



## BIKE TO WORK DAY SET FOR FRIDAY, MAY 16

The Washington region's annual Bike to Work Day is set for Friday, May 16, and organizers are hoping to get as many as 17,000 commuters to register to bicycle to work that day—a 16 percent increase in participation compared to last year.



**Chair Patrick Wojahn signs the Bike to Work Day Proclamation** with Michelle Cleveland, Nicholas Ramfos, and Tommy Wells.

The proclamation signing was also attended by Nick Ramfos, director of the TPB's Commuter Connections program, which organizes the event each year in partnership with the Washington Area Bicyclist Association (WABA).

Bike to Work Day got its start in 2001 as a way to promote bicycling as a viable commuting alternative to driving alone to work.

At its April meeting, the TPB approved a proclamation designating May 16 as Bike to Work Day. TPB Chair Patrick Wojahn signed the proclamation, as Vice-Chairs Tim Lovain, of Alexandria, and Tommy Wells, of the District of Columbia, looked on.

As it has in the past, this year's event will feature dozens of "pit stops" throughout the region, where registered

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## TPB APPROVES PROJECTS FOR AIR QUALITY ANALYSIS

At its April 16 meeting, the TPB voted to approve more than 750 projects and programs, including 10 major new ones, for inclusion in the annual air quality conformity analysis for the 2014 update to the Constrained Long-Range Transportation Plan (CLRP) and six-year Transportation Improvement Program (TIP).

The 10 major new projects, submitted by the Maryland, Virginia, and District of Columbia departments of

transportation, include: updates to commuter rail plans for Maryland and Virginia; new streetcar lines in the District of Columbia; and highway improvements in Maryland and Virginia. More information on these project inputs can be found in the April issue of *TPB News*.

The approval followed a 30-day public comment period that yielded more than 400 comments from individuals, organizations, and businesses. Most of the comments

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### Upcoming meetings and items of interest:

#### TPB Meeting: May 21, 2014

- Briefing on the status of the Highway Trust Fund and Reauthorization of MAP-21
- Briefing and approval of Northern Virginia projects for funding under the Transportation Alternatives Program

### Inside this issue of *TPBnews*:

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# COOPERATIVE FORECASTS PREDICT POPULATION AND JOB GROWTH

The Washington region is expected to add more than 2 million new residents by 2040, according to an April 16 TPB briefing on the Metropolitan Washington Council of Governments (COG) Cooperative Forecasts.

In addition to the growing population, the forecasts also show 1.5 million new jobs and 900,000 new households coming to the region in the next 26 years—about 1.6 new jobs for every new household.

The latest Cooperative Forecasts shows that most of the growth expected over the next 26 years will occur in Activity Centers, with 76% of the new jobs and 60% of the new households anticipated to locate in Activity Centers by 2040. This can allow for more efficient movement of people and goods by making it easier for more people to take advantage of transit connections between centers and to make more local trips by bicycle or on foot.

The Regional Transportation Priorities Plan, approved by the TPB in January, specifically calls for efforts to concentrate more growth in Activity Centers, to connect those centers with high-capacity transportation options, and to enhance circulation within centers. According to the Priorities Plan, these steps will help the region make better use of existing and planned infrastructure, and help protect the natural environment by reducing vehicle-related emissions of various pollutants.

This latest round of forecasts, known as the Round 8.3 Cooperative Forecasts, updated previous forecasts to reflect new population and employment estimates provided by several jurisdictions, including the District of Columbia and Loudoun County.

The results of the Cooperative Forecasts do not represent an inevitable future, since they cannot

account for unpredictable global conditions or national policy changes. They also do not necessarily reflect a preferred growth pattern for the region.

In addition to making it easier to see what the Washington region will look like in 2040, the Cooperative Forecasts are also a key input into the TPB's annual air quality conformity analysis, a federally mandated step in the process of updating the Constrained Long-Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP). The purpose of the analysis is to determine whether future vehicle emissions under the proposed plan will exceed regional budgets approved by the federal government.

Several TPB members stated that decisions about the region's transportation network should be informed by existing and anticipated land use, and that the Cooperative Forecasts provides a useful tool for decision makers.

Dan Emerine, of the District of Columbia Office of Planning, requested more information to help identify infrastructure gaps that could benefit from new investment, especially in Activity Centers, so that those centers "are able to accommodate the growth that is predicted, and provide people moving into those centers with the mobility and transportation accessibility that they desire."

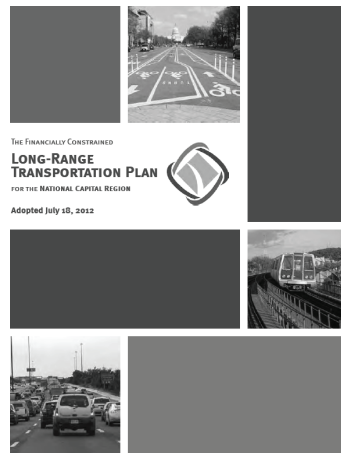
Later this year, the COG Board will be asked to adopt Round 8.3 Forecast as the official growth forecasts for the region. ♦

Get more news and information about TPB research, analysis, outreach, and planning in the Washington region in *TPB Weekly Report*: [mwcog.org/tpbweeklyreport](http://mwcog.org/tpbweeklyreport)

# INITIAL ASSESSMENT SHOWS SOME PROGRESS IN IMPLEMENTING REGIONAL TRANSPORTATION PRIORITIES

The region is making some progress in implementing key priorities spelled out in the Regional Transportation Priorities Plan, according to a preliminary assessment presented to the TPB at its April 16 meeting.

The assessment compared the collection of projects and programs in the region's Constrained Long-Range Transportation Plan (or CLRP) to the priorities identified in the Priorities Plan. It found that local, state, and regional transportation agencies are pursuing many of the individual strategies in the Priorities Plan, and that more people will, in the future, have access to or will be using more efficient travel modes like transit, bicycling, and walking—an overarching goal of the Priorities Plan.



One of the most important findings of the assessment is that the region is on track to ensure proper maintenance of its existing road, bridge, and transit network, the foundation for any transportation improvements the region makes in the future, according to the plan.

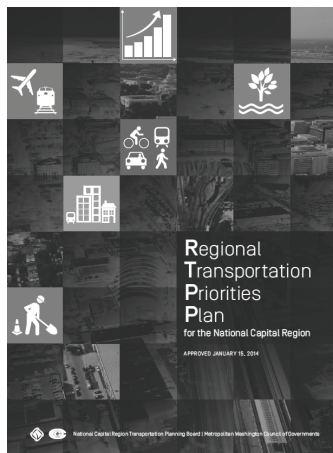
“The CLRP is expected to exhibit full state-of-good-repair funding for transit and for our road systems,” explained John Swanson, of TPB staff, who briefed the Board on the assessment’s findings.

The assessment says specifically that the state highway agencies and major transit operators in the region have all committed, or are expected to commit by late 2014, to ensuring that necessary funds are available and that policies and systems are in place to ensure that maintenance needs are dealt with properly and in a timely manner as they arise.

Another key finding of the assessment is that the region is taking steps to move more people and goods more efficiently, by concentrating growth in mixed-use Activity Centers,

connecting those centers with high-capacity transportation options, and enhancing local circulation within centers.

According to the assessment, 76 percent of all new jobs and 60 percent of all new households between now and 2040 will be located in Activity Centers. Today, 31 percent of households and 66 percent of jobs are located in Activity Centers.



The assessment also found that the share of Activity Centers connected by high-capacity transit will increase from 53 percent today to 66 percent in 2040, thanks to planned transit expansions in the CLRP like the Silver Line in Virginia, the Purple Line and Corridor Cities Transitway in Maryland, and new streetcars in the District of Columbia.

Another focus of the Priorities Plan is on expanding the capacity of the existing transit system, to help alleviate crowding and accommodate more riders, and to support further concentration of residential and job growth in Activity Centers located near existing stops and stations.

The assessment highlighted plans by the MARC and VRE commuter railroads to expand service between now and 2040, but a proposal to add capacity to the existing Metrorail system has yet to receive funding commitments from Metro’s funding partners, the assessment said.

“We are not seeing funding commitments for the *Metro 2025* plan, which includes eight-car trains, core capacity improvements, and a number of other improvements that are really essential to serving Activity Centers,” Swanson told Board members.

The *Metro 2025* proposal is a component of Metro’s *Momentum* strategic plan, approved by the WMATA Board of Directors last year.

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# BIKE TO WORK DAY 2014

*(Continued from page 1)*

participants can stop to meet other bicycle commuters and elected officials, enjoy refreshments, enter prize raffles, and receive an official event t-shirt. In all, there will be 79 pit stops, up from 72 last year, and just five in 2001.

This year's event will also include commuter convoys led by experienced bicyclists to help first-time or infrequent cyclists feel more comfortable commuting to work by bike. Pit stops will feature important information about bicycle maintenance and safety. And a "Bicycling to Work" guide from Commuter Connections and several different adult bicycling education classes from WABA will be available to help more people participate confidently and safely.

Following last year's Bike to Work Day event, organizers surveyed the more than 14,000 commuters who participated in order to learn more about the event's effectiveness in encouraging more bicycling. About 17 percent of respondents said that the 2013 event was the first time they had ever commuted to work by bike. Close to a third said they started biking to work on a regular

basis, or started biking to work more often, following the event.

At the April TPB meeting, Board member Kelly Russell, of the City of Frederick, told fellow Board members that the Frederick area pit stop now includes a pre-registration party a week before Bike to Work Day where participants can get free bicycle tune-ups and receive their event t-shirt in advance so that they can wear it the day of the event. Russell encouraged Board members to participate in Bike to Work Day events, even if they didn't actually ride their bike to work. ♦



**Bike to Work Day 2014** is free and open to all commuters of the Washington region. To register, get more information about pit stops and commuter convoys in your area, and to find bicycle maintenance and safety tips, go to: [biketoworkmetrodc.org](http://biketoworkmetrodc.org)

# AIR QUALITY CONFORMITY ANALYSIS

*(Continued from page 1)*

represent environmental concerns, though some other comments expressed concern that the MARC Growth and Investment Plan was underfunded, and that the highway projects submitted for Virginia should be reevaluated.

The air quality conformity analysis, a federal requirement, is conducted every spring as part of the annual plan update, to assess whether future vehicle emissions under the proposed plan will exceed regional budgets approved by the federal government.

Upon completion of the air quality conformity analysis later this summer, the draft projects for the 2014 CLRP and 2015-2020 TIP will be released for a second public comment period. The TPB will then hold a final vote in October to approve both documents.

To learn more about the CLRP, TIP, and air quality planning, visit [mwcog.org/clrp](http://mwcog.org/clrp). ♦

## PRIORITIES PLAN / CLRP ASSESSMENT

(Continued from page 3)

The recent assessment also noted signs of improved circulation in Activity Centers, growing interest in tolling and road pricing to manage demand and raise revenue, and numerous efforts to alleviate key roadway bottlenecks.

After the briefing, Board member Vic Weissberg, of Prince George's County, said he hoped that the next assessment, planned for September, would take into account the need for greater employment growth on the eastern side of the region to help address imbalances and inefficiencies in the transportation system. "This can be a very effective method for addressing problems like stress on the core of the transit system and congestion bottlenecks," Weissberg said.

Dan Emerine, who represents the District of Columbia Office of Planning on the Board, urged staff to find ways to identify the places where the region, as reflected in the CLRP specifically, is falling short of implementing priorities laid out in the

Priorities Plan. "I'm hopeful that in the September report there will be some greater assessment of where we're falling short, where maybe some of our investments are misaligned," Emerine said.

Emerine also expressed concern about the lack of commitment to funding transit capacity expansions in the regional core. "The biggest trade-off we seem to be making is that we're not collectively addressing the need for transit capacity expansions," he said. "Part of that is because we're making decisions to spend our dollars elsewhere."

The next assessment, planned to be complete by September, will examine more closely the other documents in which implementation of priorities may be reflected, including the region's six-year Transportation Improvement Program, state and local plans and programs, and other regional programs and initiatives not included in the CLRP. ♦

### UPCOMING MAY AGENDA ITEMS

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

- Approval of an amendment to the FY 2013-2018 TIP that is exempt from the Air Quality Conformity Requirement to include project and funding updates for the Northern Virginia section of the FY 2013-2018 TIP
- Briefing on and approval of recommended projects for funding under the MAP-21 Transportation Alternatives Program for FY 2015 in Northern Virginia
- Briefing on the status of the Highway Trust Fund and Reauthorization of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and approval of a letter to the Washington Region's congressional delegation in support of replenishing the Highway Trust Fund and Reauthorizing MAP-21
- A briefing on the Virginia Railway Express Systems Plan
- Briefing on the MARC Growth and Investment Plan
- Notice of a proposed amendment to update projects and funding in the District of Columbia section of the FY 2013-2018 TIP ♦

### OTHER APRIL AGENDA ITEMS

The TPB's April 16 meeting also included the following items:

- Briefing on the requirement that a portion of Fauquier County, Virginia, now be included in the TPB Planning Area, and approval of a letter inviting the County to join the TPB
- Notice of a proposed amendment to the FY 2013-2018 TIP that is exempt from the Air Quality Conformity requirement to include project and funding updates for the Northern Virginia sections of the FY 2013-2018 TIP ♦

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# CALENDAR OF EVENTS

All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 North Capitol St., NE (Enter from First St., NE).

## May 2014

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 7 Bike to Work Day Steering Committee (10 am)
- 7 Car Free Day Steering Committee (11:30 am)
- 8 Freight Subcommittee (1 pm)
- 15 Human Service Transportation Coordination Task Force (noon)
- 15 Citizens Advisory Committee (6 pm)
- 16 Bike to Work Day (all day)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle and Pedestrian Subcommittee (1 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)

## June 2014

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 12 Human Service Transportation Coordination Task Force (noon)
- 12 Citizens Advisory Committee (6 pm)
- 17 Commuter Connections Ridematching Committee (10 am)
- 17 Regional TDM Marketing Group (noon)
- 18 Transportation Planning Board (noon)**
- 24 Regional Bus Subcommittee (noon)
- 25 Regional Taxicab Regulators (1 pm)
- 27 TPB Technical Committee (9 am)
- 27 TPB Steering Committee (noon)

## July 2014

- 9 Car Free Day Steering Committee (10 am)
- 10 Citizens Advisory Committee (6 pm)
- 15 Employer Outreach Committee (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 16 Transportation Planning Board (noon)**
- 18 Travel Forecast Subcommittee (9:30 am)
- 24 Access for All Advisory Committee (noon)
- 22 Regional Bus Subcommittee (noon)

Dates and times subject to change.

Please visit our website at

[www.mwcog.org](http://www.mwcog.org)

for up-to-date information.

This document is available in alternative formats upon request. Please contact Bryan Hayes at (202) 962-3273 or [bhayes@mwkog.org](mailto:bhayes@mwkog.org), or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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