



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

**TPB Meeting,
February 17:**

- Endorsement of the establishment of the Virginia Association of Metropolitan Planning Organizations
- Briefing on the FTA's new Policy on funding New Starts and Small Starts Projects

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

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TPB news

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TPB SUPPORTS APPLICATION FOR BUS STOP IMPROVEMENTS

Members of the National Capital Region Transportation Planning Board (TPB) voted unanimously on January 20 to support a program aimed at improving 2,777 bus stops throughout the region. The Regional Bus Stop Improvement Program focuses on economically distressed areas and was developed for submission under the Livability Bus Program, a recently-announced discretion-

ary Federal Transit Administration (FTA) competitive grant program. The Regional Bus Stop Improvement proposal totals \$16.6 million and identifies bus stop improvements in six of the TPB member jurisdictions. The total federal grant request is for \$13.3 million, with the remaining 20 percent to be matched by local jurisdictions, as required by the FTA.

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PROGRESS ON NEXT GENERATION OF TPB SCENARIOS

After an unexpected hiatus while TPB staff and officials focused on applying for federal stimulus funds for Priority Bus Transit in the National Capital Region, the TPB Scenario Study is again moving ahead.

At the January 20 meeting of the TPB, staff members Michael Eichler and Monica Bansal presented the latest information on the "CLRP Aspirations" scenario and the "What Would It Take?" analysis regarding regional mobile-source greenhouse gas emissions. The presentations included preliminary results showing both what could be accomplished in terms of congestion reduction and mobility improvements for the region's travelers, as well as what would need to be accomplished as far as technological advances and changes in



The "CLRP Aspirations" scenario includes a regional BRT network with stations similar to this one at Shirlington in Arlington, VA.

travel behavior to accomplish COG's goals for reducing greenhouse gas emissions. The results demonstrated both the possibilities of regional transportation planning and the tremendous challenges faced by the

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TPB APPOINTS 2010 CAC

At the January 20 meeting, the TPB approved 15 members and three alternates to serve on the 2010 TPB Citizens Advisory Committee (CAC). The CAC to the TPB is a group of 15 people from throughout the Washington metropolitan region who represent diverse viewpoints on long-term transportation policy. Nine members of the CAC are nominated by the TPB and the other six members are designated by the previous year's CAC. The membership is evenly divided between the District of Columbia, Suburban Maryland and Northern Virginia.

The 2009 CAC addressed a number of regional transportation issues during their monthly meetings. In October, the CAC issued a set of recommendations called *Moving Forward With the Development of a Regional Transportation Plan*, which urged the TPB to develop a regional priorities plan and host a forum of decision-makers and citizens. In November, the TPB responded with the commitment to host a regional forum in Spring 2010 to discuss regional transportation priorities. The forum will involve planners, elected and appointed transportation officials (especially TPB members), and interested stakeholders from the community.

2010 CAC MEMBERS

Virginia

Maureen Budetti, Chair
Jim Larsen
Madeline McDuffy
Allen Muchnick

G. Gail Parker
Kimberly Kaplan (*alternate*)
Kevin Posey (*alternate*)
Frederick Walker (*alternate*)

Maryland

William Easter
Farrell Keough
Christine Slater
Roxanne Taylor
Emmet Tydings

District of Columbia

Zach Dobelbower
Harold Foster
Larry Martin
Stephen McCoy
Faith Wheeler

In his January report to the TPB, outgoing CAC Chair Farrell Keough noted with appreciation that, "the TPB determined that two members of the CAC will participate in the working group that will oversee the development of this forum." He continued, expressing disappointment "that the TPB did not fully commit to the development of a regional priorities plan, [but] we do believe the TPB's response represents a significant step forward."

CAC meetings are held on Thursdays preceding the regular meetings of the TPB, beginning at 6:00 p.m. ♦

NORFOLK SOUTHERN PROJECT SUPPORTED

On January 20, the TPB approved a letter of support for the Norfolk Southern Crescent Corridor Intermodal Freight Project. The TPB discussed support of the project at length in December, ultimately deciding to table the item on the request of the Maryland Department of Transportation (MDOT) (*for more information on this topic, see the January 2010 issue of TPB News*).

MDOT requested several revisions to the letter presented in December. The approved letter included language urging Norfolk

Southern to coordinate with all affected parties and neighboring jurisdictions, including the Hagerstown Eastern Panhandle MPO. The letter also incorporated language urging Norfolk Southern to ensure that increased local truck traffic in the vicinity of Norfolk Southern-owned intermodal facilities and grade crossings are adequately addressed to the satisfaction of these entities. The letter closed by noting that the TPB agrees that the Crescent Corridor project will enhance the nation's ability to handle projected increases in freight traffic on long-distance routes. ♦

APPLICATION FOR BUS STOP IMPROVEMENTS

(Continued from page 1)

All TPB member jurisdictions were invited to participate in this regional grant application. Jurisdictions that opted to participate include the District of Columbia, Arlington County, Prince William County, Montgomery County, Prince George's County, and the City of Greenbelt. Each participating jurisdiction identified specific project improvements based on federal and regional guidance, as well as the requisite 20 percent local match.

TPB and Washington Metropolitan Area Transit Authority (WMATA) staffs have coordinated with local jurisdictions to develop a proposal that prioritizes accessibility improvements to bus stops throughout the region, including both Metrobus and local bus stops. Types of improvements include accessibility enhance-

ments, such as sidewalk extensions, curb cuts, and pedestrian ramps, as well as installation of energy-efficient lighting, bus shelters and real-time information at stops, such as NextBus displays. Specific locations for bus stop improvements were identified by analyzing Census and Geographic Information Systems (GIS) data, as well as data from the US Department of Housing and Urban Development Neighborhood Stabilization Program.

The FTA Livability Bus Program provides \$150 million nation-wide for capital projects, and was announced on December 8, 2009. Although the Livability Bus Program provides competitive funding under the existing Section 5309 Bus and Bus Facilities Program, the recent announcement illustrates a new twist on this funding: applications must meet Federal Livability criteria outlined in the Interagency Partnership between the US Department of Transportation, Department of Housing and Urban Development, and Environmental Protection Agency. As such, in addition to providing traditional transportation benefits to users, projects awarded under the Livability Bus Program must also provide livability benefits to users, which include improving transportation services for economically disadvantaged populations, coordinating transportation and land-use planning, enhancing regional competitiveness, and valuing local communities. Applications are due to FTA by February 10, 2010. ♦



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OTHER JANUARY AGENDA ITEMS

The TPB's January 20 meeting also covered the following items:

- Approval of Amendment to the FY 2010-2015 Transportation Improvement Program (TIP) to include Statewide American Recovery and Reinvestment Act (ARRA) Funding for two Projects: the Reconstruction and Paving of I-66 between the Capital Beltway and US 50, and the Fairfax County Parkway and Fair

Lakes Parkway Interchange, as requested by the Virginia Department of Transportation.

- Briefing on Outline and Preliminary Budget for the FY 2011 Unified Planning Work Program (UPWP).

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. ♦

TPB SCENARIOS

(Continued from page 1)
 region's transportation planners in the next two decades.

More information on the background and development of these scenarios can be found in a three-part series appearing in TPB News, June-September 2008.

“CLRP Aspirations” Scenario

The CLRP Aspirations Scenario draws on past studies and public outreach to provide an ambitious vision of land use and transportation for consideration in future updates of the Constrained Long-Range Transportation Plan (CLRP).

Analysis of the scenario conducted using the TPB's Regional Travel Demand Model indicates that the scenario would achieve a 1.3 percent reduction in per capita Vehicle Miles Traveled (VMT) by 2030, and reduce

A sketch assessment of the costs and revenues associated with the scenario, including toll and fare revenues along with both capital and operating costs associated with road and transit system expansion, shows that implementing the scenario could be close to revenue-neutral. Some key cost factors as well as potential revenues have not yet been included in the analysis, however.

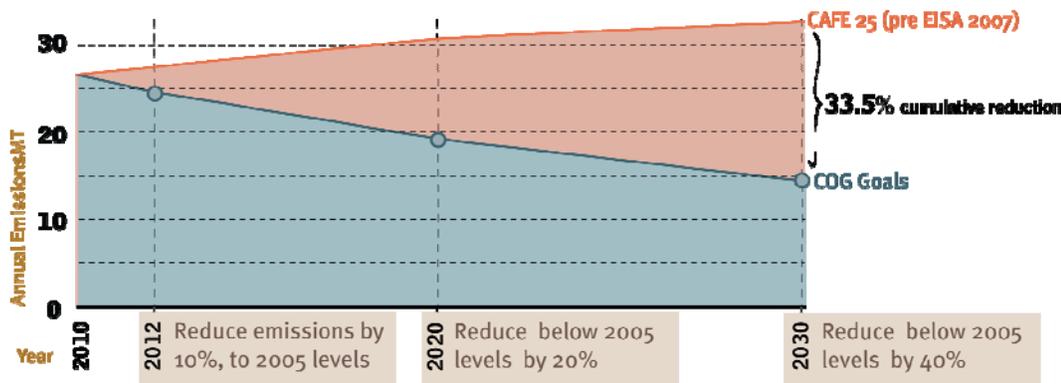
Chris Zimmerman, Arlington County Board Member, noted that adding 650 new lane miles would increase VMT for the region. He suggested TPB staff should “compare this scenario with one that isn't tied to building a new massive network for single-occupant vehicles.” He said one should look at “how to improve mobility best without spending more than absolutely necessary...and use the existing infrastructure more efficiently.”

Harriet Tregoning, Director of the D.C. Office of Planning, echoed Mr. Zimmerman's comments and added that “it would be useful to look at an Aspirations analysis that added no road capacity.” She urged staff to “use the region Household Travel Survey data to provide more information about bicycle and pedestrian trips.”

Marc Elrich, Montgomery County Supervisor, expressed concern about a system focusing BRT on major highways, noting the parking structure that would be required to accommodate access to the stations. He suggested a BRT network be focused “more on the arterial roads, rather than on main highways.” Mr. Kirby noted Shirlington as a successful example of a bus transfer facility on a major freeway that does not rely on large parking structures to accommodate users.

(Continued on the next page)

The graph below shows the cumulative reduction needed to achieve the COG Climate Change Goals from current standards for the “What Would It Take?” Scenario



the expected increase over that time period in Vehicle-Hours of Delay (a common measure of congestion) to 20.7 percent above current congestion levels. Both of these figures represent significant improvements compared to the 2030 baseline that includes only the transportation projects in the 2008 CLRP and the current land-use projections. Following the CLRP as it currently stands and assuming current land-use forecasts will occur would lead to a 34.4 percent increase in congestion by 2030, along with a per capita VMT reduction of only 0.6 percent.

“What Would It Take?” Scenario

In concert with the “CLRP Aspirations” scenario, and in tandem with efforts of the COG Climate, Energy and Environment Policy Committee (CEEPC) to reduce the region’s greenhouse gas emissions, TPB staff has also been looking at what it would take for the transportation sector to meet regional goals in that arena. The COG Climate Change Report of November 2008 establishes goals of reducing emissions to 2005 levels by 2012, 20 percent below 2005 levels by 2020, and 80 percent below 2005 levels by 2050.

Travel projections for the region, current federal transportation and energy policies, and transportation emissions reduction measures (TERMs) to which the region’s jurisdictions are already committed, combine to reduce projected cumulative emissions by 20.0 percent between 2010 and 2030. However, reaching the regional goals would still require an additional 13.5 percent reduction below current trends. (See figure).

The “What Would It Take?” analysis suggests that a combination of further federal action along with both short- and long-term interventions on the part of the region’s state and local governments would be required to meet the COG goals for the transportation sector. An enhanced federal role could include a higher miles-per-gallon CAFE standard, new standards for fuel economy for heavy duty vehicles, and significantly higher gas prices through taxation or other methods.

Greenhouse gas reduction strategies were grouped and analyzed under three categories: fuel efficiency, alternative fuels, and travel efficiency. The presentation to the TPB included a list of nine actions that the region’s jurisdictions could take in the near-term to make significant progress toward the emissions reduction goals.

Discussion of this analysis at the January 20 TPB meeting included the question of the cost-effectiveness of various measures, and staff presented their findings on which transportation-related measures would provide the best “bang for the buck.” TPB member Jonathan Way of Manassas noted that very few of the interventions listed could be done at a cost of less than \$50 per ton of CO₂ emissions, while the COG Climate Change Report lists several non-transportation interventions at a much lower cost. “Many of the transportation strategies that you have here just don't seem to be cost-effective compared to these other things, and so I wonder how you reconcile doing any of them?”

TPB staff member Monica Bansal noted, however, that many of the transportation-related actions have significant additional benefits over and above the reductions in emissions they would produce.

Work on both scenarios will continue in the coming months, as will discussion of how the results may be incorporated into future regional transportation planning efforts. ♦

UPCOMING FEBRUARY AGENDA ITEMS

The TPB’s February 17 agenda is expected to include the following items:

- Endorsement of the establishment of the Virginia Association of Metropolitan Planning Organizations (VAMPO).
- Briefing on the Federal Transit Administration’s (FTA) New Policy on Funding New Starts and Small Starts Projects.
- Report on the TPB Regional Priority Bus Project Application under the Transportation Investments Generating Economic Recovery (TIGER) Program, and Transportation Funding Opportunities under Potential New Federal Stimulus Legislation.
- Briefing on the Transportation Planning Implications of the EPA’s New Nitrogen Dioxide Standard, Proposed Changes in the Eight-hour Standard for Ozone, and New Motor Vehicle Emissions Simulation Model (MOVES).
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on the Draft FY 2011 Commuter Connections Work Program (CCWP).
- Briefing on the Draft FY 2011 Unified Planning Work Program (UPWP).

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. ♦



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.).

February 2010

- 2 Street Smart Advisory Group (10 am)
- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 MOVES Task Force (10 am)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 11 TPB Citizens Advisory Committee (6 pm)
- 17 TPB Scenario Study Task Force (10:30 am)
- 17 Transportation Planning Board (noon)**
- 18 Advanced Bicycle Facility Design Seminar (9 am)
- 23 Travel Management Subcommittee (9:30 am)

March 2010

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 Bike to Work Day Steering Committee (10 am)
- 10 Car Free Day Steering Committee (11:30 am)
- 11 Freight Subcommittee (1 pm)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Ridematching Committee (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 16 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Regional TDM Marketing Group (2 pm)
- 17 TPB Scenario Study Task Force (10:30 am)
- 17 Transportation Planning Board (noon)**
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Travel Management Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)
- 24 Regional Taxicab Regulators Task Force (1 pm)
- 25 Aviation Technical Subcommittee (10:30 am)

April 2010

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 13 MOVES Task Force (10 am)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Employer Outreach Committee (10 am)
- 21 TPB Scenario Study Task Force (10:30 am)
- 21 Transportation Planning Board (noon)**
- 22 Access for All Advisory Committee (2:30 pm)
- 27 Travel Management 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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