



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

**TPB Meeting,
October 15:**

- **Approval of Call for Projects for the 2009 CLRP and FY 2010-2015 TIP**
- **Briefing on the Air Quality Conformity Assessment for the 2008 CLRP and FY 2009-2014 TIP**
- **Approval of FY 2009 Application and Selection Process for the Transportation/Land-Use Connections (TLC) Program**

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

INSIDE THIS ISSUE
OF *TPB news*:

Washington Region Participates in Car-Free Day	2
TPB Policy Principles on 2009 Federal Authorization	3
Upcoming October Agenda Items	3
TPB Holds Public Forum on the TIP	5
Other September Agenda Items	5
Calendar of Events	6

TPB news

A Publication of the
National Capital Region
Transportation
Planning
Board

VOLUME XVI, ISSUE 3

OCTOBER 2008

TPB APPROVES POLICY PRINCIPLES FOR 2009 FEDERAL TRANSPORTATION BILL

The current federal transportation program, SAFETEA-LU, expires on September 30, 2009, and a number of study and legislative proposals are providing recommendations for the program structure and funding for a new 2009 authorization of the transportation programs.

The TPB was briefed on July 16, 2008, on the report of the most prominent of these study and legislative efforts, the National Surface Transportation Policy and Revenue Study Commission, and on common themes from a number of different proposals for restructuring federal transportation programs.

At its July meeting, the TPB asked staff to develop a set of potential responses to these various proposals that Board members might use as they participate in the extensive discussions and debate over the 2009 authorization that will take place over the coming year.

At its September 17 meeting, the TPB approved a set of policy principles for the 2009 Authorization of Federal Surface Transportation Programs. The policy principles may be found on page three of this newsletter. ♦

TPB COMMENTS ON COG CLIMATE CHANGE REPORT

On September 17, members of the Transportation Planning Board (TPB) approved a set of comments on recommendations set forth in the Metropolitan Washington Council of Governments (COG) draft Climate Change Report. The comments will be forwarded to the COG Board of Directors for their consideration.

The draft Climate Change Report provides a much needed introduction to climate change issues that previously was unavailable to citizens and decision-makers in the region. It also builds an important foundation for the region to

identify and eventually implement strategies that address greenhouse gas (GHG) emissions. It provides a comprehensive list of such strategies across sectors that can help planners and policymakers to develop an appropriate course of action for the region.

The report states that emissions from transportation constitute about 30 percent of the overall regional CO₂ inventory, and recommends a number of transportation and land-use measures to reduce these emissions.

(Continued on page 4)

WASHINGTON REGION PARTICIPATES IN CAR-FREE DAY



The Commuter Connections display table at the Car-Free Day Event.



Participants take part in Car-Free Day activities.

The Washington metropolitan area held its first region-wide Car-Free Day event on September 22. Car-Free Day is an international event celebrated every September 22nd in which people are encouraged to get around without their car - highlighting transit, bicycling, walking, and other alternatives to the single-occupant vehicle.

By taking a number of cars off the roads, the event gives people a chance to consider how the neighborhoods in

which they live and work might look and feel with fewer cars. In keeping with that goal, the District of Columbia closed the intersection of 7th & F Streets, NW, in downtown Washington, D.C., to allow for a car-

free celebration. The Commuter Connections Program at the Metropolitan Washington Council of Governments was a co-sponsor of the event.

Individuals throughout the region were encouraged to participate by pledging to leave their cars at home or by going "car lite" through carpooling or vanpooling. By taking the Car-Free Challenge, participants were eligible for prizes, and also could enjoy the fact that they were helping to improve air quality, save money, and reduce their carbon footprint.

A video of Commuter Connections Director Nicholas Ramfos discussing Car Free Day on WUSA Channel 9 News can be viewed here: <http://www.wusa9.com/video/default.aspx?aid=65491&storyid=76356>. ♦

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

TPB Policy Principles for 2009 Federal Transportation Bill

The TPB approved a resolution at its September 17, 2008 meeting endorsing the following Policy Principles for the 2009 Authorization of Federal Surface Transportation Programs:

1. Fundamental changes are needed in the current structure and funding of federal surface transportation programs: current planning, programming, and environmental processes are overly cumbersome and inefficient, and inadequate funding levels are resulting in serious under-investment in transportation.
2. An explicit program focus is needed to put and keep the nation's transportation infrastructure in a state of good repair, and to ensure that it is operated efficiently and safely.
3. Decisions on investment in new transportation capacity should be based on a rigorous and comprehensive analysis of economic, social and environmental benefits and costs, which assesses all modal and intermodal options with uniform evaluation procedures and criteria.
4. Federal transportation policy should provide for increased federal funding focused on metropolitan congestion and other metropolitan transportation challenges, with stronger partnerships between federal, state, regional and local transportation officials.
5. A substantial increase in federal transportation funding will be needed to address the current under-investment in the nation's transportation system, and should be sought from:
 - Increases in federal fuel taxes or other user-based taxes and fees;
 - Pricing strategies enabled by emerging technology for all modes of travel, including rates that vary by time of day, type of vehicle, level of emissions, and specific infrastructure segments used;
 - Inclusion of major transportation investments in legislation to create national infrastructure banks or bonding programs; and
 - Auction of pollution emissions allowances.

For more information about the 2009 Authorization of the Federal Surface Transportation Programs, please refer to the article in the September Issue of TPB News.

Approved September 17, 2008 ♦

UPCOMING OCTOBER AGENDA ITEMS

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

- Approval of the Call for Projects and Schedule for the 2009 CLRP and FY 2010-2015 TIP.
- Briefing on the Draft 2008 CLRP, Amendments to the FY 2009-2014 TIP, and associated Air Quality Conformity Assessment .
- Approval of Proposed Changes to the Project Application and Selection Process for the FY 2009 Transportation/Land-Use Connections (TLC) Program.
- Update on the Regional "Street Smart" Pedestrian and Bicycle Safety Education Campaign.
- 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. ♦

CLIMATE CHANGE REPORT

(Continued from page 1)

The TPB comments on the report addressed the following five points regarding GHG emission reduction strategies:

- Timeframe for implementation
- Relevance of the current regional conformity process
- Implementation costs, cost effectiveness, and cost/benefit relationships
- Ongoing analysis of transportation strategies in the TPB's "What Would It Take?" Scenario Study
- Proposed governance structure for the ongoing COG Climate Change Initiative

The timeframe for implementation of the recommendations is important because experts have asserted that because

greenhouse gases remain in the atmosphere for many decades, early GHG emissions reductions will be necessary in order to avoid the most severe impacts of climate change. The TPB commented that further work should look into the implications of measuring cumulative emissions with regard to reductions targets and assessment of emissions reduction measures.

The draft report recommends collaboration with the TPB to evaluate how a regional process modeled after the current regional conformity process for air quality planning might be adapted to address greenhouse gas emissions. The TPB commented that evaluation of a regional conformity process should be delayed until more information becomes available about the applicability of Clean Air Act provisions for regulation of greenhouse gas emissions.

The TPB proposed a proactive approach to reducing greenhouse gas emissions through the evaluation of alternative strategies with cost-effectiveness and cost/benefit approaches. TPB member Cathy Hudgins asked that language be added to recognize that some strategies are easier for the region's local governments to control than others.

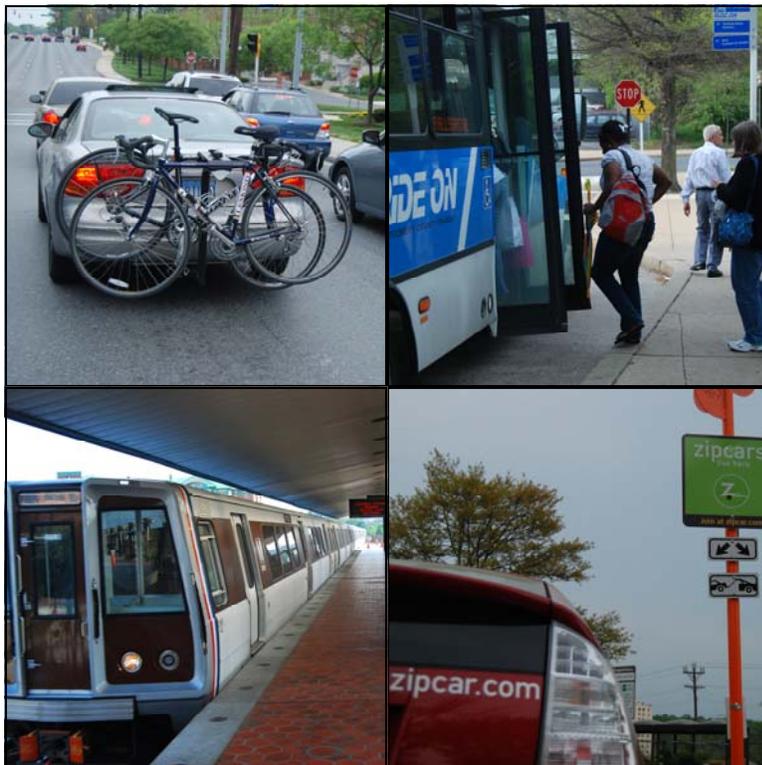
The TPB is currently working on a scenario that will examine the different scale and combinations of transportation strategies that would be needed to meet the GHG goals outlined in the draft Climate Change Report. This "What Would It Take?" Scenario is looking at reducing CO₂ emissions from the transportation sector through three kinds of strategies:

1. Increase vehicle fuel efficiency,
2. Reduce fuel carbon intensity, and
3. Increase travel efficiency, by reducing VMT, reducing congestion, and improving operational efficiency.

Finally, with regard to the proposed govern-

(Continued on the next page)

Source: John Deamond



The TPB supports efforts to increase fuel efficiency, reduce the carbon intensity of fuels, and encourage the use of alternatives to the automobile as a means of getting around the region.

ance structure for an ongoing COG Climate Change Initiative, the TPB recommends that any new committee established to address climate change should include at a minimum all of the member agencies and jurisdictions of the Metropolitan Washington Air Quality Committee (MWAQC). The TPB has maintained effective coordination with MWAQC on air quality matters over several years.

The TPB expressed its appreciation for the opportunity to comment on the draft Climate Change report, and its strong interest in continuing to work on greenhouse gas reduction strategies for the Washington region. ♦

TPB News, 777 North Capitol St, NE, Suite 300
Washington, D.C. 20002-4290
202-962-3237; scrawford@mwkog.org
"TPB News" at www.mwkog.org/transportation



Subscribe Online

Readers of the *TPB news* can now subscribe to get the newsletter and other TPB-related materials online.

Visit our website at www.mwkog.org/subscribe and enter your name and e-mail address to sign up. Monthly notifications are sent out directing readers to find the TPB news on the web.

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

TPB HOLDS PUBLIC FORUM ON THE TIP

On September 11, the Transportation Planning Board (TPB) hosted its first fall forum on the Transportation Improvement Program (TIP) titled, "The Plan in Action: Implementing the Financially Constrained Long-Range Plan (CLRP)."

The purpose of the forum was to provide the public with a status report on the 2008 CLRP and FY 2009-2014 TIP, along with a guide to getting involved in the next cycle of updates for the 2009 CLRP and FY 2010-2015 TIP.

A draft summary of the FY 2009-2014 TIP brochure was presented at the forum. The brochure describes how the implementing agencies select projects and fund them for inclusion in the TIP. The brochure presents several case studies to illustrate how regional projects proceed through the TIP process. A final version of the brochure will be made available at the October TPB

meeting.

Panelists included representations from the District, Maryland, and Virginia Departments of Transportation. They were asked how regional goals and priorities are considered during the project development process. They noted that not every project is viewed through a regional lens, and that some projects are more "regional" than others. Several examples were cited where the TPB has played a central role in coordinating regional projects, including Commuter Connections and the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

The next public forum will take place on June 11, 2009, when the TPB releases the draft FY 2010-2015 TIP for public comment. This forum will feature a brief financial analysis of the new TIP, with comparisons to the FY 2009-2014 TIP. ♦

OTHER SEPTEMBER AGENDA ITEMS

The TPB's September 17 agenda included the following items in addition to topics covered elsewhere in this newsletter:

- Update on the Schedule for the Air Quality Conformity Assessment of the 2008 CLRP and FY 2009-2014 TIP.

- Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2009 CLRP and FY 2010-2015 TIP.

Information and materials for the September 17 TPB meeting are posted on the TPB website: www.mwkog.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.).

October 2008

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 8 Car-Free Day Steering Committee (10 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)
- 15 TPB Scenario Study Task Force (10 am)
- 15 Transportation Planning Board (noon)**
- 15 Human Services Transportation Coordination Task Force and Access for All Advisory Committee Joint Meeting (2:30 pm)
- 16 Freight Subcommittee (9 am)
- 21 Travel Management Subcommittee (9:30 am)
- 21 Employer Outreach Committee (10 am)
- 21 TDM Evaluation Group (2 pm)
- 23 Human Services Transportation Coordination Task Force (noon)
- 28 Regional Bus Subcommittee (noon)

November 2008

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 12 Bike to Work Day Steering Committee (10 am)
- 13 Human Service Transportation Coordination Task Force (10 am)
- 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 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)



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@mwkog.org, (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4290

FIRST CLASS MAIL
U.S. Postage Paid
Washington, D.C.
Permit #9770