



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, June 15:

- Approval of the CY 2011 Job Access Reverse Commute (JARC) and New Freedom Projects
- Approval of a Scope and Process to Develop a TPB Regional Transportation Priorities Plan

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

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TPB news

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JUNE 2011

LAUNCH OF DISTRICT'S FIRST WHEELCHAIR ACCESSIBLE TAXIS

“Today we celebrate the launch of an important transportation option for people with disabilities,” said Muriel Bowser, District of Columbia Councilmember and TPB Chair on May 12 at an event marking the initiation of full service for the District’s first wheelchair accessible taxicab pilot project, *rollDC*. Bowser continued, “for the first time, the District has wheelchair accessible taxi service available, providing unlimited access to transportation 24 hours a day, 7 days a week, for people using wheelchairs.”



TPB Chair Muriel Bowser, Richard Devylder of USDOT, and Bobby Coward of the TPB’s Access for All Advisory Committee at the May 12 launch of *rollDC*.

The National Capital Region Transportation Planning Board’s (TPB) launch of *rollDC* caps the successful testing phase of the program that saw a seven-fold increase in use. *rollDC*’s full service includes a fleet of 20 accessible taxicabs, provided by Royal Cab and the Yellow

Cab Company of D.C., to serve people with disabilities using wheelchairs in the District of Columbia.

(Continued on page 4)

TPB RECEIVES BRIEFING ON FEDERAL CERTIFICATION REVIEW

The TPB received commendations on several of its products, processes, and methods of analysis along with some recommendations for improvement in a recently completed federal Planning Certification Review, which was jointly conducted by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

At its May meeting, the TPB received a briefing from Melissa Barlow of FTA on the Transportation Planning Certification Review of the metropolitan transportation planning process for the DC-VA-MD transportation management area (TMA). Among other commendations, Barlow praised the

(Continued on page 6)

RECORD NUMBER PARTICIPATE IN 2011 BIKE TO WORK DAY

On May 20, 11,000 commuters chose to ride a bicycle to work and participate in Bike to Work Day 2011. The impressive turnout represented the highest registration level in the regional event's history and helped to spread the message of finding alternatives to driving in single-occupant vehicles.

The goal for Bike to Work Day 2011 was to increase participation by ten percent to

10,100, which was handily exceeded. Organizers also added 15 new pit stop locations for a total of 49 pit stops throughout the District of Columbia, Maryland, and Virginia, from Frederick County to Prince William County. The pit stops welcomed individual cyclists and bicycling convoys with prizes, food, and entertainment.

Nicholas Ramfos, Director of Commuter Connections, sees the continued success of this event as affirmation of the region's commitment to helping reduce roadway congestion and improve air quality. "Bicycling to work is one of the many options that commuters can turn to for a better and more healthy trip to work. Bike to Work Day continues to challenge commuters to consider alternatives to driving."

Bike to Work Day 2011 was coordinated by Commuter Connections and the Washington Area Bicyclist Association (WABA) and was attended by dozens of state, local, and federal dignitaries and elected officials who spoke to crowds at the 49 pit stop celebrations across the region. ♦

District of Columbia
Mayor Vincent Gray
speaks to Bike to Work
Day participants at the
pit stop at Freedom Plaza
in Washington, DC.



OTHER MAY AGENDA ITEMS

The TPB's May 18 meeting also included the following items:

- Distribution of Draft Research Report for the WMATA Governance Work Group (GWG).
- Notice of Proposed Amendments to Update Projects and Funding in the Virginia Section of the FY 2011-2016 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. ♦

Bids and Solicitations

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

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"TPB News" at www.mwcog.org/transportation

TPB RECEIVES BRIEFING ON REGIONAL PRIORITY SETTING EFFORT

At its May 18 meeting, the TPB received a briefing on the draft scope of work and process to develop a Regional Transportation Priorities Plan. The development of the scope of work was led by the TPB Priorities Plan Scoping Task Force, which had met four times since the TPB established the group following a recommendation that came out of the May 16, 2010 Conversation on Setting Regional Transportation Priorities.

The task force defined the purpose of a Regional Priorities Plan to be:

- Identify 10-15 regional priorities above and beyond the CLRP that the TPB and the region can get behind;
- Provide a source of specific programs and projects for discretionary funding opportunities like TIGER; and
- Include both long-range and immediate priorities that address regional goals and performance measures.

The TPB will actively solicit public comment and involvement through outreach activities woven throughout a two-year development process.

Scope of Work for the Regional Transportation Priorities Plan

The Scope of Work for the Regional Priorities Plan includes three tasks:

Task 1: Reaffirm regional goals and agree upon performance measures.

Task 2: Determine regional challenges and strategies to address them.

Task 3: Develop regional priorities, both funded and unfunded.

The proposed schedule for the Plan anticipates that tasks one and two will be conducted through the Spring of 2012, that task three will be conducted through June 2013 and that a final report will be completed by August 2013. The TPB will be asked to approve the scope of work and process for the Regional Priorities Plan at its June 15 meeting. ♦

UPCOMING JUNE AGENDA ITEMS

The TPB's June 15 agenda is expected to include the following items:

- Amendment to Update Projects and Funding in the Virginia Section of the FY 2011-2016 TIP.
- Approval of CY 2011 Job Access Reverse Commute (JARC) and New Freedom Projects.
- Approval of a Scope and Process to Develop a TPB Regional Transportation Priorities Plan.
- Briefing on Final Research Report for the WMATA Governance Work Group (GWG).
- Briefing on the Draft Air Quality Conformity Analysis of an Amendment to the 2010 CLRP to Modify the I-95/I-395 HOV/HOT Lanes Project and Add a Ramp from the HOV Lanes of I-395 to Seminary Road.
- Briefing on WMATA's Regional Transit System Plan (RTSP).

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. ♦

FIND THE TPB ON FACEBOOK



Are you interested in getting up-to-date information about the TPB? Find us on Facebook! Search *National Capital Region Transportation Planning Board* and "Like" our page. You can find images of recent events, links to relevant and interesting information, and more!

WHEELCHAIR ACCESSIBLE TAXIS

(Continued from page 1)

rollDC is a curb-to-curb service for people who use standard-size wheelchairs or scooters and cannot use traditional taxi sedans. Trips may be reserved up to a week in advance, the accessible taxis can accommodate up to four passengers in addition to the person using the wheelchair, and rates for the accessible taxi service are the same as those for traditional taxi services in D.C.



Bobby Coward of the TPB's Access for All Advisory Committee tests one of the 20 wheelchair accessible taxis now available in the District of Columbia.

The testing phase for this project showed the demand for the accessible taxi service is growing—from 49 trips in March of 2010 to 349 trips in March of 2011. The 20 accessible taxis owned by Yellow Cab Company of D.C. and Royal Cab provide priority service to riders using wheelchairs and are easily reached by phone or through web sites. (Call 202-398-0500 or go online at www.dctaxionline.com

for Royal Cab; call 202-544-1213 or go online at www.dcyellowcab.com for the Yellow Cab Company). If the wheelchair taxis for one company are busy, a trip request will be immediately transferred to the other company.

It is estimated that 3.3 million Americans 15-years of age or older use wheelchairs—including more than 12,000 District residents. Wheelchair accessible taxi programs like **rollDC** exceed the requirements of the Americans with Disabilities Act (ADA) and achieve greater access for persons with disabilities using wheelchairs. The project is part of a national trend in cities across the country of investing in wheelchair accessible taxis.

Richard Devylder, Senior Advisor for Accessible Transportation at USDOT said, “A transportation system that provides service for people with disabilities also provides them with enhanced opportunities to pursue employment, education, essential services and the American dream. The Department of Transportation remains committed to improving everyone’s access to transportation and is proud to have helped fund **rollDC**.” **rollDC** was also featured on US Secretary of Transportation Ray LaHood’s official blog, FastLane.

During the dedication event, Bobby Coward, Executive Director at Direct Action, Inc, and a member of the TPB’s Access for All Committee, was recognized for his efforts in bringing wheelchair accessible taxis to Washington. “**rollDC** is a triumph for people with disabilities living in or visiting Washington D.C. It will help to make our nation’s capital more accessible for people using wheelchairs as well as for their friends and families,” Coward said.

While the TPB led the implementation of the project, the Federal Transit Administration (FTA) provided a \$1 million New Freedom Grant, under a grant program that provides funding to improve access to transportation for people with disabilities. The DC Taxicab Commission provided \$200,000 in matching funds; and Yellow Cab Company of D.C. and Royal Cab dedicated private funds and other resources to the pilot project. The DC Office of Disabilities Rights provided guidance on the project. Twenty professionally trained DC taxi drivers now deliver the accessible taxi service 24/7. While the service is expected to continue after the pilot project ends in July 2012, additional subsidies may be necessary.

For more information on the project, including a User’s Guide and an online customer satisfaction survey, go to www.tpbcoordination.org. ♦

TPB AMENDS CLRP FOR MARYLAND PROJECTS

The TPB approved at its May 18 meeting a request by the Maryland Department of Transportation (MDOT) for an amendment to the 2010 Constrained Long-Range Transportation Plan (CLRP) to update the cost estimate to \$1.925 billion for the Purple Line. The update was needed to ensure that the schedule for the Federal Transit Administration (FTA) New Starts Application can be met.

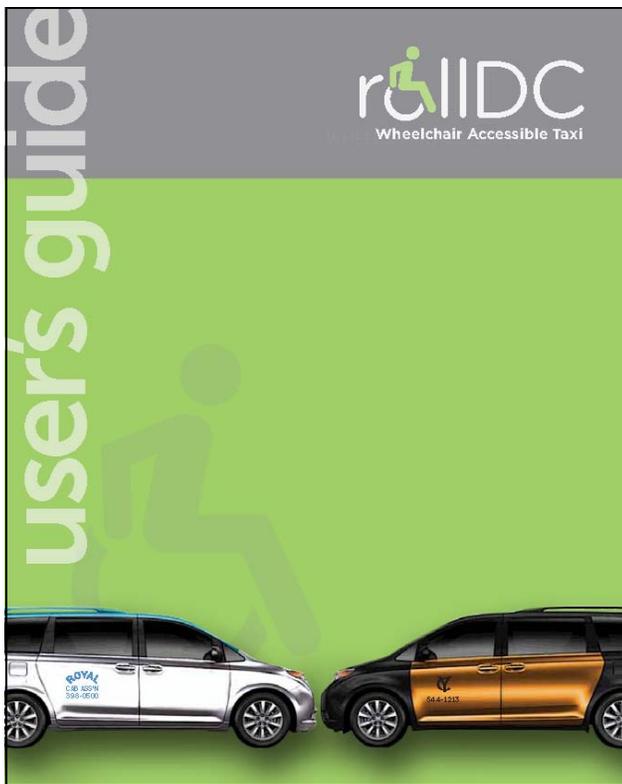
The Purple Line, a 16.3-mile light rail line that will connect Bethesda in Montgomery County to New Carrollton in Prince George’s County, was added into the CLRP in July 2009 with a cost estimate of \$1.79 billion.

MDOT representatives said the cost increase is due to three factors: the schedule for the Purple Line opening changes from 2018 to 2020, causing an increase of \$104 million due to cost escalation; the scope and design of the project continue to be refined as construction draws closer, resulting in an increase of \$13 million; and MDOT is now using a more conservative cost escala-

tion rate than when the project was added to the CLRP, resulting in an increase of \$18 million.

The TPB also approved an amendment to the FY 2011-2016 Transportation Improvement Program (TIP) as requested by MDOT to add funding for the construction of an interchange at I-95 and Contee Road, located just north of the future Intercounty Connector (ICC)/I-95 Interchange. Construction funding became available as a result of a three-party agreement between MDOT, Prince George’s County, and the Konterra developer.

Some TPB members expressed concern that the Konterra development, which will rely on the ICC and I-95 for access, does not have ample public transit options. Rodney Roberts of the City of Greenbelt said, “projects that only rely on roads are a bad idea today.” In response to this comment, Prince George’s County said it is working with the Maryland Transit Administration to identify possible transit connections as part of the proposed ICC bus service. ♦



The User’s Guide for the roIIDC program contains information about using the wheelchair accessible taxicabs, as well as a survey (right) that enables customers to provide feedback on the program.

survey

Please answer questions based on your most recent trip on the Wheelchair Accessible Taxi

1. What was the **main** purpose of your trip? (Check only one)
 - Riding to/from work
 - Other work-related trip
 - Going to/from school
 - Shopping
 - Health (doctor, hospital, clinic, pharmacy)
 - Other personal business
 - Going out or entertainment
 - Visiting a friend or a relative
 - Other: _____
2. Which taxi company did you use?
 - Royal Cab
 - Yellow Cab of DC
3. How did you contact the taxi company?
 - Called the company
 - Reserved the trip using the website
 - Called the taxi driver directly on his cell
 - Hailed the taxi on the street (SKIP TO Q5)
4. How long did you wait for your taxi?
 - 30 minutes or less
 - Between 30 and 60 minutes
 - More than 60 minutes
5. What type of mobility device did you use?
 - Power wheelchair
 - Scooter
 - Manual wheelchair
 - Other: _____
6. Please rate the service using a scale of “1” to “5” where “1” means poor and “5” means excellent:
 - _____ The taxi company call-taker was helpful and courteous.
 - _____ Driver fastened lap and shoulder belts in a professional manner.
 - _____ The driver provided a safe trip.
 - _____ The driver was courteous.
 - _____ My mobility device fit comfortably in the taxi.
 - _____ My mobility device was well-secured in the vehicle.
7. What is your overall opinion of the service you received on this trip?
 - poor fair good
 - very good excellent
8. How did you **first** learn about the service?
 - News reports (newspaper, radio)
 - Friend, family, co-worker, word of mouth
 - Saw the wheelchair accessible taxis driving around
 - A website: _____
 - Other: _____
9. Are you a...?
 - DC metropolitan area resident
 - Tourist/visitor to DC

Comments:

FEDERAL CERTIFICATION REPORT

(Continued from page 1)

TPB for thorough air quality conformity analysis and its efforts to link air quality with regional planning; for mapping all of its CLRP projects using Google Earth; for its comprehensive and proactive approach to modeling and conformity analysis; and for its livability initiatives, including the Scenario Study and the Transportation/Land-Use Connections Program.

The TPB also received recommendations aimed at providing greater clarity in some areas of its work. One recommendation with regard to financial planning and fiscal constraint is to increase transparency through improved documentation in order to make analysis and results more comprehensible to the public. Other recommendations focused on enhancing the TPB's public participation plan and practices.

The federally required Planning Certification Review is an in-depth assessment of planning processes and planning-related documents, such as the TIP and CLRP. Per requirements outlined in SAFETEA-LU, FTA and FHWA conduct this review every four years to ensure compliance with federal planning regulations. In general, Planning Certification Reviews include site visits and intensive document review for transportation management areas (TMAs) around the country.

In this region, a portion of the DC-MD-VA TMA urbanized area is in northern Stafford County, which falls into the boundary of the *Fredericksburg Area Metropolitan Planning Organization (FAMPO)*. A 2004 agreement between TPB and FAMPO designates FAMPO as responsible for certain planning requirements within its portion of the TMA. Consequently, this certification review also involved FAMPO,

and was conducted in two parts over several months.

Like the TPB, FAMPO received several federal commendations, including the quality production of its long range plan and explanation of TIP purpose, and its noteworthy outreach practices which involve capturing demographic data of citizens participating in planning workshops. FTA and FHWA also issued several recommendations, including that TPB and FAMPO should coordinate their planning process and products to align with the 2004 agreement, or revise the agreement as necessary. FHWA and FTA also provided corrective actions for FAMPO to formalize certain elements of its TIP process within three months, and to address some outstanding issues relating to Title VI and Environmental Justice within 12 months.

Ultimately, the Federal Certification Review certified the TPB with conditions, and full certification is expected within 18 months. In the meantime, TPB and FAMPO continue to work together to address the corrective actions and recommendations from the review. Reflecting on the information provided in Barlow's briefing, Chair Bowser stated that the TPB is "very pleased that the balance of the report is really very positive, and points to some innovative things that this board and the staff have been doing." ♦



**U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration**

**"The balance of the report is really very positive, and points to some innovative things that this board and the staff have been doing."
- TPB Chair
Muriel Bowser**

2011 PRIORITIES FOR BUS SERVICES IN THE WASHINGTON REGION

On May 18, the TPB received a presentation on the 2011 Regional Priorities for Bus Services from Julie Hershorn of WMATA, chair of the TPB’s Regional Bus Subcommittee.

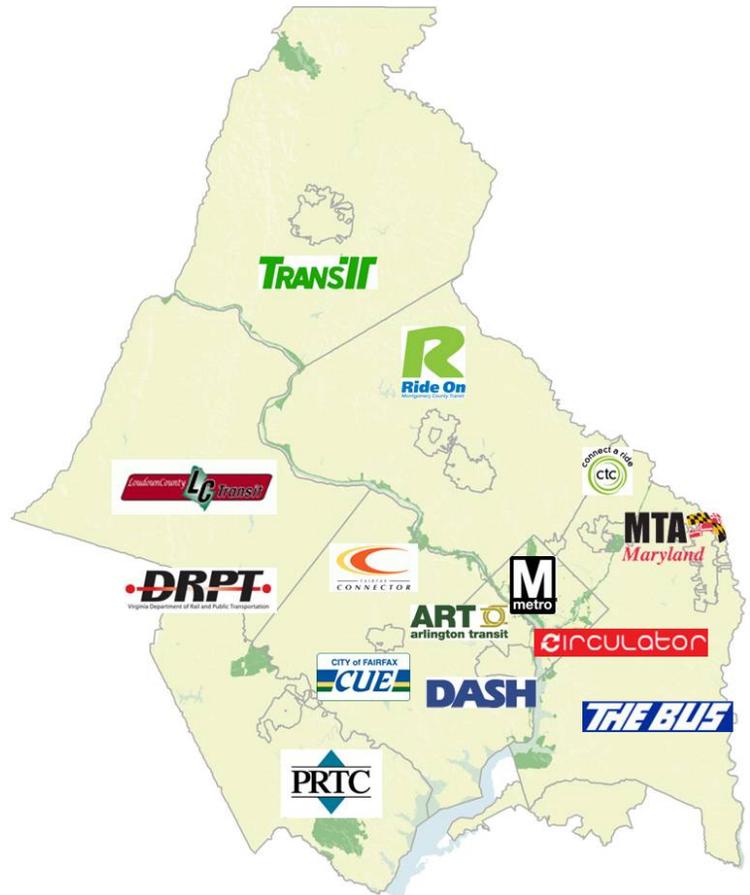
The Subcommittee updated its regional priorities in 2011, focusing on eight major themes that meet regional bus customer and agency needs:

1. Serving Customers
2. Connecting the Region
3. Bottlenecks and Hot Spots – Bus Access to Regional Hubs / Activity Centers
4. The DC Core – Downtown DC Bus Center & Bus Stops
5. Regional Transit and Intermodal Transfer Centers
6. Providing the Fleet – Bus Facilities
7. Service Needs and Changes
8. Federal Relocation & BRAC

Hershorn highlighted several of the themes, noting that federal relocation and Base Realignment and Closure (BRAC) will change the commuting dynamics of a lot of people across the region. She also said that bus operators have been receiving more requests for increased Saturday and reverse commute service.

Hershorn said buses play a critical role in mobility in the Washington region. Each day buses provide about 650,000 trips for riders throughout the region, accounting for 39 percent of all regional transit trips. While most of those trips are still taken on Metrobus, almost a third of them are now provided by local and commuter buses, making coordination among bus providers critical for service provision in the region. ♦

The map below shows the major bus operators in the Washington Region.



TPB Alphabet Soup

AFA	Access for All Committee
ARRA	American Recovery and Reinvestment Act of 2009
CAC	Citizen’s Advisory Committee
CLRP	Constrained Long-Range Transportation Plan
COG	Metropolitan Washington Council of Governments
DDOT	District Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
NVTA	Northern Virginia Transportation Authority
RMAS	Regional Mobility and Accessibility Scenario Study
TIP	Transportation Improvement Program
TLC	Transportation/Land-Use Connections Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority



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.).

June 2011

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 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)
- 15 Transportation Planning Board (noon)**
- 21 Commuter Connections Ridematching Committee (10 am)
- 21 Regional TDM Marketing Group (noon)
- 22 Regional Taxicab Regulators Task Force (1 pm)
- 28 Regional Bus Subcommittee (noon)

July 2011

- 7 TPB Access for All Advisory Committee (noon)
- 7 Freight Subcommittee (1 pm)
- 8 TPB Technical Committee (9 am)
- 8 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 13 Car Free Day Steering Committee (11:30 am)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 Employer Outreach Committee (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 TDM Evaluation Group (2 pm)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)
- 28 Aviation Technical Subcommittee (10:30 am)

September 2011

- 8 Human Service Transportation Coordination Task Force (noon)
- 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 Bike to Work Day Steering Committee (10 am)
- 14 Car Free Day Steering Committee (11:30 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 16 TLC Regional Peer Exchange Network Forum
- 20 Regional TDM Marketing Group (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle & Pedestrian Subcommittee (1 pm)
- 20 Ridematching Committee (2 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 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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