance and ridership.

Chris Zimmerman of the Arlington County Board emphasized that the immediate issue related to the Davis Bill is the fact that no federal funding has been appropriated for Metro beyond this first year. He added that, “it needs to be borne in mind that the [Metro funding] problem isn't just beyond 2020, because the next ten years the system has documented needs of about \$11.4 billion.”

Mr. Reno provided a variety of possible revenue solutions to the likely challenges facing the region. He cautioned, however, that there is not a “one-size-fits-all” solution. He said the region will likely need major enhancements to the traditional revenue sources for maintenance, preservation, and operation of the transportation network. Such enhancements would include tolling, pricing, fees assessed in specific benefit districts, and other types of direct fees related to specific projects. Mr. Reno noted that Maryland, Virginia, and the District all fall below the national average for the fuel tax. He said that some states levy the fuel tax at a variable rate, responding to price indices.

Nat Bottigheimer of WMATA suggested that the analysis should consider a range of measures of effectiveness for the transportation system. He suggested creating a methodology to “prioritize investments based on what they contribute to a set of regional outputs that we'd like to see, whether that's travel time savings, carbon reductions, or economic and real estate value created.”

The TPB will receive the Financial Analysis Report and a full briefing at the June 16 meeting. The TPB is federally required to conduct a thorough financial analysis of the CLR.P every four years. The CLR.P must be based on reasonably expected future revenues. ♦

TPB RECEIVES REPORT ON AFTER ACTION REVIEW OF REGIONAL SNOW RESPONSE

On April 5, two months after the culmination of one of Washington's snowiest winters, the Metropolitan Washington Council of Governments (MWCOG) hosted an after action leadership forum on the regional response to the unprecedented snowfall. The TPB received a briefing from MWCOG Executive Director, David Robertson, on the outcomes from the forum and next steps in preparing for the 2010-2011 winter season.

The forum examined the region's expectations and performance in clearing roadways and railways, and how well local, federal, and state government officials worked together to manage the response to the storms. The forum was aimed at reviewing area coordination and response and exploring opportunities for future improvement. The forum generated a list of the major next steps needed to improve the region's performance during major storms. These steps are outlined below:

Review and Revise Snow Plans: Request that each member jurisdiction review and revise its snow response plan to incorporate many of the lessons learned during the blizzards of 2010, including plans for snow accumulation above 15 inches.

Uniform Parking Practice and Coordination: Encourage member jurisdictions to adopt uniform parking practices during major snow storms to facilitate snow clearance.

Communications and Public Messaging: Request that the region's Public Information Officers develop public messages to improve communication about safety, health concerns, travel, sidewalk clearing, and power outages during snow emergencies. Messaging for non-English speakers and addressing cultural differences is also needed.

Regional Pool of Equipment and Staff: Assess the feasibility of establishing a pool of all-hazards equipment and staff, including the support of contractors, to handle extended operations during snow storms.

Develop Federal Aid Agreements in Advance: Determine and set agreements for the kinds of federal assistance that can be requested and/or expected during snow emergencies.

Re-Commitment to Teleworking: Encourage local governments and businesses to increase the capability for employees to telework, especially during weather emergencies, to reduce the cost of shutting down the government and businesses.

Appeal of FEMA's 48-Hour Rule: Request federal review of this rule, which says the government will only reimburse jurisdictions for snow removal during a designated 48-hour period when a record or near-record snowfall impacts a state and the President issues a disaster declaration.

Mr. Robertson said that relevant committees and COG staff will follow up on the recommendation, providing the COG Board with periodic updates. ♦

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



2010 CLR P UPDATE

(Continued from page 1)

of Columbia Department of Transportation (DDOT), which has proposed four new projects at a total cost of almost \$350 million. These projects include additional segments of the DC Streetcar system and access improvements to the St. Elizabeth's campus – the future home of the Department of Homeland Security. Also included are a pilot project of protected bike lanes in downtown DC and a streetscape project on Wisconsin Avenue NW in Glover Park that will both result in a reduction in the number of lanes for automobile traffic.

“We feel comfortable moving forward with these dedicated cycling facilities on these streets,” said Karina Ricks of DDOT, speaking to the pilot project of bike lanes in downtown DC. She said that DDOT has reviewed the traffic operations on the corridors themselves, and also on the intersecting streets to determine what might happen to traffic flows on the perpendicular corridors. Ms. Ricks added that for a series of these corridors, particularly 15th Street, Pennsylvania Avenue, and the L and M Street corridors, DDOT has conducted traffic simulations, crash assessments, and congestion forecasting.

The second set of proposed updates to the 2010 CLR P includes regionally significant projects that have either changed in scope,

been delayed by ten years or more, been removed from the CLR P, or reduced to “study” status. The District of Columbia has not delayed or removed any regionally significant projects for the 2010 CLR P update. The Maryland Department of Transportation (MDOT) has proposed to delay three projects, and remove five projects from the CLR P. The Virginia Department of Transportation (VDOT) is requesting a change to a significant project, the Tri-County Parkway, extending it an additional four miles in Loudoun County to US-50. VDOT has also proposed to delay five projects and remove 12 projects from the Plan.

Lyn Erickson of MDOT said that while MDOT may be delaying or removing some projects from the CLR P, she said that MDOT, “decided to focus more funding on transit. We are fully funding WMATA.” She added that MDOT is directing \$700 million to MDOT’s MARC growth and investment plan, \$1.2 billion to the Corridor Cities Transitway, and \$1.8 billion to the Purple Line. Ms. Erickson noted that the “investment in transit comes at the expense of some of our highway projects,” and said that MDOT worked with local partners to ensure collaboration on the projects proposed for delay or removal.

(Continued on the next page)

OTHER APRIL AGENDA ITEMS

The TPB’s April 21 meeting also covered the following items:

- Briefing on the Washington Regional Transportation Planning Process Certification Review.
- Briefing on the Regional Street Smart Pedestrian and Bicycle Safety Education Campaign.
- Update on the TPB Regional Priority Bus Project under the Transportation

Investments Generating Economic Recovery (TIGER) 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. ♦

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“TPB News” at www.mwcog.org/transportation

Members of the public are encouraged to comment on the proposed changes to the transportation plan by May 15, 2010, at www.mwcog.org/transportation/public/. The TPB will vote on the changes to the CLRP at the May 19 TPB meeting. TPB staff will then conduct an annual air quality analysis to ensure that the proposed projects do not prevent the region from meeting its air quality improvement goals in the decades ahead. Once the air quality conformity analysis is complete, the

projects, the results of the conformity analysis, and the FY 2011-2016 TIP will be released for a final 30-day comment period, currently scheduled for October 15 through November 14, 2010. The TPB is scheduled to approve the TIP and CLRP on November 17, 2010.

For more information about the projects proposed for inclusion in the 2010 CLRP, visit www.mwcog.org/clrp. ♦

Significant Additions to the CLRP

District of Columbia

I. DC Streetcar Project

This project would build three new segments of a larger streetcar network that is currently being planned by DDOT. These new segments will complement the initial Anacostia segment which was added to the CLRP in 2006 and is currently under construction. The streetcars will share a lane with automobile traffic and will run every 10 minutes. The three proposed segments are:

- Continuation of the Anacostia Line along Martine Luther King, Jr. Avenue, SE (0.5 miles, complete 2012).
- H Street/Benning Road, NE (2 miles, complete 2012).
- Benning Road, NE (1.8 miles, complete 2015).

Complete: 2012, 2015
Cost: \$183.8 million (capital), \$4.8 million (operating cost per year).
Source: GO bonds, FTA/Urban Circulator Program Capital Grant.

2. Bike Lane Pilot Project

This pilot project will add barrier-protected bike lanes on five streets in downtown DC: 9th Street, NW, 15th Street, NW, L Street, NW, M Street, NW, and Pennsylvania Avenue, NW. The bike lanes will be protected from automobile traffic by either a lane of parking or buffer zone.

Complete: 2010
Cost: \$1.2 million
Source: Local funding

3. St. Elizabeth’s Access Improvements

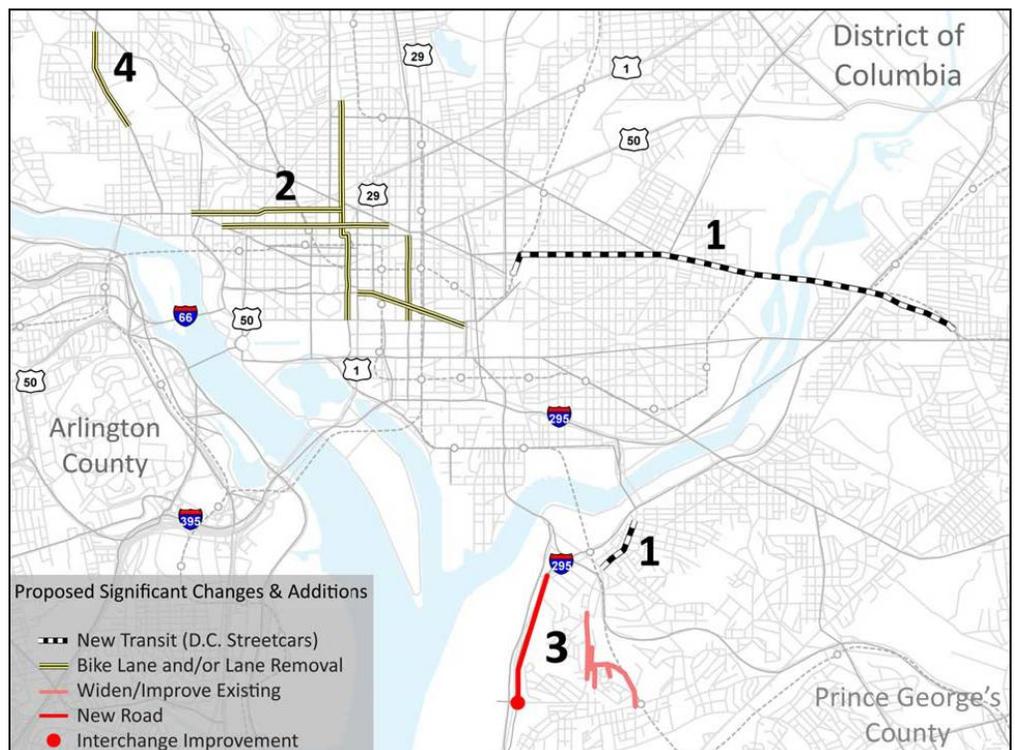
The proposed project includes a series of five improvements to address the increased traffic expected when the Department of Homeland Security moves to the campus.

Complete: 2016
Cost: \$158.2 million
Source: Federal funding

4. Glover Park Streetscaping/Wisconsin Avenue Reconfiguration

Wisconsin Avenue, NW will be reconfigured from six lanes to four lanes with a center left-turn lanes from 34th Street, NW, to Garfield Street, NW. The purpose of this project is to improve the streetscape of the Glover Park commercial district and to address pedestrian and vehicular safety.

Complete: 2011
Cost: \$4.7 million
Source: General obligation bonds and federal funding.





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.).

May 2010

- 6 Freight Subcommittee (1 pm)
- 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 (10 am)
- 12 Car Free Day Steering Committee (11:30 am)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 TPB Scenario Study Task Force (10:30 am)
- 19 Transportation Planning Board (noon)**
- 21 Bike to Work Day (35 regional locations)
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Travel Management Subcommittee (9:30 am)
- 25 Annual Public Transit Forum (11 am)
- 27 Aviation Technical Subcommittee (10:30 am)

June 2010

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 MOVES Task Force (10 am)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Ridematching Committee (10 am)
- 15 Regional TDM Marketing Group (noon)
- 15 TDM Evaluation Group (2 pm)
- 16 TPB Scenario Study Task Force (10:30 am)
- 16 Transportation Planning Board (noon)**
- 22 Travel Management Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)
- 23 Regional Taxicab Regulators Task Force (1 pm)

July 2010

- 8 Freight Subcommittee (1 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 TPB Scenario Study Task Force (10:30 am)
- 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)



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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