

THE REGION

Vol 55

TPB ANNUAL REPORT 2015

**Planning
Our Future
Together:
Celebrating
50 Years of
the TPB**



National Capital Region
Transportation Planning Board

About the TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, comprehensive, and cooperative transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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COG BOARD CHAIR	COG PRESIDENT	EXECUTIVE DIRECTOR	TRANSPORTATION PLANNING DIRECTOR
William Euille	Muriel Bowser	Chuck Bean	Kanti Srikanth

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Planning Our Future Together: Celebrating 50 Years of the TPB

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South Capitol Street, Washington, DC, 1963

IN MEMORIAM

Albert A. Grant

Albert A. Grant, who served as COG's first transportation planning director and staff director to the TPB, passed away on April 2, 2015. Grant helped establish the TPB as a trusted regional organization and, along with COG's founders, ignited a culture of cooperation and consensus-building that still guides COG and the TPB today.

When he came to COG in 1966, Grant brought a wealth of experience, having previously served as chief bridge designer for the District of Columbia. With his technical expertise and scores of professional relationships in the region, he set about establishing a metropolitan transportation planning process that local and state leaders could get behind. He was a skillful negotiator notorious for working behind the scenes to ensure that the players involved with a particular initiative or project were on the same page before they even walked through COG's doors for a meeting.

In his time at COG, Grant oversaw a wide range of programs and planning activities. In the late 1960s, he orchestrated the first-ever regional household travel survey, which gathered vital data and information to aid major transportation-planning decisions. In the mid-1970s, Grant helped establish Commuter Club, a computerized carpool matching service set up in response to high gas prices brought on by the 1973 oil embargo. And in 1979, Grant led a comprehensive study of the future construction costs of Metro, deeming the economic benefits of building the system to be worth the investment.

Grant retired from COG in 1987 after 21 years of service. Even after his departure, he remained an active advocate for infrastructure issues at the regional and national levels. In 1988, Grant served as president of the American Society of Civil Engineers. In a 2002 interview with ASCE's Civil Engineering magazine, Grant said, "One of the things that's important to me is trying to leave for our children and our grandchildren as nice a world as we had. ... That's something I think everyone can identify with."

Learn more about Al Grant and his service to COG and the TPB at www.mwcog.org/AlGrantMemorial.



“One of the things that’s important to me is trying to leave for our children and our grandchildren as nice a world as we had. ...That’s something I think everyone can identify with.”



Phil Mendelson
2015 TPB Chairman
District of Columbia

It was an honor to serve as Transportation Planning Board Chairman during the TPB's 50th anniversary year. Our region has come so far in the last half-century and there's a lot to look back on and celebrate. But there's even more to look ahead to and plan for. How will we move the 1.5 million more people who are expected to call the region home by 2040? How will new technologies, like autonomous vehicles and shared mobility services, transform our transportation system? How will we make sure that the infrastructure we already have, especially our Metrorail system, continues to serve us efficiently, safely, and reliably?

The answers to these questions will be found through the kind of regional analysis, planning, and collaboration taking place at the TPB. By studying the latest trends, looking decades ahead to understand the challenges that are coming, and working together to identify the best policies and projects the entire region can get behind—this is how we make sure our region continues to be an economic engine providing a high quality of life to millions of people.

In 2015, the TPB accomplished a great deal toward this end. We initiated a regional effort to improve bicycle and pedestrian access to Metro stations and deployed real-time arrival signs at area bus stops—so that more people can more easily take advantage of our extensive transit system. We worked with our environment, energy, and land-use partners to identify promising regional strategies for reducing greenhouse gas emissions. We studied the traffic impacts of disruptive weather and public events and funded dozens of projects to improve mobility for some of our most vulnerable neighbors. And we continued to promote ridesharing, bicycling, walking, teleworking, traffic safety, and more.

Perhaps our most significant accomplishment in 2015 was engaging the region's elected officials in a serious conversation about the financial and safety challenges facing our Metro system. As TPB chairman, it was a priority of mine to facilitate this discussion and find out what we as elected representatives can do to help. Over a period of three months, we heard from WMATA about how the system is set up, governed, and funded, and how the agency is addressing key safety issues. We established a new level of understanding and a new line of communication that should enable the TPB to play a constructive role in helping to ensure Metro's return to success.

As I leave my fourth term as TPB Chairman, I look forward to what is in store for 2016 and beyond. One of the biggest things is the TPB's work to identify key unfunded regional priority projects to rally our leaders and our people behind so that we might secure funding for critical infrastructure improvements. It is also my sincere hope that the TPB, together with the Metropolitan Washington Council of Governments and other regional partners, will continue to lead efforts to restore our Metro system to the world-class system it once was. Working together I think we can really make a difference.

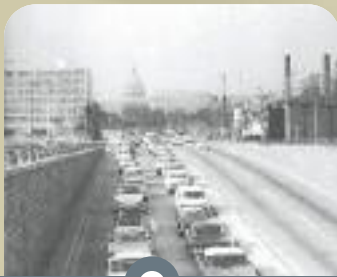
Message from the Chairman



GEOFF LIVINGSTON / FLICKR CREATIVE COMMONS

Planning Our Future Together: Celebrating 50 Years of the TPB

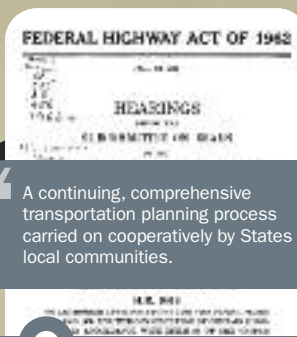
Timeline of Major TPB Milestones and Contributions



1950s and 1960s

REGION GROWING RAPIDLY

An expanding federal government and other factors led to booming housing and job growth throughout the metropolitan area. Traffic, air pollution, parking, and mass transit became major regional concerns.



“A continuing, comprehensive transportation planning process carried on cooperatively by States and local communities.”

1962

FEDERAL AID HIGHWAY ACT OF 1962

A federal focus on urban issues led Congress to order state and local governments to work together to coordinate transportation-planning activities across jurisdictional boundaries.

June 30, 1965

TPB FORMALLY ESTABLISHED

State and local leaders from Maryland, Virginia, and the District of Columbia agreed to the formation of a regional body responsible for meeting new federal metropolitan planning requirements. The new body would be funded with a portion of transportation-planning funds allocated to the States by the federal government.

Looking Back on the First 50 Years

The TPB was created in 1965 by the region's local and state governments in response to a new requirement under federal law: that every urbanized area in the United States with a population greater than 50,000 people institute a "continuing, comprehensive transportation planning process carried out cooperatively by States and local communities." The requirement, part of the Federal Aid Highway Act of 1962, was designed to ensure that expenditures of federal transportation dollars within metropolitan areas would reflect the shared vision of all interested parties and that projects and programs would be planned and implemented in an efficient, coordinated way.

It took a couple of years for the TPB to get off the ground. The governors of Virginia and Maryland and the then-President of the Board of Commissioners for the District of Columbia had to all agree on the right set-up for the new quasi-governmental entity and to formally grant it the decision-making authority outlined in federal law. The new body, made up of elected leaders and transportation officials, also needed a staff to help carry out its federal charge. In 1966, just a year after being formally established, the TPB reached an agreement with the still-young Metropolitan Washington Council of Governments (COG) to be staffed by a technical and policy support staff housed at COG. COG had been established in 1957 by local cities and counties to deal with regional concerns, including growth, housing, environment, public health and safety, and transportation.

Since its beginning, the TPB has been focused on carrying out the federally mandated metropolitan planning process, which has evolved over time to address new issues of regional and national importance as they have emerged, like air quality, public involvement, congestion management, and freight movement. But it has also taken up a number of other key regional issues and coordination activities, many a demonstration that the value of the TPB comes not through exercising veto power over specific projects and plans but through bringing decision-makers together from around the region to find common ground and pursue shared goals. Examples of such issues include transportation and land-use coordination, pedestrian and bicyclist safety, and regional emergency response coordination.



1966

TPB BECOMES ASSOCIATED WITH COG

A year after it was formed, the TPB became affiliated with the Metropolitan Washington Council of Governments (COG), which was formed nine years earlier to address regional challenges ranging from transportation to housing to public safety. Since then, COG has provided the TPB with both a technical staff and a physical home.



1968

FIRST REGIONAL HOUSEHOLD TRAVEL SURVEY CONDUCTED

Among the TPB's earliest technical work was the first-ever examination of household-level travel patterns on a regional scale. The TPB still carries out the in-depth survey every decade or so to shed light on changing travel patterns and to help planners predict how people will get around the region in the future.



1969

"CAPITAL FLYER" EXPRESS BUS SERVICE BEGINS

COG and the TPB helped launch the region's first express bus service, operating between suburban shopping malls and downtown job centers. The service introduced the region to a park-and-ride model that continues to be used today by express buses, carpools and vanpools, Metro, and commuter rail.



WMATA

METRO FUNDING STUDY MAKES CASE FOR SYSTEM EXPANSION

Soon after Metro opened in 1976, the TPB carried out a detailed study of the potential economic impacts of constructing the entire 103-mile system as originally planned. The study quelled concerns about the project's mounting price tag and cleared the way for construction of the rail system to continue. Today's 117-mile, 91-station system serves more than 700,000 riders a day.



1974

“COMMUTER CLUB” ESTABLISHED
 Fuel shortages and high gas prices prompted area leaders to form a regional carpool ridematching service. Housed at COG, the service used early computing technology to help travelers with similar commuting patterns find or form carpools as a way to save on gas and conserve limited fuel supplies.

1978



1979

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM LAUNCHES
 With funding from the Federal Aviation Administration, COG and the TPB launched a new program to support the planning, development, and operation of the region's three major commercial airports. Under the Continuous Airport System Planning Program, the TPB monitors local air travel patterns, surveys local air passengers, forecasts future air passenger and air cargo needs, and develops plans for improving how people and goods get to and from the airports.



1977

“COLEMAN DECISION” PAVES WAY FOR I-66 INSIDE BELTWAY
 The TPB helped broker a deal between Arlington County leaders and Virginia state highway planners to allow the construction of I-66 inside the Capital Beltway. The agreement, formalized in a decision by then-US Secretary of Transportation William Coleman, stipulated among other things that the new highway could never be wider than four lanes and that it would operate as an HOV-only facility during peak hours. Congress in 1999 overturned some of the conditions of the so-called “Coleman Decision.”

1986

1989

CONFERENCE ON GROWTH AND TRANSPORTATION

This day-long meeting brought attention to the critical role that changes in land-use patterns could play in moderating demands on the region's transportation system. The conference sparked more than two decades of TPB work to develop and study integrated transportation and land-use scenarios to address congestion and other challenges.



1993

TRIENNIAL AERIAL TRAFFIC SURVEYS BEGIN
 Using aerial photography, traffic analysts at the TPB began assessing congestion on area freeways in a comprehensive, holistic way. Every three years, analysts document sections of freeway with significant traffic back-ups and study how traffic patterns change over time in response to capacity improvements or changes in travel behavior.

1994

AIR QUALITY CONFORMITY ANALYSES BEGIN
 New Clean Air Act regulations in 1990 required metropolitan areas to demonstrate that long-range transportation plans were consistent with regional air quality goals. In 1994, the TPB began using complex computer models to predict future travel patterns and estimate vehicle emissions.

1996



“COMMUTER CONNECTIONS” LAUNCHES
 The TPB expanded and rebranded its RideFinders carpool-matching program to assist commuters in taking advantage of additional alternatives to driving alone to work—including transit, bicycling, and teleworking. The move fortified the original Commuter Operations Center, housed at COG, and established the Guaranteed Ride Home (GRH) program. Both continue to serve area commuters today.

2002

“STREET SMART” BICYCLE AND PEDESTRIAN SAFETY CAMPAIGN

Twice a year the TPB helps organize a regional safety campaign to raise awareness of traffic safety laws among motorists, pedestrians, and bicyclists. The goal of the campaign is to reduce the numbers of deaths and injuries resulting from traffic collisions.



2007

TRANSPORTATION/ LAND-USE CONNECTIONS (TLC) PROGRAM LAUNCHES

The TLC program provides technical assistance to jurisdictions looking to better integrate transportation and land-use at the local level. The program has funded more than 90 planning studies and design projects for improving transit access, promoting mixed-use development, and making it safer and easier to get around on foot or by bicycle.



AUDE/CREATIVE COMMONS

2001

ANNUAL “BIKE TO WORK DAY” ESTABLISHED REGIONALLY

The event, held each May, promotes bicycling as a viable commute option for Washington area residents. Commuter convoys, pit stops across the region, and online how-to guides are among the resources available to help encourage first-time bicycle commuting. The TPB partners with the Washington Area Bicyclist Association (WABA) to organize and host the event, which in 2015 attracted more than 17,000 participants.



2010

TPB SECURES FEDERAL TIGER GRANT FOR BUS PRIORITY

The TPB secured nearly \$60 million in federal stimulus funds to make technological and other improvements to more than a dozen key bus routes throughout the region. Real-time arrival signs at more than 100 bus stops, dedicated bus-only lanes and the new Metroway bus rapid transit (BRT) line in Northern Virginia, and a major new bus station in Maryland are among the improvements funded by the grant.



BEYOND DC

2000

“A SYSTEM IN CRISIS” AND “TIME TO ACT” HIGHLIGHT TRANSPORTATION FUNDING NEEDS

When major funding gaps and years of deferred maintenance came to light, the TPB convened members of Congress, state legislators, and key state and local officials to organize a response. A follow-up study put a specific price tag on the short-term needs of area transportation agencies, including Metro. This work led Congress and the states in 2008 to commit more than \$3 billion over 10 years to rehabilitating the Metro system.

2011

“ROLLDC” PILOT PROGRAM BRINGS WHEELCHAIR-ACCESSIBLE TAXIS TO THE NATION’S CAPITAL

The TPB secured and implemented a federal grant to put 20 ramp-equipped minivans into service as wheelchair-accessible taxis within the District of Columbia. “rollDC” provided the vital new transportation option for District residents and visitors for the first time ever. With the federal funding, the TPB also established a driver training program and developed marketing materials for the new service.



2008

WOODROW WILSON BRIDGE REBUILT

When the replacement of the Capital Beltway’s aging Woodrow Wilson Bridge was being designed in the 1990s and early 2000s, the TPB worked with federal, state, and local officials to ensure that space was reserved for pedestrians and bicyclists, as well as future rail or rapid bus service.

MATOC ESTABLISHED TO FACILITATE INCIDENT RESPONSE COORDINATION

The 9/11 terrorist attacks renewed area leaders’ desire for real-time information sharing and coordinated response before, during, and after highly disruptive events. Complementing a number of COG-led post-9/11 public safety initiatives, the TPB played a central role in the formation of the Metropolitan Area Transportation Operations Coordination (MATOC) program. MATOC integrates traffic information systems in the region, improves procedures and planning for disruptive events, and shares more accurate and timely transportation information among impacted federal, state, and local officials.

TPB FREIGHT SUBCOMMITTEE INITIATED

The new subcommittee brought together private freight carriers, major retailers, and state and local leaders to identify ways to move goods more safely and efficiently. The subcommittee guided development of the first-ever regional freight plan in 2010 and continues to advise periodic updates to the plan.

2014

“REGIONAL TRANSPORTATION PRIORITIES PLAN” APPROVED

This plan was designed to refocus attention on a handful of key strategies with the greatest promise of addressing the region’s most pressing transportation challenges. Rooted in the TPB Vision, the Priorities Plan emphasizes the importance of maintenance, fairness, and moving people and goods more efficiently.

1998

“THE VISION” SPELLS OUT SHARED POLICY GOALS

This articulation of shared policy goals for the future of the region’s transportation system was developed through nearly two years of TPB discussion and public input. Today, it guides many aspects of the TPB’s work, including the development of the region’s long-range plan.

Beyond 2015

CONTINUING CHALLENGES, NEW OPPORTUNITIES

Funding shortfalls, maintenance, safety, congestion, transit crowding, accessibility for vulnerable populations—these will all continue to be major concerns for our region for many years to come. But new opportunities, like electric vehicles, driverless cars, innovative transit, and more walkable communities will help us deal with these challenges. Regional cooperation will be more important than ever in taking advantage of these opportunities.

TPB Chairmen and TPB Staff Directors 1965–2015

A number of distinguished individuals have helped lead the Transportation Planning Board over the years—either as Board chairman or as staff director. The elected officials who have served as chairman have represented 16 of the TPB’s 22 member jurisdictions. The TPB’s staff directors over the years have brought extensive technical knowledge and a collaborative leadership style that have helped solidify the role of the TPB as a forum for regional dialogue and consensus-building.

TPB CHAIRMEN

1965	Frederick A. Babson	Fairfax County
1966	Frederick A. Babson	Fairfax County
1967	William W. Gullett	City of College Park
1968	Joseph P. Yeldell	District of Columbia
1969	Harold O. Miller	Fairfax County
1970	Richmond M. Keeney	Montgomery County
1971	Joseph P. Yeldell	District of Columbia
1972	H. Winfield McConchie, Jr.	City of Alexandria
1973	Neal Potter	Montgomery County
1974	Rev. Jerry A. Moore, Jr.	District of Columbia
1975	Rufus Phillips	Fairfax County
1976	John R. Freeland	City of Rockville
1977	Douglas N. Scheider, Jr.	District of Columbia DOT
1978	Marie B. Travesky	Fairfax County
1979	Richard J. Castaldi	City of Greenbelt
1980	James E. Clark III	District of Columbia DOT
1981	Robert L. Calhoun	City of Alexandria
1982	Stephen N. Abrams	City of Rockville
1983	Marie B. Travesky	Fairfax County
1984	John E. Touchstone, Jr.*	District of Columbia
1985	Rose Crenca	Montgomery County
1986	Carol W. DeLong	City of Falls Church
1987	John E. Touchstone, Jr.	District of Columbia
1988	Lawrence J. Saben*	Maryland DOT
1989	Rose Crenca	Montgomery County
1990	Lilla Richards	Fairfax County
1991	Lilla Richards	Fairfax County
1992	James E. Nathanson	District of Columbia
1993	Stephen J. Del Giudice	Prince George’s County
1994	Stephen J. Del Giudice	Prince George’s County
1995	Patricia Ticer	City of Alexandria
1996	Harry Thomas, Sr.	District of Columbia
1997	Derick P. Berlage	Montgomery County
1998	Kathleen Seefeldt	Prince William County
1999	Carol Schwartz	District of Columbia
2000	Kathy Porter	City of Takoma Park
2001	John Mason	City of Fairfax
2002	Phil Mendelson	District of Columbia
2003	Peter Shapiro	Prince George’s County
2004	Christopher Zimmerman	Arlington County
2005	Phil Mendelson	District of Columbia
2006	Michael Knapp	Montgomery County
2007	Catherine Hudgins	Fairfax County
2008	Phil Mendelson	District of Columbia
2009	Charles Jenkins	Frederick County
2010	Dave Snyder	City of Falls Church
2011	Muriel Bowser	District of Columbia
2012	Todd Turner	City of Bowie
2013	Scott York	Loudoun County
2014	Patrick Wojahn	City of College Park
2015	Phil Mendelson	District of Columbia

*These individuals served the prior year as First Vice Chairman. Customarily, the First Vice Chairman goes on to assume the role of Chairman the following year.

TPB STAFF DIRECTORS



Albert A. Grant, 1966–1987

Al Grant was hired by COG in 1966 to serve as the first staff director of the newly formed Transportation Planning Board. As the former chief bridge designer for the District of Columbia, Grant drew on his many professional relationships across the region to get the federally mandated metropolitan planning process up and running. Grant oversaw much of the TPB's pioneering regional data collection and analysis work. Along with COG's early leaders, he ignited a culture of cooperation and consensus-building that still guides both organizations today. After leaving the TPB in 1987, Grant went on to serve as president of the American Society of Civil Engineers in 1988. He was active with the ASCE and advocated for infrastructure issues at the regional and national levels until his death in 2014.



Ronald F. Kirby, 1987–2013

Ron Kirby became TPB staff director in 1987 after nearly ten years as a lead transportation researcher with the Urban Institute in Washington, DC. During his 26-year tenure at the TPB, Kirby oversaw countless planning and research activities, convened meetings of area leaders to tackle issues of regional importance, and consulted with state and local transportation officials on major transportation projects and initiatives. He oversaw implementation of the region's air quality conformity process, led the development of numerous scenario analyses examining the vital role of land-use in transportation planning, and frequently highlighted the funding challenges facing the region's transportation

systems. Kirby died unexpectedly in 2013. COG's annual Ronald F. Kirby Award recognizes a non-elected government executive who exhibits the same collaborative leadership style for which Kirby was so well known.



Robert E. Griffiths and Gerald K. Miller, 2013–2014

Bob Griffiths and Jerry Miller jointly assumed the duties of TPB staff director following the sudden death of Ron Kirby in late 2013. Together, Miller and Griffiths brought more than 60 years of experience at COG, most of that time working directly for or with Kirby. The two played a central role in the search for and ultimate selection of a permanent TPB staff director, and continue to play important official and unofficial advisory roles today.



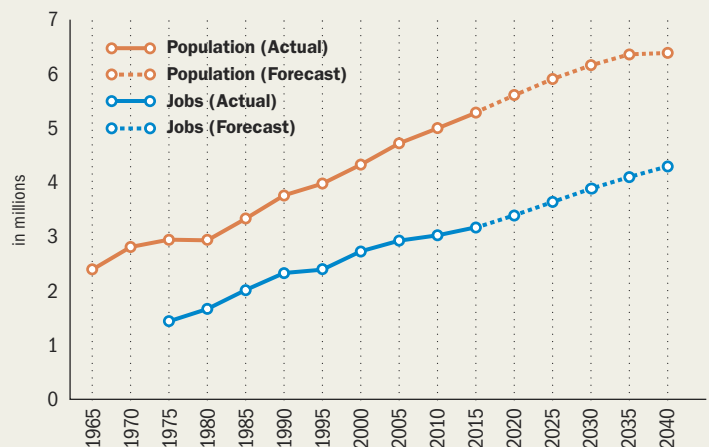
Kanathur Srikanth, 2014–today

Kanti Srikanth joined COG in 2014 as only the third permanent TPB staff director in the organization's 50-year history. To his new position Srikanth brought more than 25 years of experience in transportation planning in the Washington region, much of that time spent working directly with COG and the TPB as a representative of the Virginia Department of Transportation (VDOT). In early 2014, just before joining the TPB staff, he helped broker an agreement between Metro and the local jurisdictions in Northern Virginia to find the funding needed to meet Metro's full state-of-good-repair needs through 2040.

Our Growing Region

Since 1965, the National Capital Region has changed a lot. Its population has nearly doubled to more than 5.4 million people, while the number of jobs has nearly tripled. As residential and commercial development has spread farther outward, so has the TPB's official planning area. Today, 22 county and city governments are official voting members of the TPB. In all, the region encompasses more than 3,500 square miles of land area and a great diversity of development patterns, transportation needs, and economic interests.

POPULATION AND JOB GROWTH, 1965-2015



50th Anniversary Celebration Events

GATHERING OF CURRENT AND FORMER BOARD MEMBERS AND STAFF

More than 100 current and former TPB chairmen, board members, and staff gathered at COG on November 18 to commemorate the TPB's 50th anniversary. A series of guest speakers shared their thoughts and reflections on the TPB's accomplishments over the years. Alan Pisarski, who headed the TPB's data collection and analysis efforts for many years, remembered the TPB's early work to create a planning process rooted in technical analysis. He also remarked that forecasting future travel patterns is harder today than it's ever been because of rapidly changing transportation and information technologies. Former TPB chairmen John Mason (2001) and Kathy Porter (2000) recalled major TPB accomplishments in the late 1990s and early 2000s, like the development of the TPB Vision, promoting the concept of Activity Centers and efficient land-use, and major improvements in the region's air quality. 2015 TPB Chairman Phil Mendelson, who has served four terms as TPB chairman over the last 15 years, concluded the event by noting that the region still has a lot of work to do to continue accommodating growth and promoting economic vitality. The November 18 event also featured the first screening of a short video commemorating the anniversary.





Watch video clips from the events as well as the special commemorative video at www.mwcog.org/TPB50th.

COG ANNUAL MEETING AND AWARDS LUNCHEON: DECEMBER 9, 2015

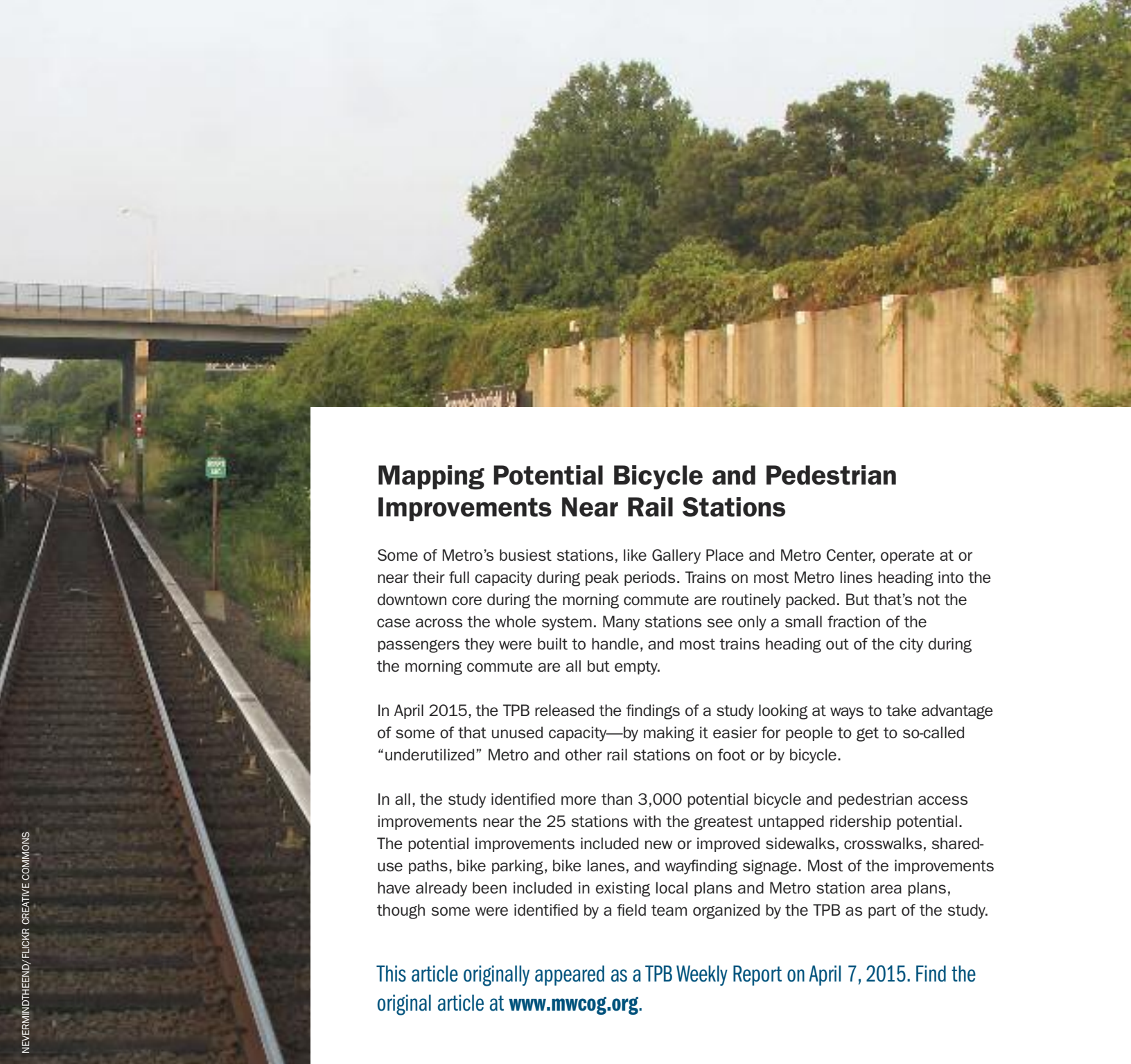
The TPB's 50th anniversary took center stage at the COG Annual Meeting and Awards Luncheon on December 9, 2015. More than 100 local elected and agency officials from around the region attended the event, which featured a keynote address by futurist Glen Heimstra. Heimstra challenged officials to imagine a transportation future dramatically transformed by emerging technologies like autonomous vehicles and shared mobility services. He said that officials need to be thinking now, in new ways, about how to plan for such a different future. The December 9 event also featured another screening of the commemorative anniversary video.

Opposite page: More than 100 current and former TPB chairmen, board members, and staff gathered at COG on November 18 to commemorate the TPB's 50th anniversary

Below, left to right: 2015 TPB Chairman Phil Mendelson; Guest speakers at the November 18 commemorative event included 2015 TPB Chairman Phil Mendelson, former TPB chairmen John Mason (2001) and Kathy Porter (2000), and former TPB staffer Alan Pisarski.

Right: Futurist Glen Heimstra addresses area officials at the 2015 COG Annual Meeting and Awards Luncheon





NEVERMINDTHEEND/Flickr CREATIVE COMMONS

Mapping Potential Bicycle and Pedestrian Improvements Near Rail Stations

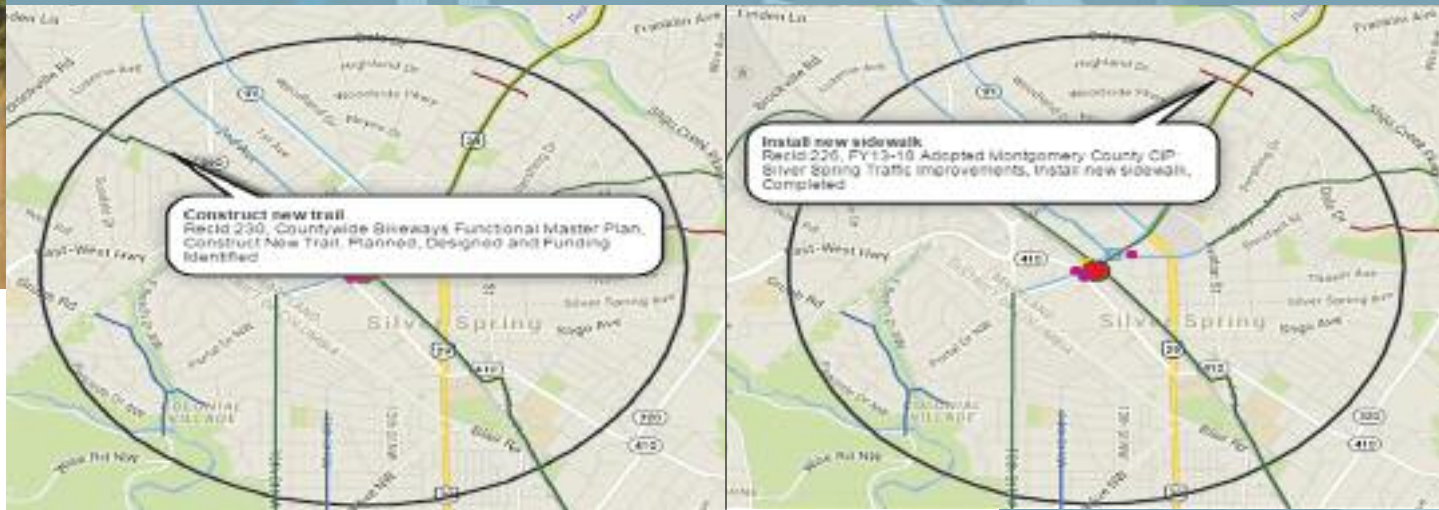
Some of Metro's busiest stations, like Gallery Place and Metro Center, operate at or near their full capacity during peak periods. Trains on most Metro lines heading into the downtown core during the morning commute are routinely packed. But that's not the case across the whole system. Many stations see only a small fraction of the passengers they were built to handle, and most trains heading out of the city during the morning commute are all but empty.

In April 2015, the TPB released the findings of a study looking at ways to take advantage of some of that unused capacity—by making it easier for people to get to so-called “underutilized” Metro and other rail stations on foot or by bicycle.

In all, the study identified more than 3,000 potential bicycle and pedestrian access improvements near the 25 stations with the greatest untapped ridership potential. The potential improvements included new or improved sidewalks, crosswalks, shared-use paths, bike parking, bike lanes, and wayfinding signage. Most of the improvements have already been included in existing local plans and Metro station area plans, though some were identified by a field team organized by the TPB as part of the study.

This article originally appeared as a TPB Weekly Report on April 7, 2015. Find the original article at www.mwcog.org.

2015 Highlights



The study produced a database and interactive online map of all 3,000 potential improvements. The TPB envisions local jurisdictions using these resources to help prioritize local transportation projects and funding and to aid in other planning and development efforts near rail transit stations. The TPB will draw on the findings of the study in selecting projects to receive funding under its Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small-scale planning and design projects, as well as the regional Transportation Alternatives Program (TAP).

The TPB's study was funded under the Federal Highway Administration's Transportation, Community, and System Preservation (TCSP) program, which supports efforts to improve the efficiency of transportation systems, reduce environmental impacts and the need for costly infrastructure investments, and to ensure efficient access to jobs, services, and centers of trade.

Find the original article at www.mwcog.org. Learn more about the study and access the online database and interactive map at www.mwcog.org/TLC/TCSP.

Examining Best Practices for Creating “Pedestrian Spaces”

Sometimes a few small changes can transform an uninviting, vehicle-dominated city street or intersection into a space where pedestrians feel safe and welcome, encouraging more travel by foot and a more vibrant street scene.

In a half-day workshop organized by the TPB in April 2015, more than 60 local transportation planners and pedestrian advocates from around the Washington region gathered to learn about and discuss ways to create more pedestrian-friendly spaces.

The workshop highlighted more than a dozen examples and case studies throughout the region, including in the District of Columbia, Alexandria, and Montgomery County. (See table for more.)

The workshop also featured a keynote presentation by Sean Quinn, one of the co-directors of New York City’s Pedestrian Projects Group. The team has been responsible for reconfiguring dozens of the city’s streets and intersections to give pedestrians more sidewalk space, help them cross streets more safely, and create a more inviting setting through the addition of lighting, seating, and vegetation.

The April workshop was organized by the TPB’s Bicycle and Pedestrian Subcommittee. It complements two other TPB workshops held in recent years—one focused on designing “Complete Streets” that accommodate users of all travel modes, and the other focused on implementing “Green Streets” treatments that help reduce stormwater runoff from pavement and sidewalks.

This article originally appeared as a TPB Weekly Report on May 12, 2015. Find the original article at www.mwcog.org.



GEORGETOWN BID, SAM KITNER PHOTOGRAPHY



FEDERAL REALTY

GUEST PRESENTERS AT APRIL 2015 “PEDESTRIAN SPACES” WORKSHOP

The following individuals shared their experiences and lessons learned from work in their respective jurisdictions to create pedestrian-friendly spaces. The presenters highlighted more than a dozen examples and case studies throughout the region.

Sean Quinn	Pedestrian Projects Group, NYCDOT
George Brayan	District Department of Transportation (DDOT)
Will Handsfield	Georgetown Business Improvement District
Evan Golman	Federal Realty
Hillary Poole	City of Alexandria



BOSS/FLICKR CREATIVE COMMONS

Bringing Real-Time Arrival Signs to Area Bus Stops

In 2015, nearly 180 bus stops along some of the region’s busiest bus corridors welcomed the installation of new electronic arrival signs—like those within the Metrorail system—which tell passengers in real time when the next few buses are due to arrive.

Installation of the signs was funded by a federal TIGER grant awarded to the TPB in early 2010. In all, the grant is funding \$58.8 million in improvements to make bus transit more reliable and convenient—by helping buses bypass traffic back-ups, enhancing the safety and comfort of stops, stations, and vehicles, and providing customers with more real-time information.

Real-time arrival signs offer another way for passengers to get up-to-date information on when their bus will arrive. Passengers could previously use third-party smartphone apps or Metro’s automated call centers to access arrival information.

The deployment of the arrival displays required coordination among the many agencies that operate buses on routes that saw the new signs. Differences in vehicle location technologies, data collection and transmission methods, and bus stop ownership and management all posed challenges in launching a fully integrated real-time display system.

Metro and other partner agencies hope to deploy signs at up to 400 more bus stops in coming years, though funding has yet to be identified.

Other projects funded by the TIGER grant include a portion of Metroway, the region’s first bus rapid transit (BRT) line, which opened in Northern Virginia in 2014, and the Takoma-Langley Transit Center in Maryland, due to open in mid-2016.

Get more information about the TPB’s TIGER grant at www.mwcog.org/transportation/TIGER.



LOCATIONS OF NEW REAL-TIME BUS ARRIVAL SIGNS

	TPB MEMBER JURISDICTION	NUMBER OF SIGNS
MARYLAND		
Addison Road Corridor	Prince George’s County	5
University Boulevard Corridor	Montgomery and Prince George’s Counties	10
VIRGINIA		
Pentagon and Franconia-Springfield Metro Stations	Arlington and Fairfax Counties	34
Veirs Mill Road Corridor	Montgomery County	8
Van Dorn-Pentagon Corridor	City of Alexandria	2
DISTRICT OF COLUMBIA		
16th Street NW Corridor	District of Columbia	31
Georgia Avenue Corridor	District of Columbia	23
H Street/Benning Road Corridor	District of Columbia	28
Wisconsin Avenue Corridor	District of Columbia	3

Taking a “Census” of the Region’s Vehicle Fleet

Every three years the TPB carries out a regional “vehicle census” to determine the year, make, and model of nearly every car and truck registered in the Washington region. The analysis yields important information about the changing age and make-up of the vehicle fleet that helps the TPB refine its forecasts of future vehicle-related emissions of key air pollutants and greenhouse gases.

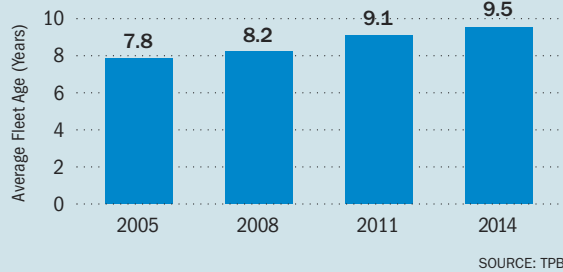
One of the most important findings of the latest vehicle census, carried out in 2014, was that the average age of the region’s vehicle fleet increased since the last survey in 2011. That means that vehicle owners on average were waiting longer to replace older cars and trucks with newer ones.

The aging is important for the TPB to consider because it means that new federal fuel efficiency and other vehicle emissions standards may take longer to positively impact the region’s air quality than previously thought. Such measures only work when consumers buy vehicles that meet the new standards and drive those vehicles instead of older, less efficient models.

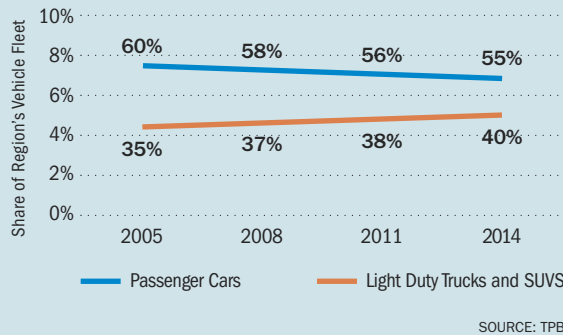
The TPB’s 2014 vehicle census also showed that light-duty trucks and SUVs now make up 40 percent of all the cars and trucks in the region, more than ever before, which could negatively affect air quality. The analysis did show growth in registrations of hybrid-electric and all-electric vehicles, however, with more than 100,000 such vehicles on the road.

This article originally appeared as a TPB Weekly Report on June 9, 2015. Find the original article at www.mwcog.org.

**AVERAGE AGE OF ALL CARS AND TRUCKS REGISTERED IN THE REGION
2005–2014**



**PASSENGER CARS VS. LIGHT-DUTY TRUCKS AND SUVs REGISTERED IN THE REGION
2005–2014**



Examining Potential Greenhouse Gas Emissions Strategies

Throughout 2015 a working group established by the Metropolitan Washington Council of Governments examined a wide range of potential strategies for significantly reducing greenhouse gas emissions in the Washington region.

The group, known formally as the Multi-Sector Working Group on Greenhouse Gas Emissions, consists of technical and policy staff from COG's member jurisdictions, as well as state and regional agencies, who have expertise in one or more of the main sectors from which the region's greenhouse gas emissions come—energy, transportation, land-use, and the built environment.

In the first half of 2015, the Multi-Sector Working Group broke into small groups to brainstorm potential strategies in each of the four main sectors. (See side panel for highlighted strategies identified by each sub-group.) Over the summer, an outside firm carried out an analysis of the strategies identified by the sub-groups to quantify their potential emissions reduction benefits and assess their viability for being implemented at the local, state, and regional levels. In late 2015, COG convened a select group of elected officials from across the region to determine how certain strategies can be implemented locally or regionwide. The group's findings will inform the development of a regional action plan in 2016.

SELECT STRATEGIES IDENTIFIED BY TOPICAL SUB-GROUPS

In 2015, COG's Multi-Sector Working Group broke into small groups to brainstorm potential emissions reduction strategies in each of the four sectors from which the region's greenhouse gas emissions come. Below are select strategies identified by each of the topical sub-groups.

Transportation

- Improving vehicle fuel efficiency
- Reducing congestion and increasing the operational efficiency of the road network
- Encouraging greater use of non-driving travel modes like transit, walking, and bicycling

Land-use

- Encourage more efficient development patterns
- Protect natural resources
- Promote more coordinated transportation and land-use planning

Energy and Built Environment

- Retrofit existing buildings and construct new ones to be more energy efficient
- Promote more efficient energy production processes
- Reduce resource consumption and waste



Quantifying the Traffic Effects of the Pope's Visit

In September 2015, the region hosted a historic visit by the Catholic Church's Pope Francis. The visit, the pope's first to the capital city, required months of planning, with several large events scheduled throughout the District, including a mass at the National Basilica, a parade around the White House, and an address to a joint session of Congress on Capitol Hill. The multi-day event attracted large crowds, and great anticipation about the traffic and other impacts of the multi-day visit.

A regional analysis carried out by the TPB following the pope's visit showed sharp drops in rush-hour congestion on area roadways during the visit. On September 23 and 24, overall travel delay was down about 10 percent compared to the previous week. More pronounced drops were observed on more delay-prone routes during peak hours. The 11-mile inbound drive on Virginia's I-395 between the Capital Beltway and the Potomac River, for example, took just 12 minutes during the morning peak, compared to 44 minutes on a normal weekday.

The analysis found that these major reductions in congestion resulted from fairly modest reductions in overall travel demand. During the same period, freeway volumes were about 4 percent lower than normal, demonstrating that modest reductions in driving during peak periods can yield dramatic improvements in travel conditions.

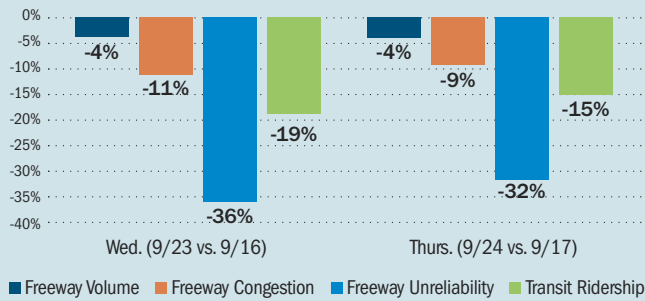
The volume reductions and resulting traffic improvements were largely thanks to workers taking advantage of telework and flexible work-hour arrangements during the pope's visit, planners say. But they caution that such arrangements are probably not a sustainable long-term solution to the region's congestion problem, noting that the papal visit was a rare and highly publicized event occurring during a very limited time period.

The TPB was able to analyze the traffic effects of the pope's visit thanks to the commercial availability of speed information provided anonymously by drivers and other travelers via their GPS-equipped smartphones and in-vehicle navigation devices. The TPB has used the data on numerous other occasions to analyze both short-term and long-term traffic patterns.

This article originally appeared as a TPB Weekly Report on October 21, 2015. Find the original article at www.mwcog.org.

Get quarterly updates on regional congestion trends, including spotlight analyses on events like the visit by Pope Francis, at www.mwcog.org/congestion.

KEY TRAVEL IMPACTS DURING VISIT BY POPE FRANCIS



SOURCE: TPB



Passing Federal Legislation Funding Transportation Through 2020

Just before the end of 2015, Congress and President Obama acted to fund surface transportation at the federal level through 2020, signing into law the Fixing America's Surface Transportation (FAST) Act. The new law provides \$305 billion in funding over the next five fiscal years for highway and transit projects throughout the country, including here in metropolitan Washington. It gives states the certainty they need to continue planning and implementing improvements to roads, bridges, transit systems, and bicycle and pedestrian infrastructure.

The FAST Act is the first bill in more than a decade to fund transportation for five or more years. Many groups, including the business community and transportation advocates, have repeatedly called on Congress to pass such a bill supporting long-term investment in transportation infrastructure. In 2014, and again in 2015, the TPB wrote to Congress to highlight the difficulties caused by a lack of sustainable, long-term funding commitments from the federal government.

Compared to previous authorizations, the FAST Act provides slight increases in overall funding but maintains the same general breakdown for highways, transit, bicycle and pedestrian, passenger rail, and other program areas. For metropolitan planning organizations (MPOs) like the TPB, the FAST Act provides slight increases in funding over the next five years, establishes a new focus on resilience and intercity buses in the metropolitan planning process, and leaves mostly unchanged a program through which MPOs help allocate federal dollars to priority bicycle and pedestrian projects. The FAST Act also maintains the call for performance-based planning at the metropolitan level, as originally outlined in MAP-21, the previous authorizing legislation. The FAST Act did not increase user fees or identify new ones to help cover the cost of the bill, instead relying on general-fund dollars and other obscure revenue sources.



Metro is one of just a few transit systems in the country that does not have a dedicated funding source, like a regional sales tax, to help pay for improvements each year.

Briefing Officials on Metro Funding Challenges and Safety Oversight

Two issues of major concern to regional leaders are funding for and safety of the region's Metro system, which has suffered a number of high-profile safety and reliability setbacks in recent years.

In a three-part series of presentations to the TPB in November and December of 2015, Metro officials briefed the Board on the transit agency's financial outlook, its plans to alleviate crowding at busy downtown stations, and the need for a dedicated, long-term funding to implement those plans. A separate presentation at the TPB's December meeting sought to explain current efforts to strengthen the safety oversight of Metro.

The three-part series on funding was kicked off in November by Tom Webster, the head of Metro's budget office. Webster detailed Metro's annual ridership numbers, its economic impact on the region, and the sources of its funding each year. He stressed that the current \$3 billion annual budget only covers operations, routine maintenance, and repairing and replacing existing infrastructure, not any expansion to accommodate anticipated ridership growth.

Also in November, Metro managing director of planning Shyam Kannan brief Board members on Metro's strategic plan, known as Momentum. Kannan explained that Momentum calls for a \$6-billion package of improvements through 2025 to expand the core capacity of the aging and increasingly crowded Metro system. He noted, however, that a lack of funding commitments from the agency's state and local partners stands in the way of making these improvements. "At this point in time we're not even beginning to meet the identified needs," he said. "There are zero dollars—zero dollars—committed to these improvements today."

At the TPB's December meeting, Metro Board member Harriet Tregoning told members that Metro is one of just a few transit systems in the country that does not have a dedicated funding source, like a regional sales tax, to help pay for improvements each year. She called upon the TPB to take up the issue. "The TPB is the metropolitan planning organization for the region," she said. "If you aren't thinking and acting regionally, who is?"

In a separate presentation at the December meeting, Reginald Bazile, of the District Department of Transportation, provided an update on efforts to strengthen safety oversight of the Metro system. He told Board members that efforts were underway to reconstitute the existing Tristate Oversight Committee (TOC) as the Metro Safety Commission (MSC), with stepped-up staffing and enforcement authority granted under MAP-21. Bazile told Board members that Maryland, Virginia, and the District would have to agree to the governance and organizational structure of the MSC and then seek final approval from Congress. He said that the new group is expected to be in place and functional by 2017.



Amending the Constrained Long-Range Transportation Plan (CLRP)

Several major additions or changes to the region's Constrained Long-Range Transportation Plan (CLRP) were approved by the TPB in October 2015. The major projects added to the plan include new express toll lanes and enhanced bus service on I-66 in Virginia and expansion of the District of Columbia's dedicated bike-lane network. The 2015 Amendment also included the removal of planned streetcar lines in Northern Virginia and the District.

The TPB received extensive public comment on the proposed projects during two comment periods it held as part of the amendment process. The projects that generated the most feedback from the public were the tolling proposals for I-66 inside and outside the Capital Beltway. Those comments primarily sought greater detail and a more solid commitment from VDOT regarding its plans for additional transit, bicycle, pedestrian, and other multimodal improvements in the corridor. Some comments sought reconsideration of the projects altogether in light of proposed takings of private property and environmental and public health effects of the projects.

The 2015 CLRP Amendment builds on the last major four-year update of the CLRP, which the TPB carried out in 2014. The last major update included, among other things, revised estimates of revenues anticipated to be available for transportation in the region through 2040.

Get more information about the projects and the 2015 CLRP Amendment at www.mwcog.org/CLRP2015.

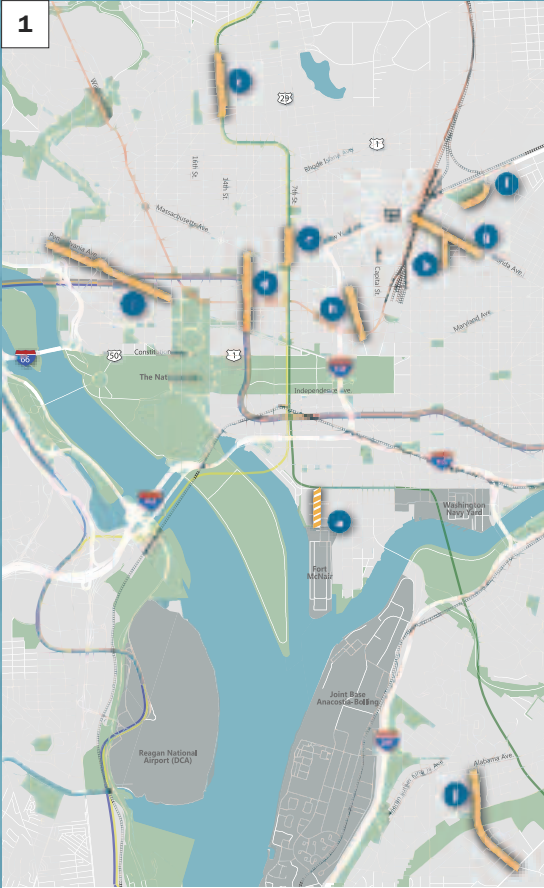
MAJOR ADDITIONS AND CHANGES IN THE 2015 CLRP AMENDMENT

Major Additions

- 1. Dedicated Bike Lanes (District of Columbia) – \$470,000**
DDOT will add 9 miles of dedicated bicycle lanes on 10 different road segments throughout the District by removing one or more travel lanes for auto traffic.
- 2. I-66 Corridor Improvements, Inside the Beltway (Virginia) – \$350 million**
VDOT will convert I-66 inside the Capital Beltway to an express toll lanes facility by 2017. The project also includes a number of transit, bicycle, pedestrian, and other multimodal improvements in the corridor, as well as widening a portion of the route by 2040.
- 3. I-66 Corridor Improvements, Outside the Beltway (Virginia) – \$2-3 billion**
VDOT will reconfigure I-66 outside the Capital Beltway (to US 15 in Prince William County) to include two express toll lanes in either direction. The project also includes new high-frequency bus service and construction of new or expanded commuter park-and-ride lots.
- 4. US-1, Richmond Highway Bus Rapid Transit (BRT) – \$1 billion**
VDOT will implement a bus rapid transit (BRT) system from the Huntington Metro station to the Woodbridge VRE station by 2032. The BRT route will operate mainly in dedicated travel lanes along US 1 (Richmond Highway). The project also includes a 10-foot shared-use path on both sides of US 1.

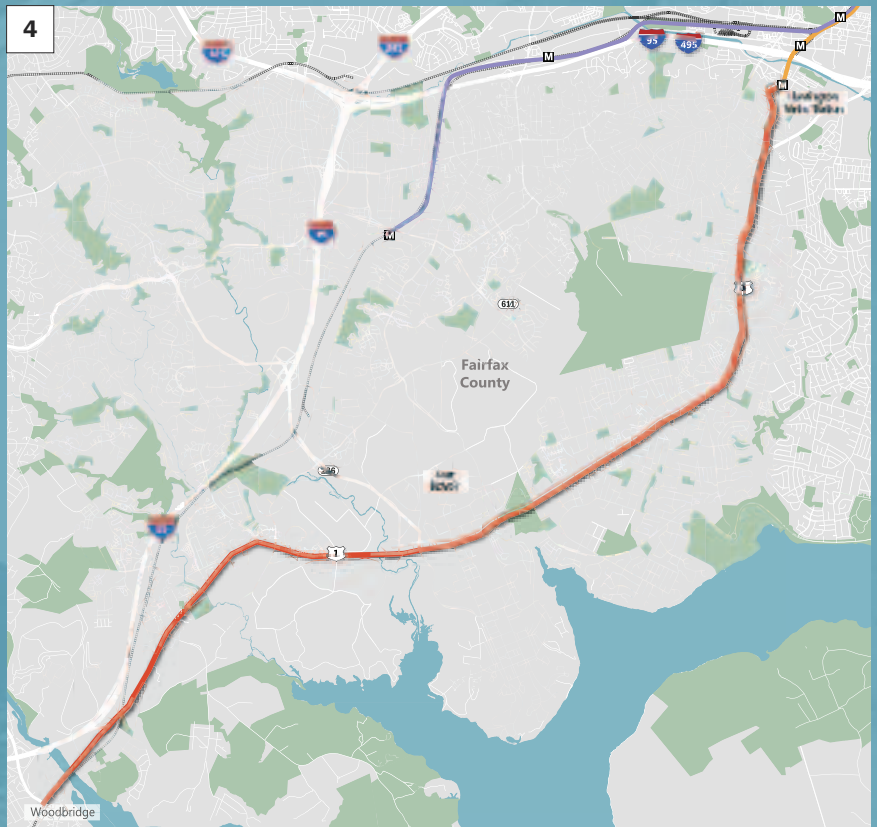
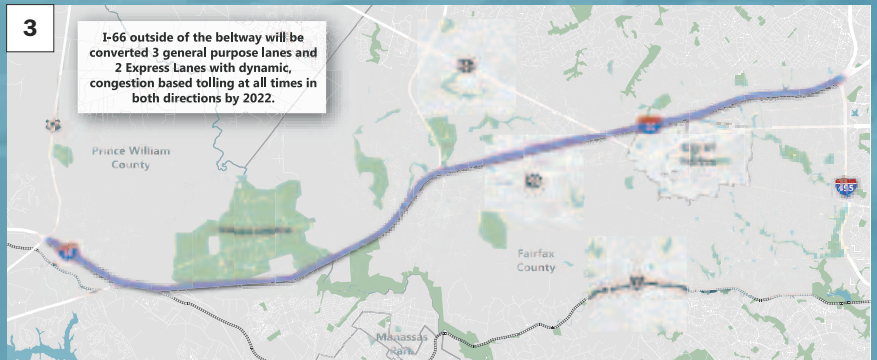
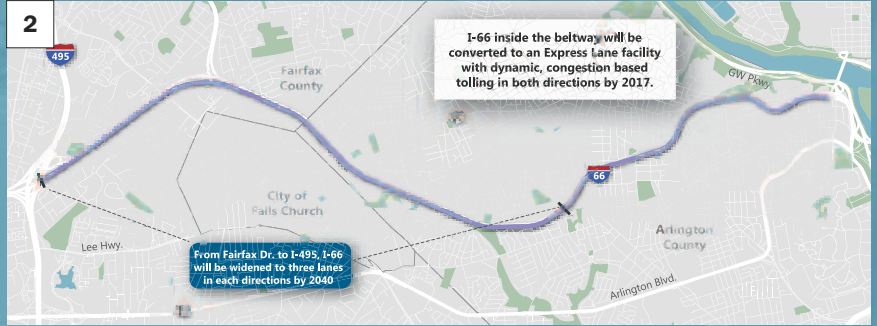
Major Changes

- 5. Columbia Pike Streetcar removal (Virginia)**
Originally added to the CLRP in 2008.
- 6. Crystal City Streetcar removal (Virginia)**
Originally added to the CLRP in 2011.
- 7. Minnesota Avenue Streetcar removal (District of Columbia)**
Originally added to the CLRP in 2014.



DEDICATED BIKE LANES, CITYWIDE

- a) 4th St SW, M St to P St
- b) 6th St NE, Florida Ave to K St
- c) 7th St NW, New York Ave to N St
- d) 12th St NW, Penn. Ave to Mass. Ave
- e) 14th St NW, Florida Ave to Columbia Rd
- f) Brentwood Pkwy NE, 6th St/Penn St to 9th St
- g) Florida Ave NE, 2nd St to W. Virginia Ave
- h) New Jersey Ave NW, H St to Louisiana Ave
- i) Pennsylvania Ave NW, 17th St to 29th St
- j) Wheeler Rd SE, Alabama Ave to Southern Ave



Transportation/Land-Use Connections (TLC) Program

Nine Local Projects Receive Planning, Design Support

In 2015 the TPB approved \$425,000 in technical assistance funding for nine local projects under its Transportation/Land-Use Connections (TLC) Program. Projects include planning studies and preliminary design for projects aimed at improving access to transit stations, enhancing bicycle and pedestrian connections, and promoting mixed-use, transit-oriented development.

This was the TPB's tenth year providing technical assistance to its member jurisdictions. Between 2007 and 2015, it has provided more than \$3.4 million to 92 projects—at least one in nearly each of the TPB's 22 member jurisdictions.

TLC PROJECTS FUNDED IN 2015

District of Columbia

- 1 K Street/Water Street Trail Connection

Maryland

- 2 Citywide Bicycle Boulevards (College Park)
- 3 Improving Access to Transit (Gaithersburg)
- 4 Central Avenue Trail (Prince George's County)
- 5 Takoma Park Parking Policy Review (Takoma Park)

Virginia

- 6 Low Traffic Stress Bicycle Mapping (Arlington County)
- 7 Parking and Trip Generation in Suburban Activity Centers (Fairfax County)
- 8 Vienna Metrorail Station Priority Bicycle Improvements (Fairfax County)
- 9 Safety and Connectivity in a Planned Community (Prince William County)

Get more information at www.mwcog.org/TLC.



MARK LEVISA/FLICKR CREATIVE COMMONS

Annual Programs and Events

Annual Programs and Events

Transportation Alternatives Program (TAP)

Bicycle, Pedestrian, and Other Projects to Receive \$7.7 Million in Federal Funding

Working with its state partners, the TPB in 2015 participated in selecting a number of projects in Virginia, Maryland, and the District of Columbia to receive \$7.7 million in funding under the Federal Highway Administration's Transportation Alternatives Program (TAP). TAP was created in 2012 under MAP-21 to provide construction funding to projects considered alternatives to traditional highway construction—often pedestrian and bicycle improvements like sidewalks and bike trails. The projects selected in 2015 advance regional goals focused on expanding travel options and providing connections between and within mixed-use Activity Centers. In 2016, the TPB will again work with all three states to recommend projects for TAP funding.



SAFEROUTTESTOSCHOOL.ORG



TAP Projects Selected and Funded in 2015

The following projects will be funded in part or in full under the federal Transportation Alternatives Program (TAP). The TPB participated in selecting projects to receive funding.

DISTRICT OF COLUMBIA

Anacostia Bike Trail Beautification
Potomac River Commuter Ferry Feasibility Study
Memorial Bridge Rehabilitation
Washington Union Station Fine Art Conservation
Chevy Chase Bus Station Renewal

MARYLAND

Hollywood Road Sidewalk Improvements (City of College Park)*
Mount St. Mary's-Emmitsburg Multi-Use Path (Frederick County)
East Lincoln Avenue Sidewalks (Frederick County)*
North Branch Hiker-Bike Trail (Montgomery County)
MD 355-Clarksburg Shared-Use Path (Montgomery County)
Falls Road East Shared-Use Path (City of Rockville)
Lincoln Avenue Sidewalks/Safe Routes to School (City of Takoma Park)

VIRGINIA

McKinley Road/North Ohio Street Bicycle and Pedestrian Improvements (Arlington County)*
Rosslyn-Ballston Corridor Accessibility Improvements (Arlington County)
Louise Archer Elementary School Sidewalk Improvements (Fairfax County)*
Westbriar Elementary School Access – Old Courthouse Road Sidewalk (Fairfax County)*
Cinderbed Road Bikeway (Fairfax County)
Van Buren Street Multimodal Improvements (Fairfax County)
Loudoun County Public Schools Safe Routes to School Infrastructure Improvements, Phase II (Loudoun County)*
Intersection Improvements – Smoketown at Gideon Road, Opitz Boulevard at Potomac Mills Road (Prince William County)
Old Bridge Road Sidewalk (Prince William County)*

**Project supports Safe Routes to School.*



MTBPROJECT.COM



Annual Programs and Events

Enhanced Mobility of Seniors and Individuals with Disabilities



ARC OF GREATER PRINCE WILLIAM/INSIGHT, INC.

\$3.3 Million in Federal and Local Match Funding Going to Nine Projects

A number of local efforts to address the specialized transportation needs of older adults and persons with disabilities were selected by the TPB in January 2015 to receive funding under the federal Enhanced Mobility of Seniors and Individuals with Disabilities program. Projects included development of audio maps of Metro stations for persons with visual impairments, expansion of the wheelchair-accessible taxi fleet in the District of Columbia, and a new multi-jurisdictional effort to coordinate specialized transportation services in several Northern Virginia jurisdictions.

“We are thrilled our daughter is able to use The Arc transportation services...the drivers handle their job in a caring and professional way. Since our daughter needs a wheelchair accessible vehicle and close supervision while riding, we can’t tell you how comforting it is to have this peace of mind.”

Projects were selected by a panel made up of local and national transportation experts and human service agency representatives selected the projects based on how well they would address some of the region’s top unmet mobility needs. The TPB became responsible for selecting projects to receive funding under Enhanced Mobility in 2013.



Enhanced Mobility Projects Funded in 2015

The following projects were selected by the TPB to receive funding under the federal Enhanced Mobility of Seniors and Individuals with Disabilities program.

AUDIO MAPS OF KEY METRO STATIONS

Columbia Lighthouse for the Blind

- *Geographic Focus:* Regional

NORTHERN VIRGINIA MOBILITY ACCESS PROJECT

Fairfax County Neighborhood and Community Services

- *Geographic Focus:* Arlington, Fairfax, and Loudoun counties, and the City of Alexandria

EXPANSION OF MOBILITY MANAGEMENT PROGRAMS

Jewish Council for the Aging

- *Geographic Focus:* Montgomery County, with some services available in Prince George's, Fairfax, and Arlington counties, and the District of Columbia

EXPANSION OF MOBILITY MANAGEMENT PROGRAMS

Montgomery County Department of Health and Human Services

- *Geographic Focus:* Montgomery County

VEHICLE ACQUISITION/MAINTENANCE

Fairfax County Neighborhood and Community Services

Jewish Council for the Aging

Yellow Transportation, LLC

ECHOWorks (primarily serving Loudoun and Fairfax counties)

The Arc of Greater Prince William/INSIGHT Inc.

CHI Centers, Inc. (Montgomery County)

The Arc of Montgomery County

The Arc of Prince George's County

Easter Seals DC/MD/VA

Get more information at www.mwcog.org/TPBcoordination.



JEWISH COUNCIL FOR THE AGING

Annual Programs and Events



Street Smart Pedestrian and Bicycle Safety Campaign

Campaign Kicks Off With Events in College Park and Alexandria

The region's twice-yearly Street Smart pedestrian and bicycle safety campaign kicked off with special events attended by local officials and law-enforcement personnel. Prince George's County Executive Rushern Baker III helped kick off the Spring 2015 campaign at an event in College Park. The Fall 2015 campaign kicked off with an event in Alexandria, which was attended by Alexandria Mayor Bill Euille.

Street Smart employs a combination of mass marketing and stepped-up enforcement of traffic safety laws to remind area motorists, pedestrians, and bicyclists to be on the lookout for one another in order to avoid potentially deadly collisions. The campaign started in 2002 as a cooperative effort by local, state, and federal agencies to reduce the number of pedestrian and bicyclist injuries and deaths in the region.

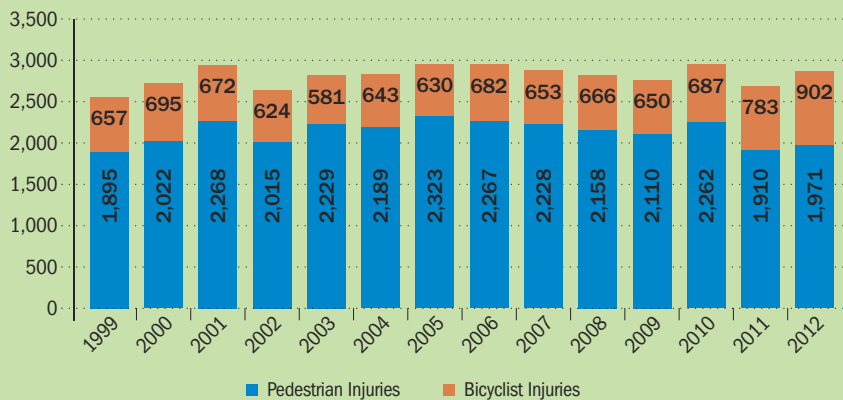
Get more information at BeStreetSmart.net.

PHOTOS BELOW AND ON OPPOSITE PAGE: PETE MAROVICH FOR COG/TPB





**PEDESTRIAN AND BICYCLIST INJURIES IN THE REGION
1999-2012**



DATA SOURCE: DDOT, VIRGINIA DMV, MARYLAND HIGHWAY SAFETY OFFICE



Annual Programs and Events

Bike to Work Day 2015

Event Draws Record-Breaking 17,500 Participants

A record-breaking 17,500 commuters cycled to work as part of the Washington area's annual Bike to Work Day event, held on Friday, May 15. Nearly 80 "pit-stops" set up in jurisdictions across the region welcomed event participants with free tune-ups, refreshments, giveaways, and entertainment.

The annual event is co-organized by the TPB's Commuter Connections program and the Washington Area Bicyclist Association (WABA). Together, the organizers provide numerous resources to help first-time bicycle commuters feel safer and more comfortable taking to the road and trails, including cycling classes, commuter convoys, and bike-to-work guides, among others. Bike to Work Day got its regional start in 2001 as a way to promote bicycling as a viable commute option.



Car Free Day 2015

Thousands Pledge to Leave Their Car at Home For a Day

More than 1,500 cities around the world celebrate Car Free Day each year on September 22, and metropolitan Washington has been part of the worldwide event since 2008. Car Free Day aims to encourage less driving and fewer trips in single-occupant vehicles—by asking participants to park their cars for the day in favor of other travel modes, including transit, bicycling, walking, or carpooling. In the Washington area, those who take the pledge are entered to win one of many prizes, including Capital Bikeshare memberships and SmarTrip cards loaded with Metro fare.

READY TO TAKE THE CAR FREE DAY TEAM PLEDGE?

JOIN A TEAM THAT FITS YOUR MOBILITY BEST & TAKE THE FREE PLEDGE!
AT CARFREEMETRODC.ORG



Choose your team & get ready!
You'll have an opportunity
to win great prizes!

**CAR
FREE
DAY**
METRO DC

COMMUTER CONNECTIONS
800.745.RIDE

9.22.15



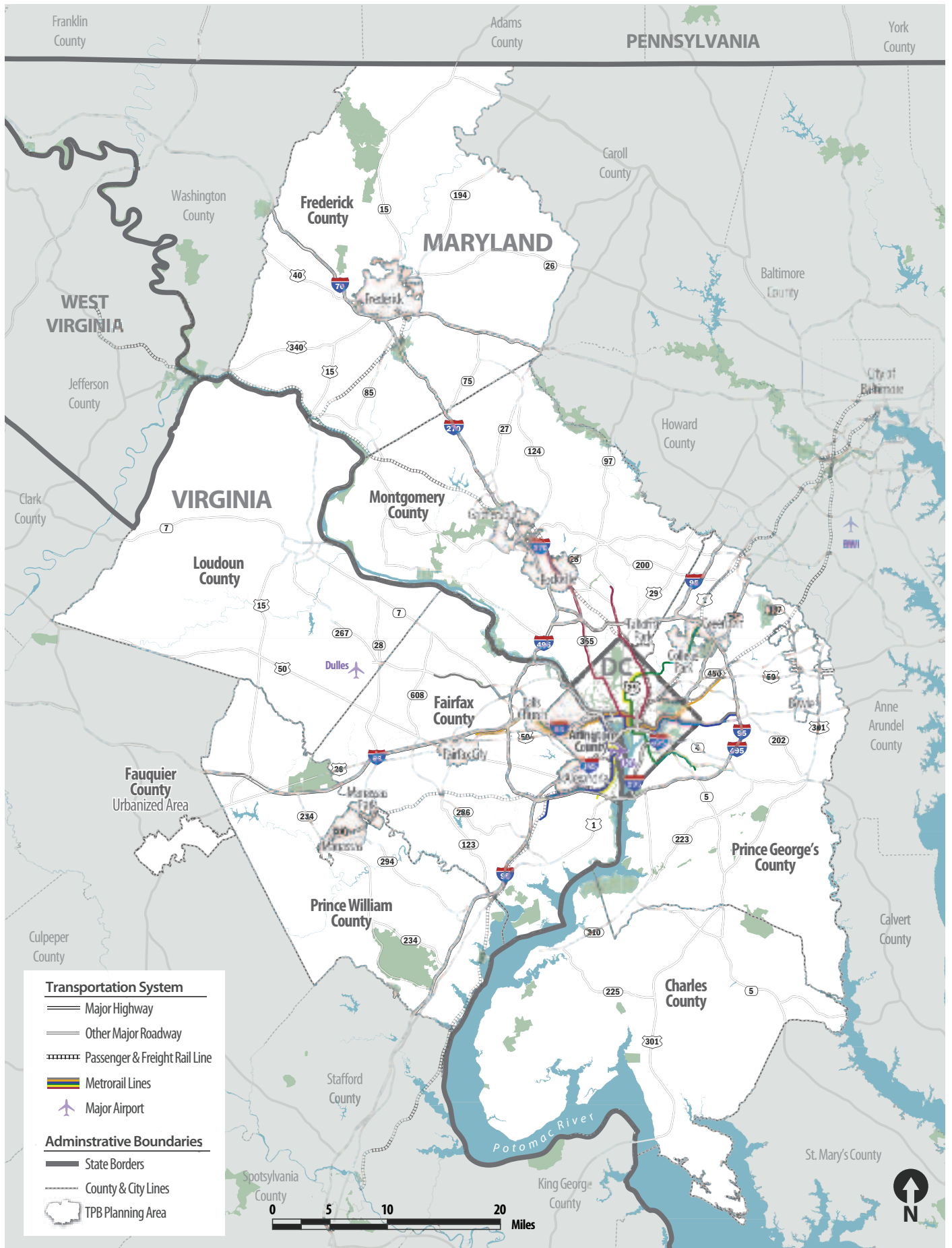
Active TPB Committees and Subcommittees

COMMITTEES	2015 CHAIRMAN
Technical Committee	Mark Rawlings, DDOT
Access for All Advisory Committee	Tim Lovain, City of Alexandria
Citizens Advisory Committee	Bob Summersgill, District of Columbia
SUBCOMMITTEES	2015 CHAIRMAN
Aviation Technical Subcommittee	Laura Richards, DDOT
Bicycle and Pedestrian Subcommittee	Tammy Stidham, National Park Service
Commuter Connections Subcommittee	Adrienne Moretz, Frederick County TransIT
Freight Subcommittee	Eulois Cleckley, DDOT
Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee	Jean Yves Point-du-Jour, Maryland SHA
Regional Public Transportation Subcommittee	Jonathan Parker, WMATA
Transportation Safety Subcommittee	Tim Davis, City of Frederick
Travel Forecasting Subcommittee	Ryan Westrom, DDOT
TASK FORCES	2015 CHAIRMAN
Human Service Transportation Coordination Task Force	Tim Lovain, City of Alexandria
Private Providers Task Force	Robert Werth, Diamond Transportation Services
Regional Taxicab Regulators Task Force	Bob Garbacz, City of Alexandria

Find the current list of all TPB committees and subcommittees at www.mwcog.org/transportation/committees.

Active TPB Committees and Subcommittees

THE NATIONAL CAPITAL REGION



Transportation System

- Major Highway
- Other Major Roadway
- ▬▬▬ Passenger & Freight Rail Line
- ▬▬▬ Metrorail Lines
- ✈ Major Airport

Administrative Boundaries

- State Borders
- County & City Lines
- TPB Planning Area





National Capital Region
Transportation Planning Board

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

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