



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting,
November 19:

- Briefing on the Independent Review of WMATA Metro-Access Service
- Briefing on the Metropolitan Area Transportation Operations Coordination (MATOC) Program

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

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TPB news

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TPB APPROVES CALL FOR 2009 TLC PROJECTS

On October 15, the National Capital Region Transportation Planning Board (TPB) approved the call for 2009 projects for the Transportation/Land-Use Connections (TLC) Program. The TLC Program currently includes two components: 1) the TLC Clearinghouse, which is a vehicle for sharing knowledge, and 2) consultant-provided technical assistance to local jurisdictions. The application deadline for the FY 2009 round of TLC technical assistance is December 19, 2008.

In previous rounds of the TLC technical assistance program, jurisdictions applied for consultant assistance of up to \$20,000 for small-scale projects that supported local planning efforts. In the FY 2009 round, applicants will be able to apply for up to \$60,000 in technical assistance per project. This increase in project funding



Source: Umair Badeau

The TLC Program provides regional support for linking development with multimodal transportation opportunities.

responds to the desire from jurisdictions to accomplish more comprehensive planning efforts through the TLC Program. The TPB

(Continued on page 2)

WMATA'S REGIONAL BUS PRIORITY CORRIDOR PLAN

Getting more out of existing resources. That's how Jim Hamre, Senior Manager of Bus Projects and Corridor Planning for the Washington Metropolitan Area Transit Authority (WMATA) described WMATA's Regional Bus Priority Corridor Plan in a presentation at the October 15 TPB meeting.

Hamre told TPB members that over the past five years, WMATA has developed a process for studying and improving bus service along high-ridership corridors. The transit agency has implemented significant enhancements to service along six corridors during that time, including improvements to bus travel times, reliability, and capacity. These coordinated planning initiatives at

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TLC CALL FOR PROJECTS

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has allocated \$180,000 for technical assistance funding for FY 2009.

Since its inception in 2007, 21 technical assistance projects have been completed in 15 jurisdictions through the TLC Program. Five of these projects were made possible through additional funding provided by the Maryland Department of Transportation (MDOT), and five projects were funded through a grant the TPB received from the Virginia Department of Transportation's Multimodal Grant Program. MDOT has already committed \$80,000 of its technical assistance funding to the TLC program for FY 2009.

TPB members discussed current budget shortfalls in their communities and

suggested that applicants be required to demonstrate that funding is available for implementation of TLC recommendations. Loudoun County Supervisor Lori Waters suggested that a requirement be added to the application and evaluation materials to require that applicants demonstrate the ability to fund the implementation recommendations developed through the projects.

Fairfax County Supervisor Linda Smyth emphasized the importance of conducting studies and completing planning reports under the TLC Program. She said that a study "doesn't require that we put funding in for implementation when what we are getting is the information that we couldn't get otherwise. We don't have that ability on our staff, which is stretched thin now, to do that study on our own."

Mr. Zimmerman added that the purpose of the TLC Program is to "provide a basis for the kind of study that otherwise doesn't happen enough. With a very little bit of money, we get a few people talking together who might not otherwise be talking together, so that in the long run we actually wind up more wisely spending the many millions of dollars that are involved in our projects. This is intended to be a small amount of venture capital that hopefully will yield big returns in the long run, and I think it needs to be given a chance to do that."

Noting the diversity of previous technical assistance projects and the wide range of applications received each year, the TPB agreed to ask each applicant to detail a funding strategy for the recommendations developed through their participation in the TLC Program.

(Continued on the next page)



BE PART OF THE 2009 TPB CITIZENS ADVISORY COMMITTEE

Visit www.mwcog.org/transportation for more information and to complete an application

If you are interested in becoming a candidate for membership on the 2009 TPB Citizens Advisory Committee (CAC), please contact TPB staff by November 30, 2008. The TPB's public involvement process encourages candidates who "represent environmental, business, and civic interests in transportation, including appropriate representation from low-income, minority, and disabled groups and from the geographic area covered by the TPB."

For more information, contact Sarah Crawford at 202-962-3237 or scrawford@mwcog.org. ♦

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In January 2008, the TPB's Scenario Study Task Force recommended that the TPB amend the FY 2009 Work Program to reflect the following goals for the future of the TLC Program:

- **Optimize funding flexibility:** It has been noted that the effectiveness of the TLC projects could be optimized by offering some funding flexibility to applicants. Therefore, for the FY 2009 cycle, the Task Force recommended offering a range of funding between \$10,000 and \$60,000.
- **Encourage implementation and follow-up:** The Task Force recommended that the TLC technical assistance program focus increasingly on identifying specific transportation projects and other implementation activities that are needed to advance the recommendations of the TLC projects. The program would encourage funding for such projects through local and state programming processes or as part of the TPB's Transportation Improvement Program (TIP).
- **Develop regional resources:** The Task Force also recommended that TPB staff develop one or more "toolkits" to address key challenges to implementing a strategy of concentrated development in activity centers, including housing affordability and multimodal transportation accommodation.

In addition to the technical assistance program, the TLC Program also hosts a Regional Clearinghouse. The web component of the TLC Program provides regional and national best practices on linking transportation and growth. Completed technical assistance reports are also

featured on the TLC website. As part of the FY 2009 program, the TPB will develop several "toolkits," detailed above, that will be presented on the TLC website as interactive sources of information on TLC topics.

Information about the application process, including applications and evaluation materials, may be found at www.mwcog.org/tlc. ♦

TPB Alphabet Soup

AFA	Access for All Committee
CAC	Citizen's Advisory Committee
CLRP	Constrained Long-Range 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

UPCOMING NOVEMBER AGENDA ITEMS

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

- Update on the Air Quality Conformity Assessment for the 2008 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2009-2014 Transportation Improvement Program (TIP).
- Update on the Draft 2008 CLRP Documentation and Amendments to the FY 2009-2014 TIP.
- Briefing on the Report: "Independent Review of the Washington Metropolitan Area Transit Authority's (WMATA) MetroAccess Service."
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on California Measure SB 375 Linking Greenhouse Gas Emissions to Metropolitan Transportation Planning.
- Update on the Development of the "CLRP Aspirations" and "What Would It Take" Scenarios.

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. ♦



STREET SMART SAFETY AND EDUCATION CAMPAIGN

"I think for a public relations campaign, Street Smart really provides a good level of attention that the region needs, and the awareness is very important."
- Cathy Hudgins,
Fairfax County
Supervisor

On October 15, the TPB was briefed on the status of the FY 2009 Street Smart Pedestrian and Bicycle Safety Education Campaign. The Fall 2008 wave of the campaign will take place in November, shortly after election day. A second media wave will occur in Spring 2009.




The Washington region has an average of approximately 2,800 pedestrian injuries and 85 fatalities per year, about one-fifth of all traffic fatalities in the region. To change motorist and pedestrian behavior, and ultimately reduce pedestrian and bicyclist deaths and injuries, the TPB in 2002 initiated a regional pedestrian and bicycle safety campaign known as Street Smart. The campaign consists of a Fall and a Spring wave of radio, transit, and internet advertising directed at motorists and pedestrians, with concurrent pedestrian related law enforcement to reinforce the message. Previous waves ran in October 2002, April 2004, June 2005, March/April 2006, March/April 2007, November 2007, and March 2008.

respondents reported frequently observing motorists failing to yield to pedestrians.

TPB staff also reported on the number of traffic fatalities in the National Capital Region since the campaign began in 2002. Frederick County Commissioner Charles Jenkins commented, "The consistency of traffic fatalities as a result of vehicular incidents is remarkable despite a very long campaign and a very well-funded campaign," questioning the effectiveness of the Street Smart Campaign and the funding TPB member jurisdictions contribute to the effort.

Arlington County Board Member Chris Zimmerman said the campaign would be more effective if it were funded at a higher level. He said, "I disagree in one respect with something Mr. Jenkins said. This has not been a well-funded campaign. If this is worth doing, then everybody needs to contribute some kind of a proportional amount, and we need to contribute enough so that Street Smart actually can have an impact."

When exiting this bus:

-  **Stay out of blind spots. If you can't see the driver, they can't see you.**
-  **Cross after the bus leaves the stop.**
-  **Stay alert. Buses make wide turns.**

STREET
SMART
streetsmart.mwcog.org

Be alert around buses.

A public safety program of the District of Columbia,
Maryland, Virginia and Metro



The Washington Metropolitan Area Transit Authority placed these banners in their buses to educate riders about safety.

The TPB conducted pre- and post-campaign surveys of 300 area motorists during the March 2008 wave. The survey showed that the recognition of the message "Slow Down. Watch for Pedestrians" increased from 40 percent pre-campaign to 52 percent post-campaign. Fewer respondents reported having to "swerve to avoid a pedestrian in the last 7 days", which was down to 14 percent as compared to 32 percent in 2002. Fewer

As in previous years, letters will be sent to TPB member jurisdictions in December 2008 requesting contributions for the FY 2010 Street Smart campaign. Suggested contributions will be at a level of five cents per capita, based on the most recent available COG population estimates. For more information about Street Smart, visit the website at: www.streetsmart.mwcog.org. ♦

LINKING GREENHOUSE GAS REDUCTIONS TO TRANSPORTATION PLANNING

The State of California has taken legislative action to link greenhouse gas emissions reductions to metropolitan transportation planning. On September 30, 2008, Governor Arnold Schwarzenegger signed into law State Bill 375, noting “This landmark bill takes California’s fight against global warming to a whole new level, and it creates a model that the rest of the country and the world will use.”

The bill includes a finding by the California Legislature that “greenhouse gas emissions for automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation.” Under the bill, the State Air Resources Board will:

- Provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively, no later than September 30, 2010.
- Appoint a Regional Targets Advisory Committee by January 31, 2009, to recommend factors to be considered and methodologies to be used for setting regional targets, and exchange technical information with metropolitan planning organizations (MPO) and affected air districts.

The bill requires that each MPO prepare a sustainable communities strategy designed to reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets. If the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets

established by the state board, the MPO is required to prepare an alternative planning strategy showing how these greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The State Air Resources Board will review the sustainable communities strategy or the alternative planning strategy and accept or reject the MPO’s determination that the strategy submitted would achieve the greenhouse gas emission reduction targets. At a minimum, the MPO must obtain state board acceptance of the alternative planning strategy. The adopted strategies would not regulate land-use and are not subject to state approval, and city or county land-use policies are not required to be consistent with the regional transportation plan (which would include the sustainable growth strategy) or with the alternative planning strategy.

A report on this California bill SB 375 will be presented to the TPB at its November 19 meeting. This bill is significant because the TPB is the MPO for the National Capital Region, and the information contained in SB 375 may help guide the conduct of the TPB’s “What Would It Take?” scenario for reducing greenhouse gas emissions. ♦

Bids and Solicitations

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



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In addition to the newsletter, readers can subscribe to other publications and TPB meeting materials. ♦

BUS PRIORITY CORRIDORS

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the corridor level have enabled WMATA to increase system performance and ridership with minimal investments in new infrastructure and vehicles.

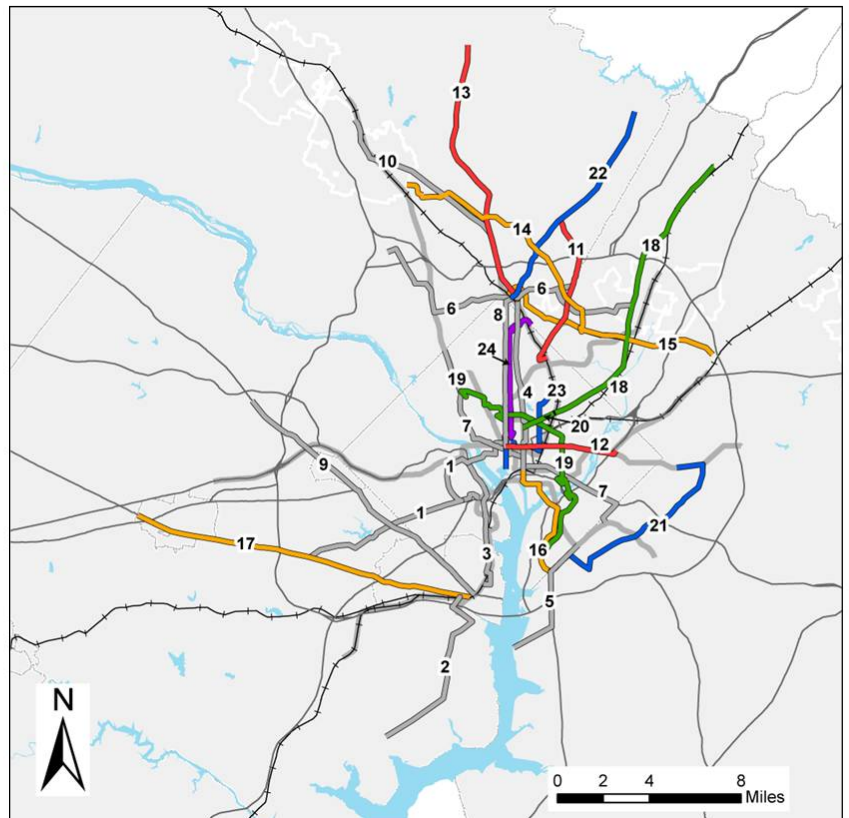
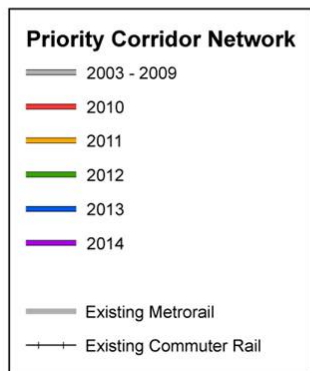
Now, WMATA is formalizing and expanding the effort, combining these six corridors with 18 additional corridors in a comprehensive regional Bus Priority Corridor Plan that outlines service improvements to be completed by 2012. The 24 corridors together account for more than half of all bus riders on the current Metrobus system. The plan is aimed at allowing WMATA to benefit the most riders in the shortest amount of time. Said Hamre, "This initiative will have an impact on hundreds of thousands of riders a day throughout the region, and represents a cornerstone of our efforts to improve Metrobus services around the region."

The Plan carries an estimated cost of \$325 million for capital improvements, including some additional buses, facilities, and staffing, along with improvements to bus throughways. About half of that total is to come from WMATA's budget, with the remainder representing actions that would be the responsibility of state and local transportation departments. WMATA anticipates an increase of only \$4 million in annual operating costs, however, or about 1% of WMATA's annual Metrobus budget, as a result of the plan's implementation. This reflects expected improvements in service efficiency coupled with anticipated increases in overall ridership.

In his presentation to the TPB, Hamre explained that in addition to the capital improvements necessary on the part of state and local governments, WMATA also needs assistance from stakeholder jurisdictions in

(Continued on the next page)

The map at right shows WMATA's network of 24 priority corridors. The networks were selected because of high ridership on arterial corridors; many routes are candidates for multiple types of services. The routes were also selected based on performance, land-use, service levels and jurisdictional support.



Source: Washington Metropolitan Area Transit Authority

the form of policy initiatives. (See sidebar for recommended policy initiatives.) “Metro, as the operator of the bus program, does not run the street, the sidewalk, the traffic light, the crossing, the security, the enforcement,” Hamre said. “We need the jurisdictions to be working with us, and so our intention is to develop a corridor development study process that really integrates all of the stakeholders into a comprehensive strategy for moving forward.”

Hamre also asked the TPB to support the Bus Priority Corridor Plan at the regional level by ensuring that related policy considerations are discussed in various TPB committees, exploring strategies for funding the capital improvements outlined in the plan, and helping to coordinate implementation by convening regional stakeholders for policy discussions and consensus-building.

TPB members expressed support of the program, especially at a time when resources for transit system expansion are scarce. “Even with the cost associated with this plan, this represents the greatest opportunity for increasing transit alternatives by using already-in-place services or by extending the bus system to its fullest capacity to serve the largest part of the community,” said TPB member Cathy Hudgins.

Board Member Marc Elrich said that WMATA’s priority corridors roughly correspond with corridors being analyzed for Bus Rapid Transit (BRT) service in Montgomery County. “I’m really enthusiastic about this,” said Elrich. “We see this as an opportunity to do joint planning for these corridors.”

Strategies being investigated to provide priority to buses include running-way improvements and intelligent transportation systems and technologies. Running-way improvements could include dedicated bus lanes and queue-jump lanes. Technological

WMATA Recommendations on how TPB Member Jurisdictions Can Assist in Implementing the Bus Priority Corridor Plan:

- Adoption of policies, strategies and practices by stakeholder jurisdictions reflecting their role as providers of transit service running way, including consideration of: prioritization of person throughput over vehicle throughput, mode-shift incentives on major arterials, and the adoption of “Transit First” policies.
- Incorporation of bus transit implementation requirements into plans for transportation and land-use projects.
- Provision for strategic reservation of right-of-way and maintenance facilities by local land use plans.

strategies could include transit signal priority (TSP). Bus stop improvements, enhanced customer information and redesigned/improved bus services are also to be included along these corridors.

TPB Member Timothy Lovain also expressed support for the program, but emphasized that WMATA must continue to work closely with local jurisdictions in developing and implementing planned improvements to bus corridors. Lovain said he hoped WMATA “will be sensitive to the budget troubles being experienced by local jurisdictions, and involve them not just in implementing but in helping to develop or fine-tune the plan. Some of these projects may need to be deferred or the local jurisdictions may have real difficulty coming up with their share.”

A revised schedule for implementation of the Bus Priority Corridor Plan at a pace of three to four corridors each year was approved by the WMATA Board on October 16. ♦

OTHER OCTOBER AGENDA ITEMS

The TPB’s October 15 agenda included the following items in addition to topics covered elsewhere in this newsletter:

- Approval of the Final Call for Projects Document for the 2009 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2010-2015 Transportation Improvement Program (TIP).

- Briefing on the Draft 2008 CLRP, Amendments to the FY 2009-2014 TIP, and Associated Air Quality Conformity Assessment.

Information and materials for the October 15 TPB meeting are posted on the TPB website: www.mwco.org/transportation/tpb. ♦



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.).

November 2008

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 12 Bike to Work Day Steering Committee (10 am)
- 13 Street Smart Fall Press Event (10 am)
- 13 Human Service Transportation Coordination Task Force (12:30 pm)
- 13 Regional Taxicab Regulators Task Force (1 pm)
- 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 am)
- 19 Transportation Planning Board (noon)**
- 20 Aviation Technical Subcommittee (10:30 am)
- 20 TPB Access for All (AFA) Advisory Committee (2 pm)
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Travel Management Subcommittee (9:30 am)
- 25 Regional Bus Subcommittee (noon)

December 2008

- 2 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 11 Human Service Transportation Coordination Task Force (12:30 pm)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Commuter Connections Ridematching Committee (10 am)
- 16 Regional TDM Marketing Group (noon)
- 17 TPB Scenario Study Task Force (10 am)
- 17 Transportation Planning Board (noon)**
- 23 Travel Management Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)

January 2009

- 6 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 8 Human Service Transportation Coordination Task Force (10 am)
- 9 TPB Technical Committee (9 am)
- 9 TPB Steering Committee (noon)
- 14 Bike to Work Day Steering Committee (10 am)
- 15 Freight Subcommittee (1 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 21 TPB Scenario Study Task Force (10 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 Employer Outreach Committee (10 am)
- 27 Commuter Connections Subcommittee (noon)
- 27 Regional Bus Subcommittee (noon)
- 27 Bicycle & Pedestrian Subcommittee (1 pm)
- 27 TDM Evaluation Work Group (2 pm)
- 29 Regional Taxicab Regulators Task Force (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

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