



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, June 16:

- Approval of Projects for Funding under the JARC and New Freedom Programs
- Approval of Submission of a "TIGER II" Pre-Application for a Regional Bike Sharing Project

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

INSIDE THIS ISSUE
OF *TPBnews*:

Robert Snead Retires After 36 Years	2
Other May Agenda Items	2
Conversation on Setting Regional Transportation Priorities	3
Annual Public Transit Forum	5
Upcoming June Agenda Items	5
Calendar of Events	8

TPB news

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CLR P SUBMISSIONS APPROVED

The TPB had little discussion before approving the project submissions for the 2010 CLR P and 2011-2016 TIP, as Board members resigned themselves to another year of project deletions and delays due to lack of funds.

At its May 19 meeting, the TPB voted unanimously to approve the project submissions and the scope of work for the air quality conformity assessment for the 2010 Constrained Long-Range Transportation Plan (CLR P) and the FY 2011-2016 Transportation Improvement Program (TIP). A

more detailed description of the project submissions was contained in the May 2010 TPB News, and the proposed changes to the region's transportation plan as well as comments received can be viewed at www.mwcog.org/clrp.

Some TPB members used the occasion to draw further attention to the impact that funding shortages are having on the region's transportation system. They called funding for area highway and transit projects inadequate and warned that the

(Continued on page 4)

"WHAT WOULD IT TAKE?" SCENARIO WRAPPED UP

On May 19, 2010, TPB staff member Monica Bansal presented the final results of the "What Would It Take?" analysis in separate briefings to the TPB and its Scenario Study Task Force.

The scenario focuses on achieving aggressive regional climate change goals in the transportation sector. The analysis featured the first mobile CO₂ emissions baseline inventory for the region, developed in light of the latest federal CAFE standards and

regional measures that have been introduced for other purposes. The inventory forecasts that cumulative emissions between 2010 and 2030 will be 17.9 percent below what they would have been without the new CAFE standards and other regional measures, with the bulk of the difference due to the more stringent federal fuel economy standard. This still leaves a shortfall of a 15.6-percent reduction in cumulative 2010-2030 emissions to be achieved if COG's jurisdictions are to hit their collective 2030

(Continued on page 6)



What Would it Take?

Transportation and Climate Change in the National Capital Region

ROBERT SNEAD RETIRES AFTER 36 YEARS

Robert Snead (foreground) of TPB staff received a standing ovation for his 36 years of service to the Transportation Planning Board.

Robert Snead was succinct in his remarks to the TPB after a warm ovation from TPB members, staff, and attendees. “Thank you very much,” said Snead, who will retire on June 11 after 36 years of service to the TPB and the Metropolitan Washington Council of Governments (MWCOCG).

Chair Snyder provided a summary of Snead’s career at MWCOCG, recognizing

much of the technical work completed by Snead and his team as often unnoticed by the general public and the TPB, but nonetheless vital to the regional and project planning studies the TPB undertakes each year.

Snead joined the Council of Governments in 1972 as a temporary employee after serving active duty in Viet Nam. After becoming a full time employee in 1974, Snead moved steadily through the TPB’s ranks to his current position as a Principal Transportation Engineer. In recent years, he has served as manager of the TPB’s network development process; detailed highway and transit networks are key inputs to the regional travel demand forecasting process.

Snead will be sorely missed not only because of his unparalleled institutional knowledge of the region’s transportation systems and his dedication to the TPB’s mission, but also because of his patient and cooperative demeanor in working with TPB staff and staff members of numerous TPB member agencies.

Chair Snyder closed his remarks by thanking Snead for his contributions to the region and wishing him all the best in his future endeavors. ♦



OTHER MAY AGENDA ITEMS

The TPB’s May 19 meeting also covered the following items:

- Briefing on Proposed Response to the Request by Martz National Coach for Federal Assistance for Commuter Bus Service between Fredericksburg, Virginia, and Washington, DC.
- Briefing on the Strategic Plan for the Management, Operations, and Intelligent Transportation Systems (MOITS) Program.
- Notice of Proposed 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).

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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CONVERSATION ON SETTING REGIONAL TRANSPORTATION PRIORITIES

On May 26, 2010, the TPB hosted an interactive event called the Conversation on Setting Regional Transportation Priorities, which featured context-setting presentations and interactive discussion of regional transportation challenges, opportunities, and possibilities for enhancing the process of setting and implementing regional priorities.

The invitation-based event was held at the Hyatt Regency on Capitol Hill and included members of the TPB, Technical Committee, Citizens Advisory Committee (CAC), and Access for All (AFA) Advisory Committee. Members of the public also attended. Former TPB Chair Peter Shapiro provided formal facilitation services throughout the Conversation.

The impetus for the event was a request by the CAC for the TPB to consider the idea of developing a “Regional Priorities Plan” that would serve as a financially-unconstrained regional vision for transportation investment. Envisioned as a “mini-retreat,” the Conversation provided a rare opportunity for elected officials, professional transportation and planning staff, and involved citizens to sit down at the same table to discuss the region’s transportation planning process.

The event commenced with three context-setting presentations, which provided an overview of regional transportation challenges and new opportunities. These

presentations were delivered by TPB Chair David Snyder (right), TPB Second Vice Chair Todd Turner, and Department of Transportation Planning Director Ron Kirby, who spoke in place of TPB First Vice Chair Muriel Bowser. Following this overview, Maureen Budetti, CAC Chair, presented the case for developing a regional transportation priorities plan, which has been advocated by the CAC.



The event then transitioned to a series of concurrent interactive conversations. Each of seven tables engaged in a 60-minute focused conversation based off of one main question and three supplemental questions:

What would a regional transportation priorities plan mean?

- How do we understand the current process?
- What are the reasons to change?
- What are the options for change?

After an hour, each table was encouraged to spend a final 15 minutes discussing potential next steps.

Each table-top conversation was guided by a designated discussion leader (TPB member), and a scribe (TPB staff member) took notes at each table. Three additional TPB staff members compiled and summarized in real time the information captured by the table scribes as the conversation occurred. TPB Chair Dave Snyder concluded the event by reporting salient points from the Conversation in a plenary session. Participants were also invited to offer final comments.

TPB staff will report on the event at the June 16 TPB meeting, and the Board will subsequently consider options for further action that arose from the discussions at the event. ♦



Participants discussed several questions and provided real-time feedback summarized by Chair Snyder at the end of the event.



2010 CLR P UPDATE

(Continued from page 1)

region's transportation system will experience lower levels of service unless governments identify more revenue.

"We are making the most of what we have and trying to maximize every dollar on all modes of transportation," said TPB Chair and Falls Church Council Member David Snyder.

Alexandria Vice Mayor Kerry Donley noted the number of projects being delayed and removed from the plan because of an unwillingness or inability to fund transportation. "We need an adequate funding strategy for the region," he said.

Jane Posey, a Senior Transportation Engineer on TPB staff, also clarified for the Board that current funding for maintaining the Metro system past 2020 is inadequate. Because of this, the TPB Travel Demand Model must assume Metro will reach peak capacity in the region's core in ten years, which will limit the number of transit trips and increase highway congestion.

TPB Member Chris Zimmerman of Arlington County noted the Metro system's \$3 billion shortfall for future maintenance. He said "funding is not sufficient for the transit agency to be able to do what people expect it to do."

Despite the lack of any large new projects among the submissions, the package was not completely without controversy. Among the projects proposed for inclusion in the

CLR P and TIP was a pilot project of bike lanes along Pennsylvania Avenue in Downtown D.C. In contrast with typical bike lanes striped on the outside of automobile travel lanes, these bike lanes are in the middle of the corridor and are controlled by separate signals to prevent conflicts with left-turning vehicles at intersections. Because implementation of the lanes has the potential to reduce capacity for vehicular traffic through the corridor, some advocates for motorists have expressed concern.

Positions for and against the planned lanes were represented during public comment at the May 19 meeting, as both Eric Gilliland of the Washington Area Bicyclists Association and Lon Anderson of the American Automobile Association - Mid-Atlantic outlined their respective support and opposition. Later during the meeting, Department of Transportation Planning Director Ronald Kirby noted that of the 351 comments received by the TPB regarding the project submissions, 342 were in support of the bike lanes.

Kirby also noted that the TPB received letters from the City of Bowie and from the Loudoun County Chamber of Commerce expressing concern about specific projects that are being delayed at this time relative to the plan that we had last year, and said that the delays are the result of the mismatch between revenues and needs.

TPB staff will now begin an 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 along with 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 CLR P on November 17, 2010. ♦

Bids and Solicitations

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

ANNUAL PUBLIC TRANSIT FORUM

The 21st Annual Public Transit Forum convened on Tuesday, May 25, at the COG offices.

This regular event is designed to bring together private- and public-sector transit providers and planners to learn about new transit activities in the region's jurisdictions and related contracting opportunities.

This year's forum featured a presentation by Hal Morgan of the Taxicab, Limousine, and Paratransit Association (TLPA), a national organization representing transportation operators. Morgan told the Forum audience about the results of a cooperative effort between TLPA and the Federal Transit Administration (FTA) to develop resources to help private providers get involved in the transportation planning process.

Morgan also shared with participants some information about efforts of the Transportation Efficiency Coalition, of which TLPA is a member, to advocate for the interests of transit providers during the ongoing federal transportation authorization process. The Transportation Efficiency Coalition's legislative priorities include increased funding of federal transit programs and provisions to ensure adequate participation by public and private transit providers in the transportation planning process.

In addition to Morgan's presentation, TPB staff member Andrew Austin summarized for the Forum audience the transportation project submissions for the 2010 CLRP.

Beth Newman of TPB staff gave a presentation on private provider involvement in the TPB-administered Job Access Reverse Commute (JARC) and New Freedom Programs in the Washington Region. In particular, she described the D.C. Accessible Taxicab Project funded through the New Freedom program.

More than 30 participants attended the forum. Robert Werth, President of Diamond Transportation and chair of the TPB Private Provider Task Force, will report on the forum at the June 16 TPB meeting. ♦



Hal Morgan of the Taxicab, Limousine, and Paratransit Association (TLPA) spoke to attendees of the Annual Public Transit Forum about a guidebook developed through a collaboration between TLPA and the Federal Transit Administration.

UPCOMING JUNE AGENDA ITEMS

The TPB's June 16 agenda is expected to include the following items:

- Approval of an Amendment to the FY 2010-2015 TIP to Update Project Information on Use of New Federal Funding for the Washington Metropolitan Area Transit Authority (WMATA).
- Approval of Projects for Funding under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA).
- Approval of Submission of a "TIGER II" Pre-Application for a Regional Bike Sharing Project.
- Approval of a TPB Response to the Request by

Martz National Coach for Federal Assistance for Commuter Bus Service between Fredericksburg, VA, and Washington, DC.

- Approval of the Strategic Plan for the Management, Operations, and Intelligent Transportation Systems (MOITS) Program.
- Report on the "Conversation on Setting Regional Transportation Priorities."
- Update on the 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. ♦

WHAT WOULD IT TAKE?

(Continued from page 1)

reduction target for the transportation sector.

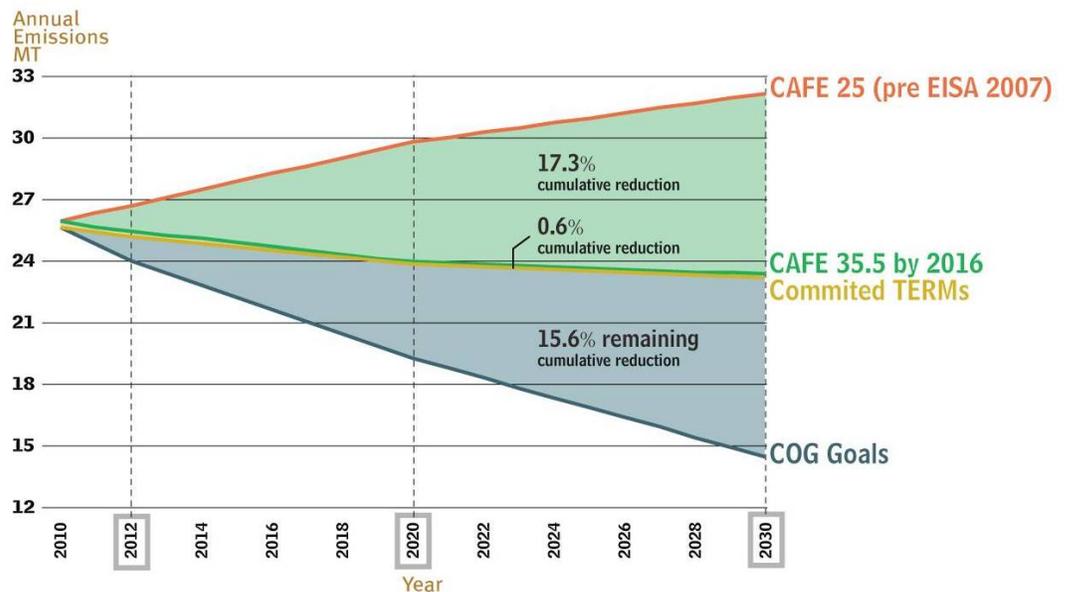
The February 2010 edition of TPB News featured a report on the TPB’s “What Would It Take?” analysis, the preliminary results of which were presented at its January meeting. Part of a wide-ranging TPB Scenario Study designed to help regional leaders identify appropriate long-range transportation strategies, “What Would It Take?” is concerned with actions that would be needed to meet the region’s carbon dioxide (CO₂) reduction goals. These goals, based upon international scientific consensus, were created as part of the 2008 National Capital Region Climate Change Report. They require a CO₂ reduction to 80 percent below 2005 levels by 2050, with a series of interim milestones to be achieved along the way. While the COG Climate Change Report includes broad goals and strategies for the transportation sector, the “What Would It Take?” scenario work provides some specificity to better understand what could work to reduce CO₂ emissions from the transportation sector in this region.

The study identified a host of potential strategies that might be employed to make inroads into the 15.6-percent shortfall. All of the strategies were assessed for their effectiveness, their cost-effectiveness (the cost per ton of CO₂ abated), and their likely timeframe for implementation. The presentation highlighted several strategies that could be implemented in the short-term by the region’s jurisdictions, as noted in the table.

While the successful execution of all of the state and local strategies proposed by the study would result in significantly reduced CO₂ emissions, the reduction would nonetheless fall 8.75 percent short of the 2030 goal. The study thus suggests that the region could “express support for high-payoff measures that require federal action.” Such measures might include increased fuel efficiency standards for heavy duty vehicles, and increasing efficiency standards for passenger vehicles to 55 mpg by 2030.

It was noted that many of the proposed strategies can be expected to deliver benefits other than reduced CO₂ emissions, and therefore should not be evaluated solely

The graph at right depicts the region’s baseline for greenhouse gas emissions from the transportation sector. The 15.6 percent wedge illustrates the remaining cumulative reduction needed to meet COG Goals.



Committed TERMS refers to the full TERM Tracking Sheet, including: Access and service improvements to transit, bike/ped projects, rideshare assistance programs, telecommute programs, traffic improvements, engine technology programs

Measure	Example Action	Reduction (% off BAU)
Increase transit use on existing services	Implement kiosks, feeder buses and circulators, real-time bus information, bus priority, free transfers	-0.14%
Increase bike/ped use	Accelerate the completion of the 2030 TPB Bike and Ped Plan to 2020	-0.30%
Increase alternative commute options	Expand telecommuting and increase carpooling and vanpooling (Commuter Connections)	-0.29%
Parking pricing	Implement parking impact fees	-0.66%
Pay-as-you-drive insurance	Work with insurance companies (such as Progressive) to provide PAYD options in this region	-0.70%
Promote eco-driving	Implement regional public education campaigns with messaging on maintenance, fuel-conserving driving behavior, and other eco-driving practices	-1.65%
Improve traffic flow	Continue and expand MATOC and traffic signal optimization	-0.20%

The TPB can begin designing some actions that the region could consider for the near-term. The table above describes the measures, potential actions and the possible reduction in Greenhouse Gas Emissions.

based on their cost-effectiveness at reducing emissions. Bike-sharing schemes, for example, bring a wide range of benefits such as improved public health and reduced travel times in addition to reducing CO₂ emissions.

Bansal's presentation was generally well-received at both briefings. Gary Erenrich, TPB Alternate from Montgomery County, was especially effusive in his praise, commenting that the report was "one of the most substantial, quality pieces of work on the subject that I have seen."

Erenrich suggested that the TPB make the study available to relevant federal agencies. There were no objections to the suggestion, although Chairman David Snyder was careful to include a caveat emphasized by TPB member Jonathan Way of the City of Manassas. Way said that he found one sentence in the memorandum accompanying the report to be 'particularly important': "Not all the strategies included in the study are necessarily feasible or desired by every jurisdiction."

TPB Member Rodney Roberts of Greenbelt voiced some reservations about the green credentials of ethanol as an alternative fuel to gasoline. Roberts expressed his regret that more attention has not been paid to the merits of natural gas as a relatively clean fuel that is almost entirely domestically produced. "Unless we make real improvements to our fuel system, we're not going to make any progress because right now natural gas fueling stations are being taken apart."

Ronald Kirby, Director of Transportation Planning, outlined the next steps for the scenario effort. In response to suggestions made at the Scenario Study Task Force meeting that had taken place earlier that day, Kirby confirmed that TPB staff would look into what additional action would be required to meet the reduction goals in the absence of further federal action. He also explained that the study would be updated in six months' time to take account of a new travel forecasting process, the latest household travel survey, and a more detailed Transportation Analysis Zone (TAZ) system. This update is expected to result in an improved benchmark analysis. ♦



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 2010

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 10 TPB Citizens Advisory Committee (6 pm)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (10 am)
- 15 Ridematching Committee (10 am)
- 15 Regional TDM Marketing Group (noon)
- 15 TDM Evaluation Group (2 pm)
- 16 Transportation Planning Board (noon)**
- 22 MOVES Task Force (10 am)
- 22 Regional Bus Subcommittee (noon)
- 23 Regional Taxicab Regulators Task Force (1 pm)

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 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)
- 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 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 Transportation Planning Board (noon)**
- 21 Regional TDM Marketing Group (10 am)
- 21 Commuter Connections Subcommittee (noon)
- 21 Ridematching Committee (2 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)



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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