

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

Item #5

MEMORANDUM

January 18, 2012

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the December 21st TPB Meeting

The attached letters were sent/received since the December 21st TPB meeting. The letters will be reviewed under Agenda #5 of the January 18th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

FROM: Ronald F. Kirby, Director
Department of Transportation Planning

DATE: January 18, 2012

SUBJECT: Launch of “TPB Weekly Report” and Other Changes to TPB Social and Electronic Media Outreach Strategy and Products

On Tuesday, January 17, the TPB launched “TPB Weekly Report,” a new online publication that will highlight the findings of recent TPB research, analysis, outreach, and planning efforts. This follows and responds to a recommendation in the May 2011 US DOT certification report on the region’s transportation planning process that the TPB “explore other methods and media to provide information to the public.”

“TPB Weekly Report” is designed to provide brief, timely summaries of recent work, along with links to key documents and presentations, and is expected to be of interest to anyone following regional transportation and planning issues in metropolitan Washington.

The first issue of “TPB Weekly Report” was sent out to nearly 600 digital subscribers via email on January 17. It highlights the impact that tight funding for transportation has had on the projects and programs in the 2010 Constrained Long-Range Plan. A printed copy of the first issue is attached to this memo.

In conjunction with the launch of “TPB Weekly Report,” staff have made or will make other changes to the TPB’s social and electronic media outreach strategy and products, to include:

- *Launch of a TPB Twitter feed*, through which staff will announce upcoming board and committee meetings; release of key studies, presentations, reports, and publications; public comment periods; and, other relevant information. Follow us: **@NatCapRegTPB**.
- *Review of TPB Facebook page and coordination with Twitter outreach*, to ensure a more consistent feed of timely, relevant information.
- *Formatting changes to “TPB News”*, to establish consistency with “TPB Weekly Report” and other outreach products.



TPB Weekly Report

An online publication of the National Capital Region Transportation Planning Board

January 17, 2012

Tight Funding Crimps Region's Long-Range Plans for Transportation

In the most recent major update to the region's long-range plan for transportation, a number of significant projects to improve the region's transportation system were delayed and others removed altogether in light of updated estimates of how much money will be available for transportation through 2040.

Federal regulations require that the plan—referred to as the Constrained Long-Range Plan, or CLRP—only include those projects and programs for which funding is "reasonably expected to be available" over the next 30 years.

Maintained by the National Capital Region Transportation Planning Board (TPB), the plan paints a picture of what the region's network of roads, transit, and bicycle and pedestrian facilities will look like 30 years from now, and how well that network will meet the needs of those who will live, work, and do business here.

A handful of "big-ticket" highway and transit projects accompany hundreds of smaller projects and programs ranging from highway landscaping and new bike lanes to ridematching services for commuters interested in carpooling and emergency response programs to cope with disruptions from natural disasters and other major incidents.

In total, the CLRP includes nearly \$223 billion in planned transportation improvements to be built or completed by 2040.

But these improvements will fall short of meeting the growing needs of a region expected to add nearly 1.5 million new residents and 1.2 million new jobs during the same time—increases of 28% and 37%, respectively, compared to 2010.

The number of lane-miles of congestion on the region's roadways during the morning rush-hour, for example, is expected to increase by 38% by 2040. In outer suburban jurisdictions, the number is projected to more than double.

And tight funding will put limits on the region's public transit system, too.

Existing commitments from the federal, state, and local governments for WMATA to purchase new railcars and expand service on Metrorail will only keep up with anticipated ridership growth through 2020. Without additional funding, the region can expect more crowded railcars and stations, added delays, and more travelers being forced to use already crowded roadways.

Such predictions, which are the result of a comprehensive analysis of how well the region's planned transportation system will perform in 2040, are also included in the CLRP.

Using forecasts of population changes, job growth, and where new

"TPB Weekly Report" is a new online publication designed to provide brief, timely summaries of recent TPB research, analysis, outreach, and planning in the metropolitan Washington region.

The first few issues of the report will be sent to individuals who are already subscribed to one or more existing TPB email distribution lists. To ensure that you receive future issues, please visit www.mwcog.org/subscribe to add "TPB News & TPB Weekly Report" to your subscriptions.

Questions and comments about "TPB Weekly Report" should be directed to Ben Hampton at bhampton@mwcog.org.

Related Links

[The Financially Constrained Long-Range Transportation Plan for the National Capital Region \(adopted 11/17/10\)](#)

[Presentation to TPB \(11/17/10\)](#)

[CLRP Documents from Previous Years: 2009, 2008, 2007, 2006](#)

[CLRP Website](#)

More From TPB

Social Media

- Facebook
- Twitter (@NatCapRegTPB)

Periodic Publications

- TPB News
- The Region

development will occur in the future, the TPB can estimate where, when, and how far people will travel around the region 30 years from now, and whether they will travel by car, transit, bicycle, or on foot.

These travel forecasts are then used to predict things like future congestion levels on the region's highways and transit systems, whether residents will have better access to jobs, and how travel patterns will impact local air quality and the global climate.

The results of the performance analysis show the lasting impact that funding decisions now will have on the ability of the region's transportation system to move people and goods efficiently and to improve economic opportunity and enhance quality of life in the Washington region.

Because the CLRP is financially-constrained, and because it is the only regional plan for transportation agreed to by each of the states, counties, and municipalities in metropolitan Washington, it provides the most realistic prediction of how the region's transportation system will evolve, assuming the existing trajectory of funding and planning continues.

As such, the CLRP serves as the best starting point from which the region's leaders, policy-makers, and residents can work together to address critical funding constraints and to map a better way forward for transportation in metropolitan Washington.

The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the Washington region. The TPB is responsible for directing the continuing transportation planning process carried out cooperatively by the states and the local communities in the region. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

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National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

FROM: Ronald F. Kirby, Director
Department of Transportation Planning

SUBJECT: Progress towards development of a Regional Complete Streets Policy/Guidance,
Stakeholders Workshop

DATE: January 17th, 2012

This memorandum provides a status report on the response to the request to the TPB by the Citizens Advisory Committee on a regional Complete Streets policy. Staff has worked over the past several months with a number of the relevant Subcommittees and key stakeholders on this issue.

TPB staff and relevant committees have met numerous times over the past several months, most recently at the meetings of the Bicycle and Pedestrian Subcommittee on December 22 and January 17, and the TPB Technical Committee meeting of January 6, to consider the request. One recommendation from these discussions has been to clarify a voluntary or guidance nature of the document, since a mandatory document may have conflicted with the numerous related policies and efforts already underway by the region's jurisdictions and agencies. It has also been recommended to consider the audience and purpose of the document, which has led to a focus on developing the document as a template that agencies or jurisdictions could use to draft or update their own jurisdictional Complete Streets policies, given that many of the region's jurisdictions already have similar policies in place. Additionally, there was a recommendation to hold a work session bringing in key technical stakeholders from member agencies and jurisdictions to ensure a broad spectrum of expertise in crafting the document.

This Complete Streets Stakeholders workshop has been scheduled for January 30th, 2012 at COG. The morning session will cover the concept of Complete Streets, the national Complete Streets movement, and Complete Streets in the Washington Region. Speakers from the DOT's and from some of the major jurisdictions and agencies that either already have or are developing Complete Streets policies will discuss their policies and experiences. The afternoon will be a working session of the stakeholders, who will develop a Complete Streets policy template, using the draft language developed by the Bicycle and Pedestrian Subcommittee as a starting point. This workshop will provide an opportunity for jurisdictional representatives to offer technical input to the draft document.

An update will be provided to the TPB in February.

National Capital Region Transportation Planning Board

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MEMORANDUM

To: Transportation Planning Board
From: Ron Kirby, Director of Transportation Planning
Date: January 18, 2012
Re: 2011 VIN Data Supplemental Information

During the discussion of the 2011 Vehicle Identification Number (VIN) data at the December 21, 2011 TPB meeting, staff was asked whether the data could be disaggregated based on jurisdiction and shown on a per capita basis.

Staff compiled three tables, which are attached here, in order to respond to the TPB's request.

Table 1 –Regional Vehicle Registration Data Summaries, which provides detailed vehicle registration information by state, jurisdiction, vehicle type (in three major categories) and milestone year (2005, 2008 and 2011)

Table 2 – Regional Population Data Summary, which provides up-to-date population estimate by state, jurisdiction, and milestone years (2005, 2008 and 2011)

Table 3 –Estimated Vehicle Ownership (per capita), which provides a measure of regional vehicle ownership by state, jurisdiction and analysis year (2005, 2008 and 2011).

It should be noted that the calculated vehicle ownership per capita reflects a measure of overall vehicle ownership in each state and jurisdiction, including corporate vehicle owners in addition to private vehicle owners, and does not necessarily reflect the locations in which the vehicles are typically operated.

Table 1. Regional Vehicle Registration Data Summaries
 (Representing at least 95% of total records)

State	Jurisdiction	2005			
		Light Duty Cars	Light Duty Trucks	Heavy Duty Vehicles	TOTAL
DC	District of Columbia	178,600	63,200	8,900	250,700
Suburban MD	Calvert	34,200	32,900	5,300	72,400
	Charles	56,900	46,000	7,300	110,200
	Frederick	92,400	76,400	15,500	184,300
	Montgomery	410,900	220,600	26,900	658,400
	Prince George's	341,600	192,200	30,200	564,000
	Suburban MD Total	936,000	568,100	85,200	1,589,300
Northern VA	Alexandria	88,200	38,800	3,600	130,600
	Arlington	86,600	36,600	2,800	126,000
	Fairfax	459,000	271,100	29,900	760,000
	Loudoun	99,100	80,000	12,900	192,000
	Prince William	156,600	122,800	20,500	299,900
	Northern VA Total	889,500	549,300	69,700	1,508,500
REGION		2,004,100	1,180,600	163,800	3,348,500

State	Jurisdiction	2008			
		Light Duty Cars	Light Duty Trucks	Heavy Duty Vehicles	TOTAL
DC	District of Columbia	161,700	67,100	10,600	239,400
Suburban MD	Calvert	35,800	34,300	6,000	76,100
	Charles	59,400	48,600	8,100	116,100
	Frederick	96,100	80,700	17,100	193,900
	Montgomery	413,500	244,200	29,600	687,300
	Prince George's	330,900	208,600	34,600	574,100
	Suburban MD Total	935,700	616,400	95,400	1,647,500
Northern VA	Alexandria	83,100	41,600	3,900	128,600
	Arlington	89,400	41,700	3,500	134,600
	Fairfax	497,900	320,600	34,500	853,000
	Loudoun	122,100	101,900	15,700	239,700
	Prince William	173,600	142,000	23,200	338,800
	Northern VA Total	966,100	647,800	80,800	1,694,700
REGION		2,063,500	1,331,300	186,800	3,581,600

State	Jurisdiction	2011			
		Light Duty Cars	Light Duty Trucks	Heavy Duty Vehicles	TOTAL
DC	District of Columbia	179,400	82,400	13,100	274,900
Suburban MD	Calvert	37,600	36,800	6,500	80,900
	Charles	63,800	53,200	8,700	125,700
	Frederick	100,200	87,800	17,800	205,800
	Montgomery	419,000	264,800	31,600	715,400
	Prince George's	341,100	223,800	35,200	600,100
	Suburban MD Total	961,700	666,400	99,800	1,727,900
Northern VA	Alexandria	73,300	38,200	3,300	114,800
	Arlington	90,500	46,900	3,100	140,500
	Fairfax	505,900	347,900	34,300	888,100
	Loudoun	129,500	111,400	15,900	256,800
	Prince William	186,800	153,400	22,900	363,100
	Northern VA Total	986,000	697,800	79,500	1,763,300
REGION		2,127,100	1,446,600	192,400	3,766,100

Table 2. Regional Population Data Summary (in thousands)

State	Jurisdiction	2005	2008	2010
DC	District of Columbia	582.0	591.8	601.7
Suburban MD	Calvert	86.8	90.0	88.7
	Charles	137.1	140.8	146.6
	Frederick	223.0	232.7	233.4
	Montgomery	928.9	953.7	971.8
	Prince George's	838.2	830.5	863.4
	Suburban MD Total	2,214.0	2,247.7	2,303.9
Northern VA	Alexandria	137.1	144.6	140.0
	Arlington	199.3	206.7	207.6
	Fairfax	1,066.4	1,080.6	1,116.6
	Loudoun	247.3	278.6	312.3
	Prince William	404.7	439.1	454.1
	Northern VA Total	2,054.8	2,149.6	2,230.6
REGION		4,850.8	4,989.1	5,136.2

Source: MWCOG

Table 3. Estimated Vehicle Ownership Per Capita

State	Jurisdiction	2005	2008	2010
DC	District of Columbia	0.44	0.46	0.46
Suburban MD	Calvert	0.96	0.97	1.02
	Charles	0.91	0.92	0.94
	Frederick	0.93	0.93	0.96
	Montgomery	0.73	0.74	0.76
	Prince George's	0.70	0.72	0.72
	Suburban MD Total	0.76	0.77	0.79
Northern VA	Alexandria	0.96	0.89	0.82
	Arlington	0.64	0.65	0.68
	Fairfax	0.74	0.79	0.80
	Loudoun	0.82	0.86	0.82
	Prince William	0.80	0.77	0.80
	Northern VA Total	0.77	0.79	0.79
REGION		0.72	0.74	0.75

* Ownership estimates are based on where vehicles are registered, and include both privately owned and corporate/commercial fleet vehicles. The totals include all light duty car, light duty truck, and heavy duty vehicle records.



December 20, 2011

Mr. Patrick Wojahn, Chairman
Human Services Transportation Coordination Task Force
Transportation Planning Board
777 N. Capitol Street NE
Washington, DC 20002

Dear Chairman Wojahn:

Metro has appreciated the opportunity to work with the Human Services Transportation Coordination Task Force (HSTC) and the Access for All Committee (AFA), two important regional advisory groups that you chair. We believe that increased partnering and coordination would better serve the region's customers with disabilities. Metro is therefore offering the following recommendations to best leverage the region's resources for the provision of specialized transportation:

1. Recruit for expanded membership in both the HSTC and AFA to ensure that these meetings are attended by a broader cross-section of stakeholders, including public and private providers of specialized transportation services; centers for independent living; jurisdictional commissions on disabilities; and human service agencies (both public and private).
2. Examine unmet specialized transportation needs especially from the customer's perspective, and take inventory of available regional resources and funding;
3. Task the HSTC to begin discussions and make recommendations on how future grant projects can better support the region's Coordinated Human Service Transportation Plan.
4. Use the AFA and HSTC on an ongoing basis to review and update the Regional Plan with full participation of the broad array of stakeholders.

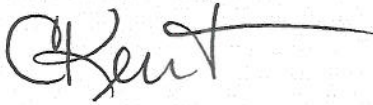
My staff and I look forward to working you in considering and implementing these recommendations as you deem appropriate.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

Respectfully,



Christian T. Kent
Assistant General Manager
Department of Access Services

cc: Catherine Hudgins, Chair, Board of Directors
Richard R. Sarles, General Manager and Chief Executive Officer
Nat Bottigheimer, AGM, Planning & Joint Development
Glenn Millis, Director, ADA Policy & Planning
Ronald Kirby, Director, MWCOG Dept. of Transportation Planning
Wendy Klancher, Principal Transportation Planner, MWCOG

Transportation, Community, and System Preservation Program (TCSP)**PROGRAM FY 2012 GRANT APPLICATION****PART A. PROJECT INFORMATION**

Project Title:	High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region
Project Location (Include City/County, State):	Rail station areas in the National Capital Region (District of Columbia, Suburban Maryland, and Northern Virginia)
State Priority (to be completed by State DOT):	

GRANTEE CONTACT INFORMATION

Grantee Contact Name:	Ronald F. Kirby, Director
Agency/Tribal Government:	National Capital Region Transportation Planning Board (MPO for the Washington Region)
Mailing Address (Street/P.O. Box):	MWCOG 777 North Capitol St., NE, Suite 300
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STATE DOT CONTACT INFORMATION

State Contact Person:	
Phone:	
Fax:	

E-Mail:	
FHWA DIVISION OFFICE CONTACT INFORMATION	
Division Contact Person:	Sandra Jackson / Ivan Rucker
Phone:	(202) 219-3521 / (804) 775-3336
Fax:	(202) 219-3545
E-Mail:	sandra.jackson@dot.gov , ivan.rucker@dot.gov
CONGRESSIONAL INFORMATION	
Congress Member:	Eleanor Holmes Norton
Congressional District No.:	District of Columbia At-Large
Congress Member:	Donna Edwards
Congressional District No.:	Maryland District 4
Congress Member:	Chris Van Hollen
Congressional District No.:	Maryland District 8
Congress Member:	Steny Hoyer
Congressional District No.:	Maryland District 5
Congress Member:	Roscoe Bartlett
Congressional District No.:	Maryland District 6
Congress Member:	James Moran
Congressional District No.:	Virginia District 8
Congress Member:	Gerald Connolly
Congressional District No.:	Virginia District 11
Congress Member:	Frank Wolf
Congressional District No.:	Virginia District 10
Congress Member:	Robert Wittman
Congressional District No.:	Virginia District 1
TCSP Program Funds:	\$160,000.00
Matching Funds/In-kind Services Value:	\$40,000.00
Matching Funds/In-kind Services Source:	MWCOG Membership Contributions
Total TCSP-Related Project Costs:	\$200,000.00
TO BE COMPLETED BY THE FHWA DIVISION OFFICE	
State Administered?	Yes No

Division Administered?		Yes		No
"Transfer" TCSP funding for Project Administration?		Yes		No
If yes, which Federal Agency				
Will the project be obligated by September 30, 2012?		Yes		No
Date grant application approved by FHWA Division Office				

Part B. Project Abstract

The Washington region has over 100 rail stations with varying levels of development, including inner core stations surrounded by high density mixed use development, suburban commuter rail stations with nearby housing, and underutilized station areas with significant potential for both housing and employment development. The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region is seeking TCSP funding to identify strategic recommendations for bicycle and pedestrian access improvements using a complete street approach that will complement housing and employment development close to rail. The project will seek to moderate demand pressures on the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards). The final product of the TCSP project will be an inventory of up to 25 rail stations with high promise for housing and employment development, and an accompanying list of high-impact transportation capital projects to improve complete streets access to these stations that could be quickly implemented.

Part C. Project Narrative

The 126 rail station areas in the National Capital Region are critical regional assets. The TPB's scenario planning over the last decade has emphasized the value of promoting development closer to transit station areas, locating jobs and housing closer together, and improving multimodal transportation options. The TPB has also found that local, small-scale, actions are often necessary to make these principles truly come to life. The TPB's Transportation/Land-Use Connections (TLC) Program was established in 2006 to help jurisdictions plan small improvements – such as pedestrian facilities, safety and access improvements, or multimodal concepts for intersections or streets – to make activity

centers function more effectively as vibrant, mixed-use places. Many of the planning efforts completed under the TLC Program have suggested capital improvements that would further the ability of all modes to support dense areas with both jobs and housing. However, the TLC Program has not had the resources to conduct a comprehensive study of all of the region's rail station areas to identify opportunities for access improvements that could support additional development and best utilize the regional rail system.

The TPB is seeking \$160,000 in TCSP funding to develop a list of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity. This inventory of improvements will provide local planners, local and state departments of transportation, and developers with a "go-to" list of small-scale, low-cost, high-impact transportation improvements that jurisdictions may reference when working with developers, preparing grant applications, or allocating local funding with the ultimate goal of increasing rail connectivity within the Washington region.

The TCSP project will build on previous planning efforts, particularly the "Metrorail Bicycle and Pedestrian Access Improvements Study," which the Washington Metropolitan Area Transit Authority (WMATA) recently conducted. The study identified strategies to enhance pedestrian and bicycle access and connectivity in and around Metrorail stations. It also provides recommendations for a range of physical infrastructure improvements, as well as policies and programs to encourage multimodal trips. The TPB will work in close partnership with WMATA during the implementation of this TCSP project.

The project will serve a variety of regional goals that are grounded in the *TPB Vision*, the region's transportation policy framework, and recently reaffirmed in MWCOG's *Region Forward* comprehensive policy plan. These goals include reducing auto dependency, supporting multi-modal travel options, and promoting the development of employment centers and housing in locations already served by transit. In particular, the project will seek to relieve demand pressures on the transportation system by focusing capital recommendations around stations with additional ridership potential, encouraging rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards).

Looking beyond transportation measures, this project will recommend small-scale transportation improvements that will improve flexibility of existing infrastructure to support and encourage a more balanced allocation of job and household growth that will benefit the entire region in numerous other ways – for example, by promoting robust economic development in all jurisdictions, inner and outer, east and west. The project will also emphasize the need to provide access for people of all income levels. The findings in a recent Brookings study "Missed Opportunity: Transit and Jobs in Metropolitan America," which measured the effectiveness of transit in helping workers reach jobs within their

regions, demonstrates that it is not sufficient to have significant regional transit coverage. In order for the transit system to be effective, the transit network must provide connections to jobs for a population with varying levels of job skills.

Work Scope Elements

The project will include the following components:

1. **Conduct employment and household analysis for rail station areas** – The project will conduct an analysis of employment and housing opportunities for each Metrorail and commuter rail station area in the National Capital Region. The data will provide a breakdown of the varying skill levels of jobs within a half-mile of each station, household income levels of workers who can fill jobs in targeted growth areas, and review and consideration of environmental justice and other equity issues.
2. **Identify rail capacity** – For each rail station area, the project will identify where there is capacity on trains during peak commute times. The regional analysis will review projected rail capacity figures and indicate where capacity exists on the region's rail systems, including off-peak reverse commute opportunities and opportunities to "sell the same seat twice" in the peak.
3. **Identify up to 25 most opportune locations** – Drawing from the entire list of regional rail stations, the study will identify station areas that present the greatest opportunities to support housing and employment development which can take advantage of existing rail capacity. The identification of these locations will be based upon: a) the regional technical analysis conducted under steps 1 & 2 above, and b) input from the TPB's member jurisdictions.
4. **Identify high-impact complete streets access improvements** – For each opportune location, the project will identify challenges that commuters face in walking or bicycling from rail stations to their jobs or from their homes to rail stations, and opportunities for improvement. Many rail station areas around the region have been studied extensively and already have a list of capital improvements for access improvement. For those opportune areas that have not yet undergone this level of analysis, this project will conduct that analysis. Area plans and development proposals for each location will be reviewed to assess how local jurisdictions are planning to address these challenges. The project will also identify regional success stories in creating public-private partnerships to implement accessibility improvements.
5. **Develop a regional inventory of projects** – The final product will comprise a list of small, high-impact capital projects that would improve pedestrian and bicycle access to the opportune rail station areas throughout the region, taking advantage of existing rail infrastructure. The recommended improvements will also be presented in station area, jurisdiction and regional maps. Among other things, this product will provide a resource

for future funding opportunities, including private investment and federal, state, and local public funding.

Project Schedule

It is anticipated that work on the project would commence in April 2012 and that the project would be completed within one year.

Work Scope Elements:

1. Conduct employment and household analysis for rail station areas (months 1-2)
2. Identify rail capacity (month 3)
3. Identify up to 25 most opportune locations (month 4)
4. Identify high-impact complete streets access improvements (months 5-8)
5. Develop a regional inventory of projects (months 9-10)

It is anticipated that work scope elements one through three would be completed by COG/TPB staff and that the services of a consultant would be procured for elements four and five. Based on this schedule, a presentation of results to the TPB likely would occur in April 2013.

Project Administration

The project will be implemented by the TPB. Project implementation will occur through the structure of the TPB's Transportation/Land-Use Connections Program, which has an established administrative system and staffing plan, including over 30 pre-qualified consultants specializing in multimodal transportation and planning specialties.

TPB member agencies will be included in the project process and will be asked to provide insight at several points in the process, including the development of the list of opportune rail station areas. Members of the TPB include representatives of the transportation agencies of the State of Maryland, Commonwealth of Virginia, and the District of Columbia; local governments, the Washington Metropolitan Area Transit Authority (WMATA), and non-voting members from the Metropolitan Washington Airports Authority, National Park Service, and other federal agencies. Many of the state, regional, and local governments and agencies directly involved in decision-making for these systems are already represented on the TPB.

Through the TCSP project effort, the TPB will work closely with WMATA and complement the work completed under the "Metrorail Bicycle and Pedestrian Access Improvements Study."

Amount of Federal TCSP Funds Requested

The TPB's proposal will cost a total of \$200,000. The TPB is requesting \$160,000 in TCSP funding for this project concept.

Commitment of Other Funds

\$40,000 will be provided from the MWCOG local membership contributions. These dues are collected annually from COG member jurisdictions based on population.

Previous TCSP Funding

The TPB received a TCSP funding grant for \$380,000 in FY 1999. The project was to implement the adopted transportation vision for Metropolitan Washington by developing circulation systems and green space. The total project budget was \$480,000.

Part D. Project Eligibility

The TPB's TCSP proposal to identify High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region falls within the purview of Chapter 53 of Title 49 of the United States Code. The inventory developed through the proposal would promote safer access to regional rail stations, leading to more efficient use of the existing transportation infrastructure. Not only will the product serve the mobility needs of residents, but it will support economic development around underutilized rail stations, thus minimizing transportation-related fuel consumption and air pollution.