



TPBnews

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TPB APPROVES REGIONAL TRANSPORTATION PRIORITIES PLAN

On January 15, the TPB unanimously approved the Regional Transportation Priorities Plan, the culmination of a multi-year effort to identify the top strategies for addressing the region's most significant transportation challenges.

The plan is designed to encourage local, state, and regional leaders to "think regionally and act locally"—that is, to consider regional needs when identifying transportation improvements to advance to implementation.

First and foremost, the Priorities Plan calls for proper maintenance of the region's existing highway, bridge, and transit network—especially Metro—now and in

the future. "Our very first priority should be to keep our existing transportation system in a state of good repair," the plan says. "The infrastructure we've already built is the backbone of our economy and is the foundation for any improvements we make in the future."

In a public opinion survey carried out to help identify strategies that could garner broad political support, highway and transit maintenance both received positive ratings from 90 percent of respondents, more than any other strategy in the plan. Support was widespread among respondents from all parts of the region regardless of whether they drive, take transit, or bike or walk.

The second of three key priorities identified in the plan

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TPB BRIEFED ON FUTURE IMPACTS OF ACTIVITY CENTERS ON TRAVEL DEMAND

The TPB received a briefing at its January 15 meeting on the potential impacts of forecast growth in regional Activity Centers on the transportation network. The briefing described an analysis of how well projects in the Constrained Long-Range Transportation Plan (CLRP) support the region's 141 Activity Centers, which are intended to be focal points for development in the coming decades.

According to the TPB analysis, the region is expected to

add 542,000 new residents between 2014 and 2040. Sixty percent of that population growth will occur in Activity Centers across the region. During the same period, the region is expected to add more than 1.1 million jobs, 75 percent of which will be located in Activity Centers. This projected growth will put increased demand on the region's transportation network, impacting how people choose to get around, especially within the Activity Centers.

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Upcoming meetings and items of interest:

TPB Meeting: February 19, 2014

- Approval of Green Streets Policy for the National Capital Region
- Briefing on "Place + Opportunity: Strategies for Creating Great Communities and a Stronger Region"

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

DRAFT REGIONAL GREEN STREETS POLICY TO BE CONSIDERED

A draft of the Green Streets Policy for the National Capital Region was presented to the TPB on January 15. The draft policy, a collaboration between the Metropolitan Washington Council of Government’s departments of transportation and environmental planning, reflects stakeholder input from across the region. Designed to encourage jurisdictions in the Washington region to create more Green Streets to help manage stormwater, the draft policy includes two elements. The first provides examples of green street treatments—like permeable pavements, bioswales, and rain gardens. The other element is a sample policy to serve as a starting point for jurisdictions to customize and develop into their own policy.

Dan Emerine, Board member from the District of Columbia Office of Planning, echoing a suggestion raised by the Citizens Advisory Committee earlier in the meeting,

suggested, “the technical assistance programs that the TPB operates might be a way to encourage further adoption and implementation,” of a Green Streets policy.

Board member from Fairfax County, Linda Smyth encouraged the TPB to consider the ways that maintaining Green Streets differs from maintenance for traditional streets. “If we go this direction,” she said, “we have to know every step that will be involved for long-term maintenance,” of Green Streets facilities and the related cost implications.

Paul Smith, Frederick County Board member, suggested that Washington area jurisdictions can use this Green Streets policy as “one of the tools” to meet stormwater requirements related to the Chesapeake Bay.

The policy is scheduled for final consideration and approval at the March 19 TPB meeting. ♦

TPB APPOINTS 2014 CAC MEMBERS

At its meeting on January 15, the TPB appointed 15 members and six alternate members to the 2014 Citizens Advisory Committee, or the CAC. The mission of the CAC is to promote public involvement in

transportation planning for the region and to provide independent, region-oriented citizen advice to the TPB on transportation plans and issues. ♦

Maryland

Tracy Hadden Loh, Chair
 Emmet Tydings
 John Epps
 Tina Slater
 Jarrett Stoltzfus
 Cherian Eapen (alternate)
 Gary Hodge (alternate)
 Karen Young (alternate)

Virginia

Tom Burrell
 Stephen Still
 Andrea Hamre
 Jeffrey Parnes
 Lorena Rios
 Rick Holt (alternate)
 Thomas Sanchez (alternate)
 Douglas Stewart (alternate)

District of Columbia

Neha Bhatt
 Veronica Davis
 Erin McAuliff
 Cindy Petkac
 Zachary Smith

PRIORITY BICYCLE AND PEDESTRIAN PROJECTS IDENTIFIED FOR REGION

At the January 15 TPB meeting, the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee presented a priority list of planned bicycle and pedestrian projects for the Washington region.

The purpose of the priority list is to raise regional awareness for unfunded or partially funded bicycle and pedestrian projects so that they can become fully funded. Projects selected for the list improve connectivity to existing regional bicycle networks, access to transit, or

pedestrian safety. These projects must be priorities for their local jurisdictions, and that they cost should be a reasonable fraction of the total spending in the region on highways and bridges. These projects should be completed by 2020.

The priority list is proposed for consideration by member agencies for inclusion in the current or future Transportation Improvement Program (TIP). ♦

2014 Priority Bicycle and Pedestrian Projects

- Metropolitan Branch Trail, Fort Totten Section (**District of Columbia**)
- East Street Rail with Trail (**City of Frederick**)
- Monocacy River Greenway Trail Phase I, Monocacy MARC station to Ballenger Creek (**Frederick County**)
- MacArthur Boulevard Bikeway Improvement Segment 3 (**Montgomery County**)
- Rhode Island Avenue Trolley Trail Extension (**Prince George's County**)
- Van Dorn/Beauregard Bicycle Facility (**City of Alexandria**)
- Arlington Boulevard Pedestrian and Bikeway Improvements (**Arlington County**)
- Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative (**Fairfax County**)
- Folly Lick / Spring Branch Regional Trail to Dulles Metrorail (**Town of Herndon**)
- Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements (**Loudoun County**)
- Route 234 Trail from Country Club Drive to Route 1 (**Prince William County**)
- US Bike Route 1 Signing in Northern Virginia (**VDOT**)

OTHER JANUARY AGENDA ITEMS

The TPB's January 15 meeting also included the following items:

- Approval of Funding and Transmittal Letter for TPB's 2014 Membership in the Association of Metropolitan Planning Organizations (AMPO)
- Update on Project Submissions and Schedule for the Air Quality Conformity Assessment, and Status of the Financial Analysis for the 2014 CLRP
- Review of Outline and Preliminary Budget for the FY 2015 Unified Planning Work Program ♦



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www.transportationplanninghub.org

PRIORITIES PLAN APPROVED

(Continued from page 1)

focuses on strengthening public confidence and ensuring greater accessibility for traditionally disadvantaged groups. The plan says these are essential steps in winning public support for major transportation improvements and making sure that more people can use the transportation system with ease and contribute to and benefit from the region's vibrant economy.

Finally, the plan calls for moving more people and goods more efficiently, through a combination of efforts to increase capacity and manage demand on the existing system. Carrying out targeted roadway improvements and pursuing express toll lanes, cost-effective surface transit, and running more trains and buses on the existing Metro system rather than expanding it are steps the plan recommends for increasing capacity. To manage demand, the plan says that more of the region's future housing and job development should occur in mixed-use Activity Centers, especially near transit, to help use the infrastructure we already have more efficiently and to make it possible for more people to take advantage of alternatives to driving.

The Priorities Plan was well-received by Board members, many of whom spoke to its merits, the extensive work that has gone into its development over the last three years, and the need to approve it as soon as possible.

"I'm going to join with others in thanking... everyone who had a hand in the really arduous work of developing this [plan] and perfecting it and improving it," said Board member Tim Lovain, from Alexandria. "It's

a document that sets priorities that can be used in subsequent regional planning activities, and I think it's a very useful guide for that purpose and urge its adoption."

"In the end, the strength of this document is the fact that staff listened to so many people from so many different points of view and came up with a very balanced document that really reflects the priorities that people in the region have," said Board member Dan Emerine, who represents the District of Columbia Office of Planning.

David Snyder, who represents the City of Falls Church on the Board, spoke to comments on the plan the TPB received from the Metropolitan Washington Air Quality Committee, a board on which Snyder also serves. "There's a lot in the plan that's very positive, but I expect [air quality] standards to tighten and become more stringent

in the future, which means this body and other transportation bodies are going to have to work even harder to reduce vehicle miles traveled in the region and otherwise deal with environmental concerns," he said.

In coming months, the TPB and its staff plan to reach out to local, state, and regional decision makers and stakeholders to share the details of the Priorities Plan. The TPB will also work to develop a system for assessing how projects and programs that are already planned to be built or implemented between now and 2040 support the priorities in the plan. Periodically, the TPB will revisit and update the Priorities Plan to reflect changing planning, policy, and political realities. ♦

Move More People and Goods More Efficiently

Alleviate Congestion and Crowding, and Accommodate Future Growth

Strengthen Public Confidence and Ensure Fairness

Pursue Greater Accountability, Efficiency, and Accessibility

Meet Our Existing Obligations

Maintain the Transportation System We Already Have

ACTIVITY CENTERS ANALYSIS

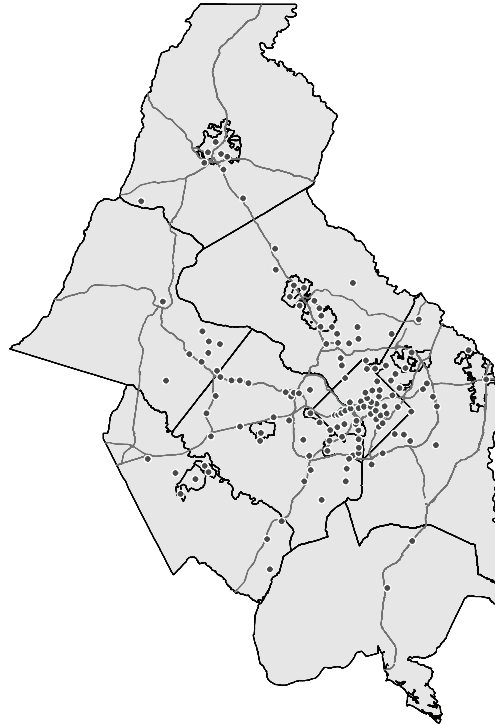
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The greatest increases in regional travel by transit, walking, and biking between now and 2040 will occur in travel to, from, and within Activity Centers. By 2040, the analysis says, half of all trips on foot or by bicycle will occur in Activity Centers, which represent just 9 percent of the region's land area.

Cathy Hudgins, Board member from Fairfax County, requested more information about the mix of housing recommended for each center, specifically highlighting the need for affordable housing in transit-rich communities. She said that "absent the integration of housing, [projected] modal shares are not going to be met because the job/housing balance won't occur."

TPB Chair Patrick Wojahn, of College Park, echoed these concerns saying, "If these Activity Centers are unaffordable to live in across a variety of different economic levels, we will not be able to accomplish the [modal share] goals."

Activity Centers for the National Capital Region



David Snyder, Board member from the City of Falls Church, said, "the [projected] modal share is still overwhelmingly motor vehicle. How do we make alternatives to motor vehicles more attractive so that we can affect a major change in modal share?"

Summarizing additional discussion, Dan Emerine, Board member from the District of Columbia Office of Planning said, related to affordable housing and modal share, "the extent to which we understand how different Activity Centers are producing different results might showcase different interventions that local jurisdictions might be able to make."

The Metropolitan Washington Council of Governments (COG) Board approved the current list of Activity Centers in 2013. Planners from around the region worked with COG staff to update the list to better align with local and regional planning processes, as well as the region's planned long-term investments in transit. ♦

UPCOMING FEBRUARY AGENDA ITEMS

The February 19 TPB meeting is expected to include the following items:

- Approval of Green Streets Policy for the National Capital Region
- Update on Project Submissions and Schedule for the Air Quality Conformity Assessment, and Status of the Financial Analysis for the 2014 CLRP
- Briefing on "Place + Opportunity: Strategies for Creating Great Communities and a Stronger Region"
- Briefing on Traffic Signal Timing/Optimization in the Washington Region
- Review of Draft FY 2015 Commuter Connections Work Program (CCWP)
- Review of Draft FY 2015 Unified Planning Work Program (UPWP)

- Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the District of Columbia Section of the TIP ♦

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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 North Capitol St., NE (Enter from First St., NE).

February 2014

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 13 Citizens Advisory Committee (6 pm)
- 19 Transportation Planning Board (noon)**
- 20 Human Services Transportation Coordination Task Force (noon)
- 25 TPB Regional Bus Subcommittee (noon)

March 2014

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 12 Bike to Work Day Steering Committee (10 am)
- 12 Car Free Day Steering Committee (11:30 am)
- 13 Citizens Advisory Committee (6 pm)
- 18 Commuter Connections Ridematching Committee (10 am)
- 18 Commuter Connections Subcommittee (noon)
- 18 Regional TDM Marketing Group (2 pm)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 TPB Regional Bus Subcommittee (noon)
- 27 Aviation Technical Subcommittee, Saturday (10:30 am)

April 2014

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 10 Citizens Advisory Committee (6 pm)
- 15 Employer Outreach Committee (10 am)
- 16 Transportation Planning Board (noon)**
- 22 TPB Regional Bus Subcommittee (noon)
- 24 Access for All Advisory Committee (noon)
- 26 Regional Taxicab Regulators (1 pm)

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 Bryan Hayes at (202) 962-3273 or bhayes@mwcog.org, or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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