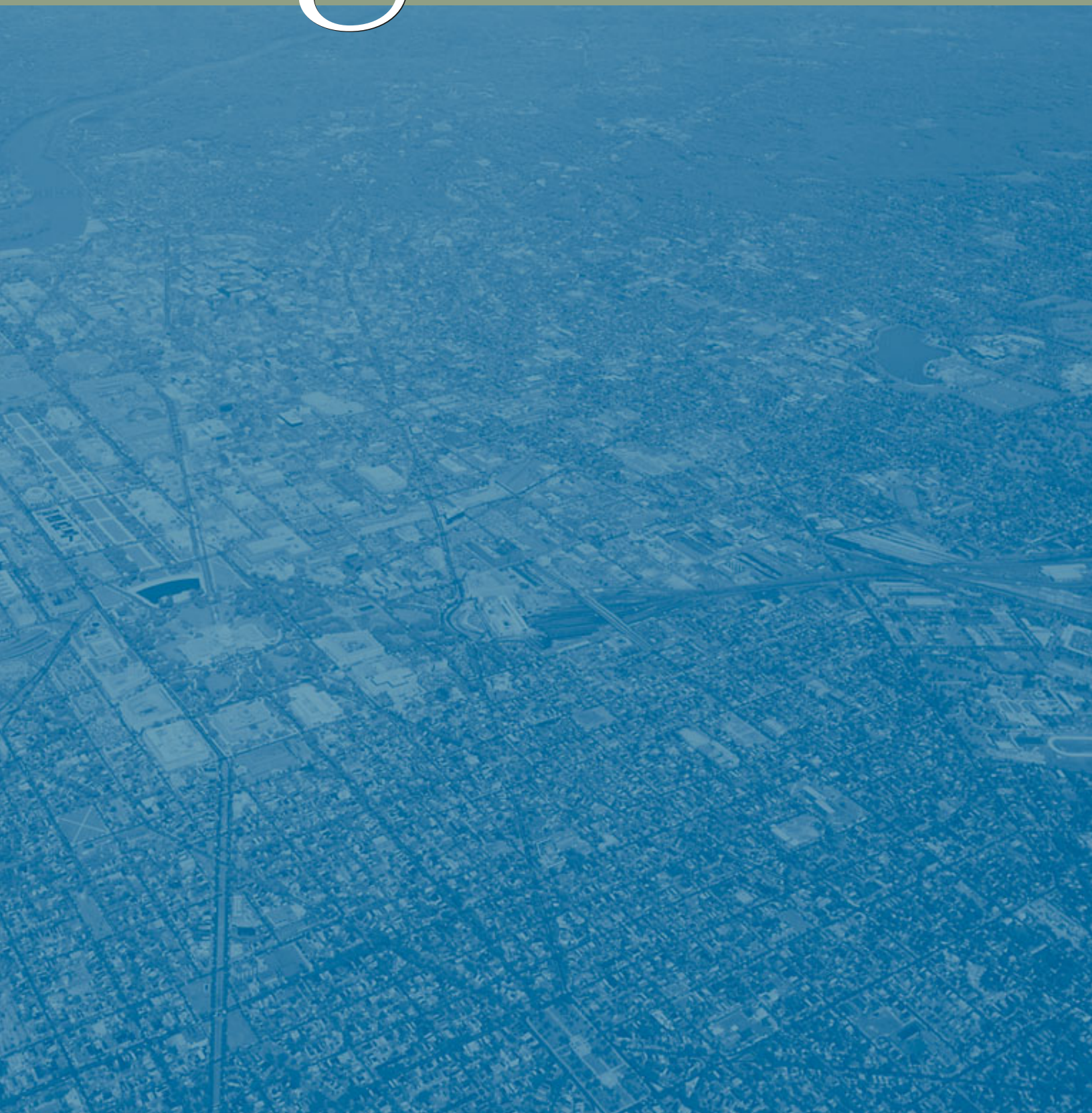
The Region

VOLUME 46 2007

ANNUAL REVIEW OF TRANSPORTATION ISSUES IN THE WASHINGTON METROPOLITAN REGION



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

What is the TPB?

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB). The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments (COG).

Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia, and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies.

The TPB was created in 1965 by local and state governments in the Washington region to respond to a requirement of 1962 highway legislation for establishment of official Metropolitan Planning Organizations (MPOs). The TPB became associated with the Metropolitan Washington Council of Governments in 1966, serving as COG's transportation policy committee. In consultation with its technical committee, the TPB is responsible for directing the continuing transportation planning process carried on cooperatively by the states and local communities in the region.

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Table of Contents

The Region

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Dan Burden, www.pedbikeimages.org

VDOT

Dan Burden, www.pedbikeimages.org

WMATA

Thinking Regionally, Acting Locally

By Michael Knapp, 2006 Chairman
National Capital Region Transportation Planning Board

Regionalism. Transportation. Land use. These topics can be hard to talk about. As a local elected official, I know that most residents want local improvements made quickly if they are to be done at all. People often don't understand why we need to talk about regionalism so much and it seems that regionalism can get in the way of getting "my" local project completed.

But I believe that more and more, people are finally "getting it." We can all see that congestion, air quality and other problems affect our daily lives and that what happens in northern Virginia has an impact on suburban Maryland. The Transportation Planning Board (TPB) at COG is helping folks to understand the local, and often personal, implications of those regional challenges.

As 2006 chairman of the TPB, I believe we have made progress in building a framework for understanding the regional "big picture" and implementing solutions. The TPB's Regional Mobility and Accessibility Scenario Study has shown that some common-sense regional policies—such as encouraging development in activity centers—can make a positive impact on future travel conditions. Our new Transportation/Land-Use Connections (TLC) program is promoting models for implementing those regional policies by funding community planning activities. We also have established a new outreach program, the Community Leadership Institute, that encourages informed citizens to be more active at the local level and ultimately to become advocates for better planning and better projects.

Meanwhile the TPB continues to do its job of meeting federal planning requirements, improving emergency preparedness and improving cross-jurisdictional coordination. In particular, we are working as a region to ensure that the Metro system continues to meet our needs well into the future, with the TPB and COG working with all sectors of the community to facilitate advocacy for this vitally important issue. I am hopeful that legislation at the federal and state levels will be enacted soon to establish dedicated funding for the region's transit system.

I have learned a great deal and have benefited tremendously by working with other jurisdictions. In the coming years, I believe that the TPB and COG will have exciting opportunities to extend this spirit of cross-jurisdictional cooperation to more community leaders and citizens. Their support will be pivotal in our continuing effort to implement solutions that improve the region for everyone.

Where We're Headed: An Overview of the Long-Range Transportation Plan

If we could take a snapshot of the future, what would our transportation system look like? In the year 2030, what new roads, trains and bus lines will be in place? How congested will our highways be? How crowded will the Metro system be?

The region's Constrained Long-Range Transportation Plan (CLRP) is designed to provide that kind of snapshot of the future. The plan includes all the major transportation projects that regional leaders anticipate can be funded and built between now and 2030. The plan also reflects the land-use changes—where jobs and households will be located—that local governments are forecasting and planning for.

This regional snapshot does not necessarily paint a pretty picture. The CLRP is not a wish list or an expression of the region's aspirations, but is more akin to a reality check. Federal law requires the region's long-range transportation plan to be financially constrained. That means the plan may only include projects that we anticipate can be funded. There are a lot of good projects throughout the region, but if the TPB cannot show how they will be funded, they cannot go in the plan.

This reality-based snapshot can be somewhat frustrating. With the current CLRP, congestion is expected to get worse and funding will remain tight. But because it is not a "wish list," the CLRP gives regional leaders an opportunity to take stock of where our transportation system is headed, given current trends and

funding levels. And it also gives us all a chance to figure out whether we should change course and how we might do that.

Meeting Federal Requirements

The CLRP includes all the major transportation projects that the region anticipates can be funded and built between now and 2030. At the same time that the Transportation Planning Board develops the CLRP, it also puts together a Transportation Improvement Program (TIP), which is a six-year, more detailed subset of the CLRP. All regionally significant projects must be included in the CLRP and TIP in order to receive federal funding.

The CLRP's financial constraint requirement creates a prioritization process. Unfunded projects are left out of the CLRP or are simply included as "studies" that are not slated for development and construction.

Federal law requires the region's Transportation Planning Board to update the long-range plan on a regular basis and to make sure it meets federal requirements related to adequate funding for projects, air quality improvement goals and other factors.

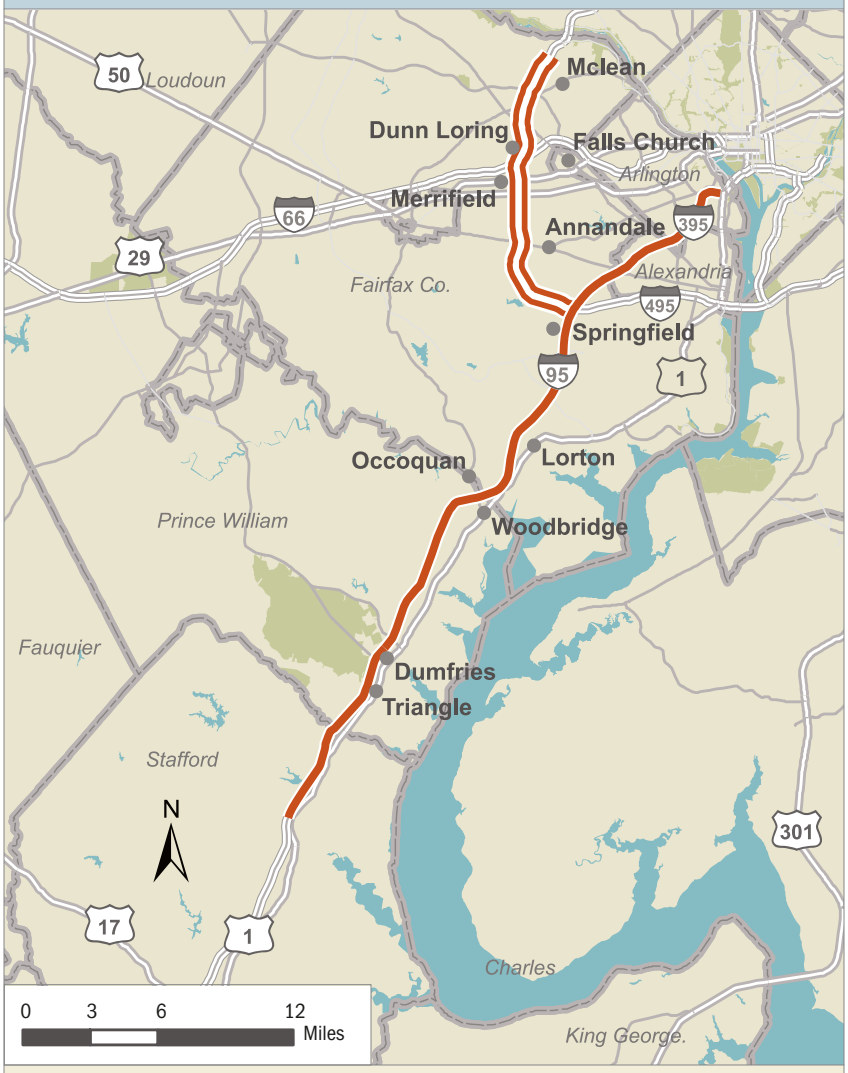
During each annual CLRP update, public attention focuses on one or a few major projects that capture the public's imagination or generate controversy. In 2006, the District of Columbia submitted several big-ticket items that were all related to the Anacostia Waterfront Initiative. Totaling more than $1 billion,

DDOT

Several important new projects in the District of Columbia were added to the regional long-range transportation in 2006, including the first phase of the Anacostia Streetcar Project (top picture) and the conversion of South Capitol Street into a grand boulevard, including reconstruction of the Frederick Douglass Memorial Bridge (lower picture).

The long-range forecast of regional transportation funding is conducted every three years as part of the update to the plan.

High Occupancy/Toll (HOT) Lane Projects in Virginia



Virginia is planning two major HOT lane projects. In 2005, the CLRP was amended to include a HOT lanes project on 15 miles of the Capital Beltway. For the 2007 CLRP, Virginia has proposed the addition of HOT lanes on 36 miles of I-95/395 between Stafford and Arlington counties.

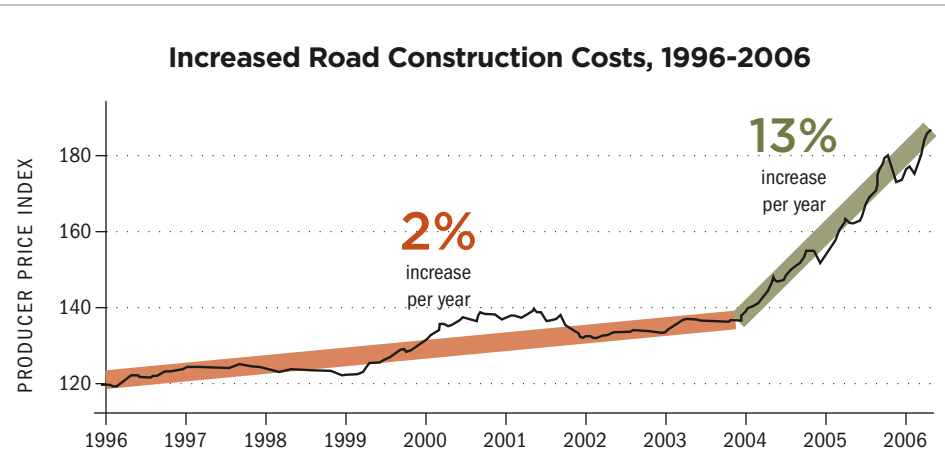
these projects include major reconstruction of bridges over the Anacostia River, South Capitol Street improvements and the Anacostia Streetcar Project.

In 2007, attention turned to the Virginia Department of Transportation, which is planning high-occupancy/toll (HOT) lanes on 36 miles of I-95/I-395. This project will complement the HOT lane project for Virginia's portion of the Capital Beltway, which was included in the CLRP and TIP in 2005. Virginia has also proposed inclusion of spot improvements on I-66 inside the Beltway. These projects were scheduled for final inclusion in the CLRP in the fall of 2007.

Funding Realities

While construction costs soar globally, governments in metropolitan Washington are struggling to raise sufficient revenue for transportation projects, according to the financial analysis prepared for the 2006 update to the Constrained Long-Range Transportation Plan. The long-range forecast of regional transportation funding is conducted every three years.

Overall, funding is up. The new forecast found that $4.77 billion per year will be available between now and 2030. In comparison, the analysis three years ago anticipated that $3.59 billion would be available per year. The report, prepared by the firm Cambridge Systematics, noted that the 2005 federal transportation reauthorization legislation (SAFETEA-LU) provided a significant boost in funding for the region's transportation system. In



Rising costs for oil, asphalt, steel and cement are contributing to increased construction costs. This graph shows the change in the last decade in the Producer Price Index for Highway and Street Construction.

addition to the new federal funding, new toll revenues and a short-term funding infusion for the Washington Metropolitan Area Transit Authority (WMATA) account for much of the anticipated increase.

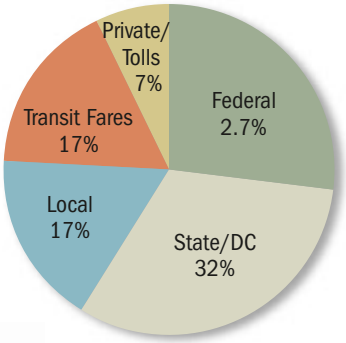
However, those funding increases will be partly eaten up by rapid inflation in construction costs due to increasing global demand for concrete, asphalt and other materials. During the years 2004-2006, construction costs jumped about 28 percent, compared to an increase of just 17 percent over the eight years prior to 2004.

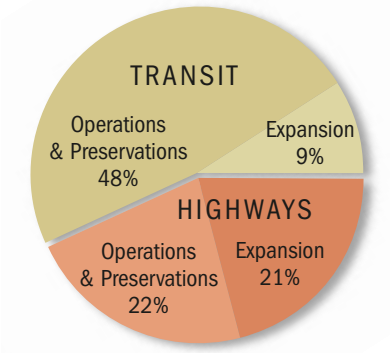
Tolls and local government funds are making up an increasingly larger share of transportation revenues shown in the CLRP for the Washington region. The percentage of total funding provided by the states of Maryland and Virginia, along with the District of Columbia, is shrinking, while the federal share has remained the same.

The study found that $109.8 billion dollars in transportation funding will be available between 2007 and 2030. The states of Maryland and Virginia, plus the District of Columbia, will provide 32 percent of anticipated transportation dollars. A similar analysis in 2003 found that state/DC funding would make up 43 percent of total transportation revenues.

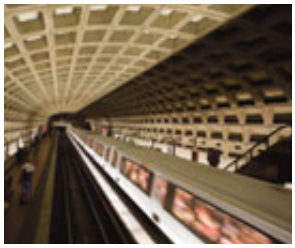
Tolls and private sources are expected to provide 7 percent of anticipated revenues—a big jump from one percent in the 2003 forecasts. Maryland's Intercounty Connector (ICC) and the Beltway HOT lanes project in Virginia account for much of this increase.

CLRP Revenues (2007-2030)
$109.8 billion





CLRP Expenditures (2007-2030)
$109.8 billion



By 2030, we will have added 1.2 million new jobs and more than 1.6 million new people, according to Council of Governments forecasts.

Public transit expenditures are projected to be $62.6 billion, while highways would receive $47.3 billion over the life of the plan. Operations and preservation costs will account for 70 percent of the transportation expenditures.

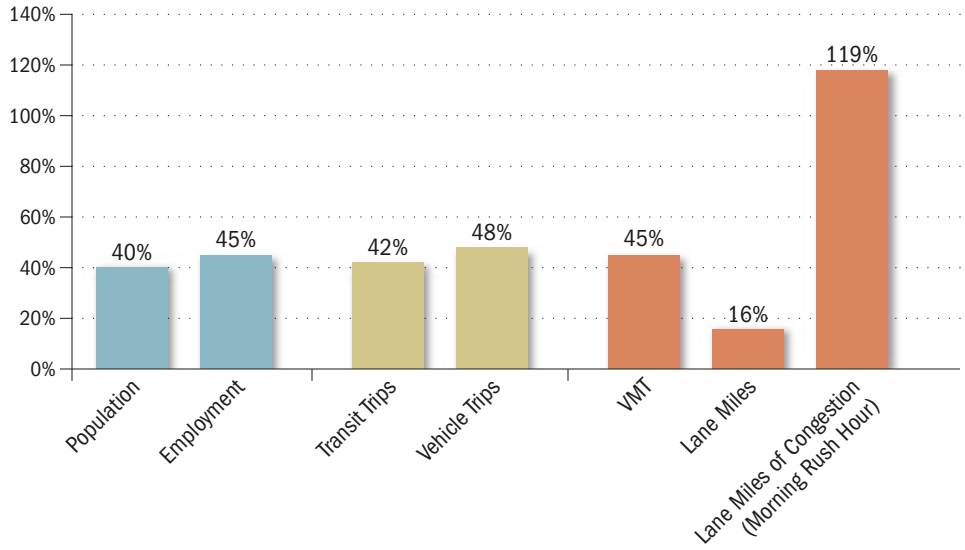
Regional leaders are optimistic that the Metro system's perennial funding shortfalls can be addressed. The Metro Matters program provided urgent state and local commitments to fund capital needs through 2010. Legislation introduced by U.S. Representative Tom Davis, currently pending in the Congress, would finance capital needs beyond 2010.

However, for the 2006 CLRP update, the funding that would be provided under the Davis bill is not assumed. Because funding has not yet been identified to accommodate all of the anticipated new riders on Metro, the TPB's projections have constrained ridership in the core areas to levels consistent with available funding.

Continued Growth, Added Congestion

While the region grapples with funding shortfalls, it is also facing the pressures of rapid growth. By 2030, we will have added 1.2 million new jobs and more than 1.6 million new people, according to Council of Governments forecasts. This robust economic growth will support a continuing high standard of living, but it will also present fundamental challenges to our quality of life, including increased congestion on our roads, trains and buses.

Change in Land Use and Travel Forecasts (2002-2030)



The 2006 long-range plan looked at anticipated trends in land use and population. The plan's findings included some key facts:

- In the future, people are going to be living farther from their jobs. Employment continues to grow faster than housing and that means we can expect workers to live farther out and commute longer distances.
- People on the eastern side of the region are commuting long distances to jobs in the west due to uneven development patterns.
- The land around transit stations is not being used as efficiently as many regional leaders would like.

Land-use patterns and funding shortfalls are contributing to growing congestion. In 2030, people will be driving more. Vehicle miles of travel (VMT), which is a measure of how much we drive, is expected to go up 45 percent. But transportation capacity will not keep up with demand. In fact, the number of lane miles in our road system will increase only 16 percent.

All these ingredients result in a major increase in congestion. TPB forecasts anticipate an increase of 119 percent in lane miles of morning congestion.

Where will this increased congestion be located? It will be pervasive, but TPB forecasts show that the inner suburbs will experience the greatest overall increase in congestion and will continue to have the worst congestion in the region. The outer suburbs will experience the most dramatic change in congestion, with more than a five-fold increase in lane miles of congestion by 2030.

How Do We Respond?

There is no magic solution to these challenges. At a press conference on October 18, 2006, Fairfax County Supervisor Cathy Hudgins emphasized that we must continue to work on a variety of levels:

"We have to keep making the case with traditional funding sources, including the federal and state governments, for increased transportation funding. And we also need to draw from a wide variety of new sources, including tolls and local proffers, impact fees and bonding.

"But we can't simply look for more money without looking at our land-use patterns," she said. "We have got to do a better job of integrating land-use and transportation planning."

"We can't simply look for more money without looking at our land-use patterns," said Fairfax County Supervisor Cathy Hudgins.

Highway Projects

District of Columbia

1 ***11th Street Bridge reconstruction, 2011***
2 ***South Capitol St./Bridge Reconstruction, including intersection with Martin Luther King Jr. Blvd, 2015***

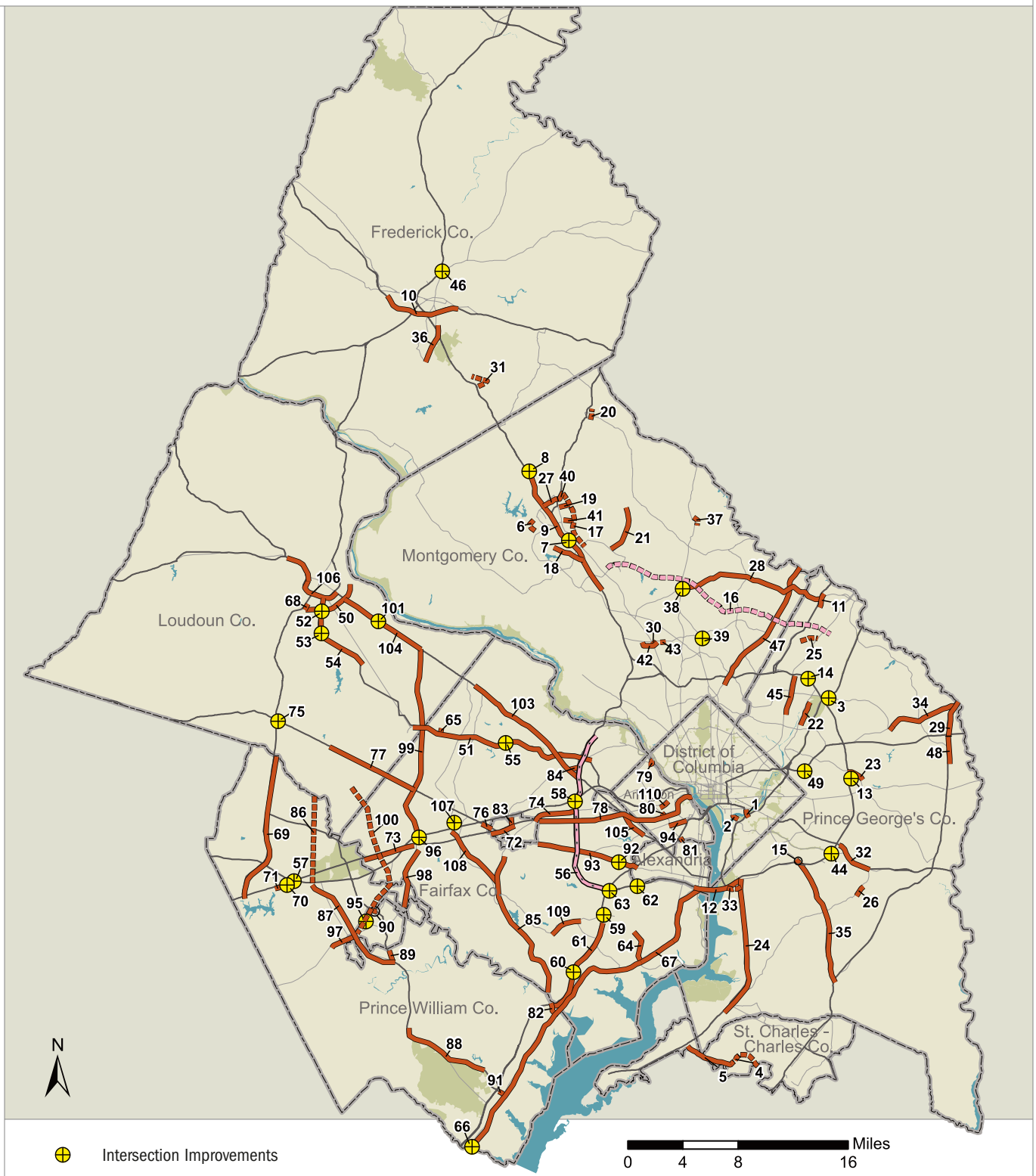
Maryland

3 Baltimore Washington Parkway at MD 193, Intersection Improvement, 2025
4 ***Cross-County Connector (Phase 5) 2007***
5 ***Cross-County Connector (Phases 6 & 7) reconstruct 2008/2009***
6 Father Hurley Blvd. , construct, widen, 4, 6 lanes, 2010
7 I-270, interchange at Watkins Mill Rd. Ext., 2020
8 I-270, reconstruct interchange at MD 121, 2010
9 I-270, widen, 2025
10 I-70, widen to 4, 6 lanes, 2010
11 I-95, interchange and CD lanes at Contee Road , 2020
12 I-95, Woodrow Wilson Bridge, build 12-lane bridge, 2009, 2011
13 I-95/495, interchange at Arena Drive, 2010
14 I-95/495, interchange at Greenbelt Metro, 2010
15 I-95/495: Branch Avenue Metro Access, construct 8 lanes, 2010
16 Intercounty Connector, construct 6 lanes, 2010
17 M-83, construct 4, 6 lanes, 2015, 2020
18 MD 117, widen to 4 lanes, 2010
19 MD 118, widen, construct 6 lanes, 2015
20 MD 124 extended, construct 2 lanes, 2008
21 MD 124, widen to 6 lanes, 2010, 2015
22 ***MD 201/Kenilworth Ave widen, 2010***
23 MD 202, reconstruct 6+2 lanes, 2010
24 MD 210, upgrade 6 lanes, 2020
25 MD 212, construct 4 lanes, 2007
26 MD 223, widen to 4 lanes, 2007
27 MD 27, widen to 6 lanes I-270 to MD 355, 2010
28 MD 28/MD 198, widen, construct 4, 6 lanes, 2030
29 MD 3, widen, construct 6 lanes, 2030
30 MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road, 2010, 2015
31 MD 355/MD 80, Urbana Bypass, construct 4 lanes, 2007
32 MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road , Suitland Parkway and Dower House, 2010
33 MD 414 Extended, widen, construct 4 lanes, 2008
34 MD 450, widen to 4, 6 lanes, 2020
35 MD 5, upgrade, widen to 6 lanes, including interchanges, 2010
36 MD 85, widen to 4, 6 lanes, 2020
37 MD 97, construct 2 lanes, 2015
38 MD 97, upgrade intersection at MD 28, 2010
39 MD 97, upgrade intersection at Randolph Road , 2010
40 MD-27, widen, MD-355 to A-305, 2010
41 Middlebrook Road Extended, widen, construct 6 lanes, 2015
42 Montrose Parkway, construct 4 lanes, 2009, 2010
43 Randolph Road, widen to 5 lanes, 2015
44 Suitland Parkway, interchange at Rena/Forestville Road, 2025
45 US 1, reconstruct 4 lanes (2020), widen to 6 lanes, 2010, 2020
46 US 15, interchange at MD 26, 2010
47 US 29, upgrade, including intersections/interchanges, 6 lanes, 2007, 2020
48 US 301, widen to 6 + 2 lanes, 2030
49 US 50, westbound ramp to Columbia Park Road, 2025

Virginia

50 Battlefield Parkway, construct, widen, upgrade 4 lanes, 2007, 2010
51 Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
52 Dulles Greenway, construct interchange at Battlefield Parkway, 2007
53 Dulles Greenway, construct interchange at VA 653, 2007
54 Dulles Greenway, widen to 6 lanes, 2007
55 Dulles Toll Road, reconstruct interchange at VA 674, 2012
56 I-495, construct High Occupancy/Toll (HOT) lanes, 2010
57 I-66, reconstruct interchange at US 29, 2014
58 I-66/I-495, reconstruct interchange, 2013
59 I-95, construct interchange at VA 7900, 2015
60 I-95, reconstruct interchange at VA 642, 2010
61 I-95, widen to 8 lanes, 2009
62 I-95/495, reconstruct interchange at VA 613, 2015
63 I-95/I-395/I-495, interchange reconstruction with access ramps to I-495 HOV, 2007
64 Old Mill Road, construct, widen 4 lanes, 2009
65 South Elden Street/Centreville Road, widen to 6 lanes, 2007
66 US 1, reconstruct interchange at Russell Road , 2010
67 US 1, widen to 6, 8 lanes including interchange at VA 123, 2008, 2009, 2015, 2025
68 US 15, widen to 4 lanes, 2007
69 US 15, widen to 4 lanes, 2008, 2020
70 US 29, interchange at VA 55, 2014
71 US 29, widen to 5, 6 lanes, 2014
72 US 29, widen to 6 lanes, 2010, 2012
73 US 29, widen to 6 lanes, 2011
74 US 29, widen to 6 lanes, 2015, 2020
75 US 50, construct round-about at US 15, 2010
76 US 50, widen 3, 8 lanes, 2020
77 US 50, widen to 6 lanes, 2010, 2012
78 US 50, widen/reconstruct 6 lanes including interchanges, 2007, 2008, 2010, 2015, 2020
79 VA 120, reconstruct 2 lanes, 2020
80 VA 120, reconstruct 4 lanes, completed
81 VA 120, reconstruct 4 lanes, 2010
82 VA 123, widen to 6 lanes, 2008, 2015
83 VA 123, widen to 6 lanes, 2010
84 VA 123, widen to 8 lanes, 2013
85 VA 123, widen, reconstruct 6 lanes, 2015, 2020
86 VA 234 Bypass, widen, upgrade, construct 4 lanes, 2012
87 VA 234 Bypass, widen/upgrade, 6 lanes, 2020
88 VA 234, widen to 4 lanes, 2007
89 VA 234, widen to 4 lanes, 2010
90 VA 234, widen to 5 lanes, complete
91 VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2011
92 VA 236, reconstruct intersection at Braddock Road, 2008
93 VA 236, widen to 4, 6 lanes, 2008, 2020
94 VA 244, widen 5 lanes, 2010
95 VA 28, Interchange at Wellington Road, RR tracks, 2008
96 ***VA 28, reconstruct interchange at I-66, 2008***
97 VA 28, widen to 6 lanes, 2015
98 VA 28, widen to 6 lanes, 2025
99 VA 28, widen to 6, 8 lanes, with interchanges, 2007, 2008, 2010, 2025
100 VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
101 VA 7, interchange at Claiborne Parkway, complete
102 VA 7, intersection improvement, this project was removed from the CLRP
103 VA 7, Leesburg Pike, widen to 6, 8 lanes, 2009, 2012, 2013
104 VA 7, upgrade with interchanges, 2015
105 VA 7, widen to 6 lanes, 2020
106 VA 7/US 15 Bypass, widen to 6 lanes, 2015
107 VA 7100, interchange at Fair Lakes Parkway, 2010
108 VA 7100, widen to 6 lanes, 2015
109 VA 7900, widen, construct 2, 6 lanes, 2009, 2015
110 Wilson Blvd., reconstruct 4 lanes, 2010

Highlighted Projects were added to the long-range plan in 2006.


Frederick Co.
Montgomery Co.
Loudoun Co.
Prince William Co.
Fairfax Co.
District of Columbia
Alexandria
Arlington
Prince George's Co.
St. Charles - Charles Co.
N
Intersection Improvements
New Road
New Toll Road
Widen/Improve
Add HOT Lane*
Miles
0 4 8 16
*High-Occupancy/Toll

Major Transit and HOV Improvements

District of Columbia

1 ***Anacostia Street Car Project Phase I, 2011***
2 K Street Busway, 2008

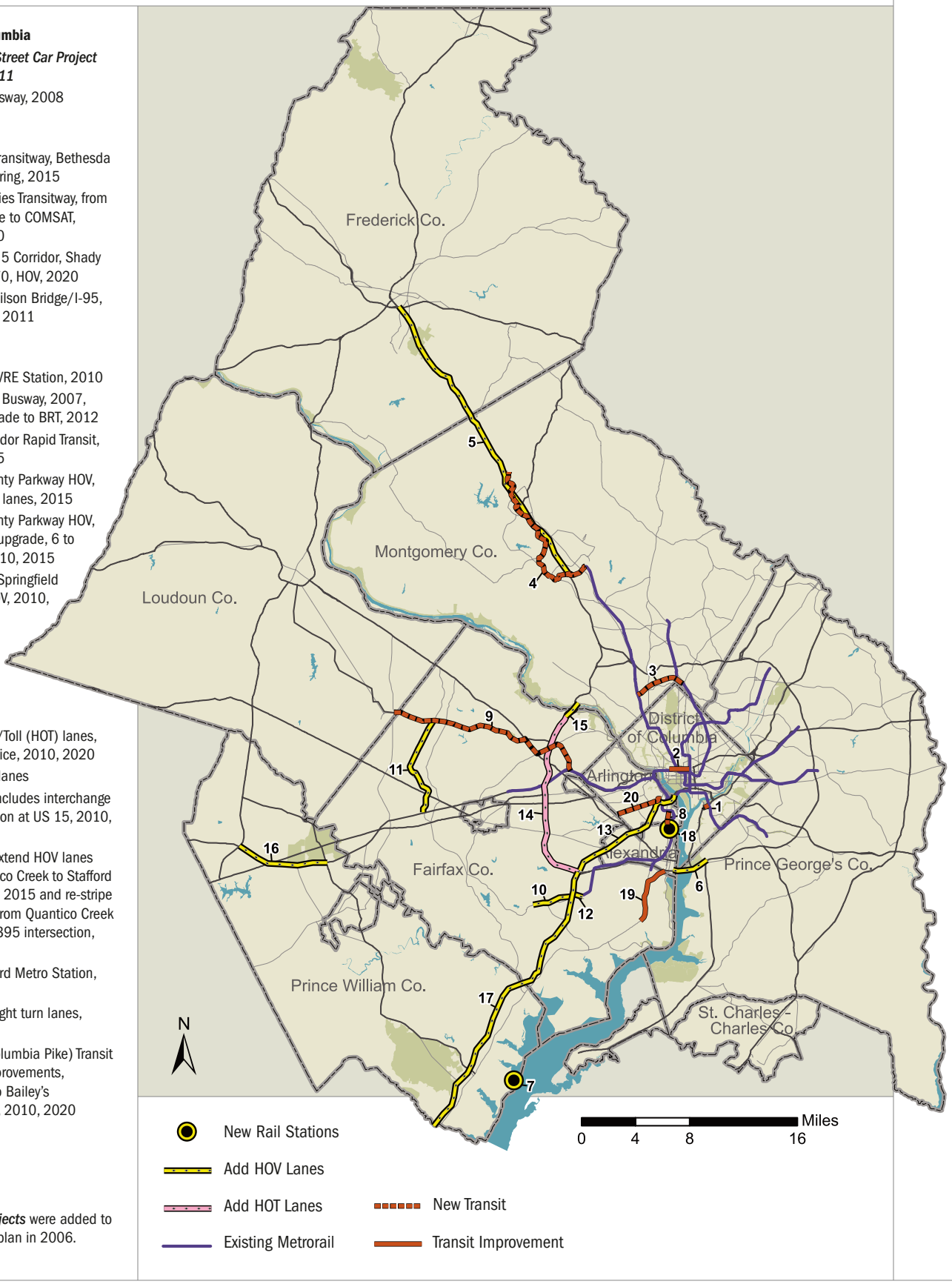
Maryland

3 Bi-County Transitway, Bethesda to Silver Spring, 2015
4 Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020
5 I-270/US 15 Corridor, Shady Grove to I-70, HOV, 2020
6 Woodrow Wilson Bridge/I-95, HOV, 2009, 2011

Virginia

7 Cherry Hill VRE Station, 2010
8 Crystal City Busway, 2007, 2008, upgrade to BRT, 2012
9 Dulles Corridor Rapid Transit, 2011, 2015
10 Fairfax County Parkway HOV, construct 2 lanes, 2015
11 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
12 Franconia/Springfield Parkway HOV, 2010, 2020
13 I-395 HOV, restripe to 3 lanes, 2010
14 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2010, 2020
15 I-495 HOV lanes
16 I-66 HOV, includes interchange reconstruction at US 15, 2010, 2015
17 I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and re-stripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
18 Potomac Yard Metro Station, 2015
19 US-1 bus right turn lanes, 2025
20 VA-244 (Columbia Pike) Transit Service Improvements, Pentagon to Bailey's Crossroads, 2010, 2020

Highlighted Projects were added to the long-range plan in 2006.



Studies

District of Columbia

1 *Anacostia Street Car Project (Phases II - IV)*
2 Southern Avenue
3 Whitehurst Freeway, Roosevelt Bridge

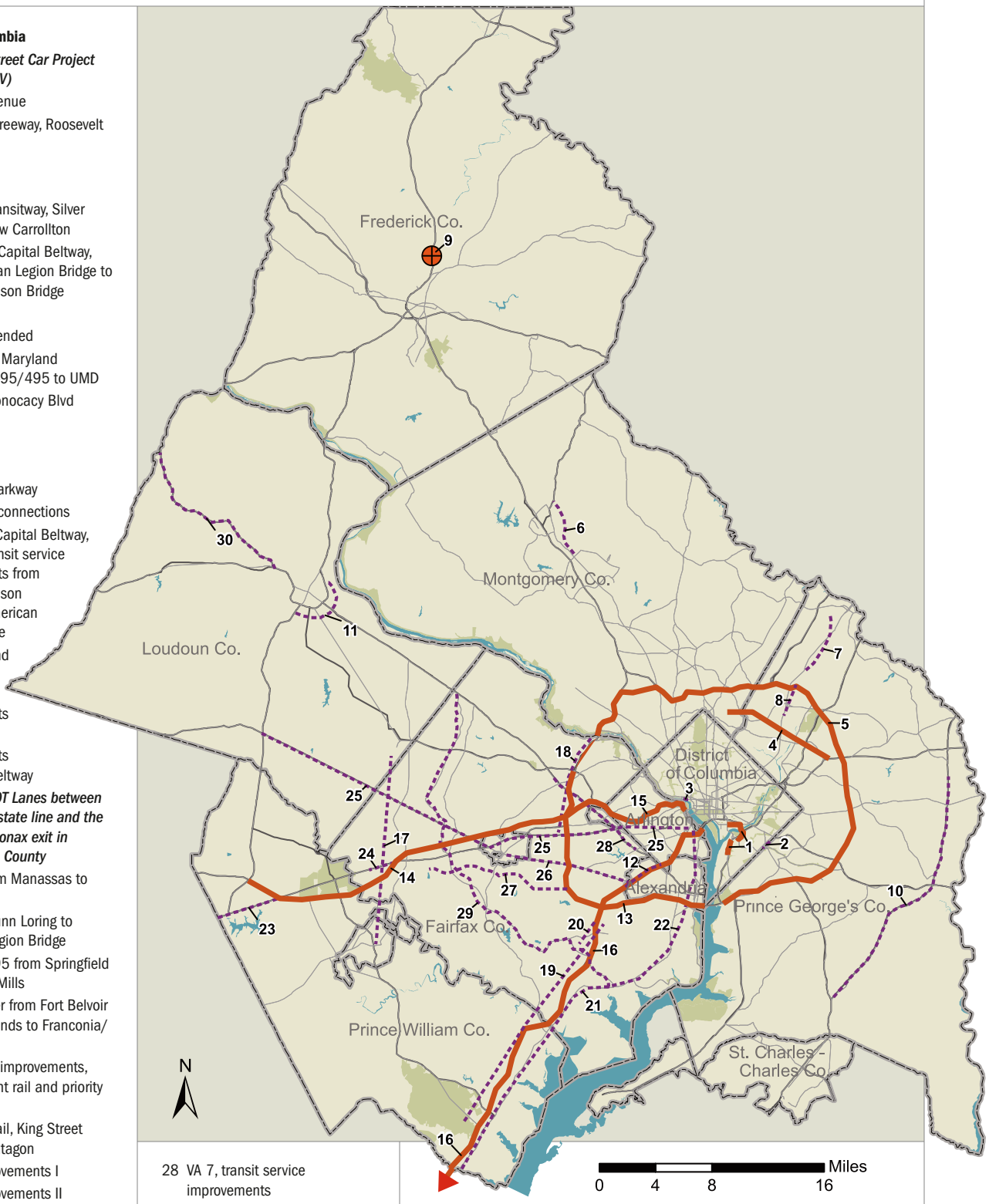
Maryland

4 Bi-County Transitway, Silver Spring to New Carrollton
5 I-95/I-495, Capital Beltway, from American Legion Bridge to Woodrow Wilson Bridge
6 M-83
7 MD 201 Extended
8 University of Maryland Connector, I-95/495 to UMD
9 US 15 at Monocacy Blvd
10 US 301

Virginia

11 Battlefield Parkway
12 I-395 ramp connections
13 I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
14 I-66, HOV and transit service improvements
15 I-66, spot improvements inside the Beltway
16 *I-95/395 HOT Lanes between the Virginia state line and the I-95 Massaponax exit in Spotsylvania County*
17 Light rail from Manassas to Dulles
18 Metrorail, Dunn Loring to American Legion Bridge
19 Metrorail, I-95 from Springfield to Potomac Mills
20 People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
21 US 1 transit improvements, including light rail and priority bus
22 US 1, light rail, King Street Metro to Pentagon
23 US 29 improvements I
24 US 29 improvements II
25 US 50, transit service improvements
26 VA 236 priority bus
27 VA 620 (Braddock Rd) HOV, VA 645 to Beltway
28 VA 7, transit service improvements
29 VA 7100, priority bus
30 VA 9 improvements

Highlighted Projects were added to the long-range plan in 2006.



Bike/Pedestrian Improvements

The map and list on pages 14-15 reflect the major projects included in the Bicycle and Pedestrian Plan for the National Capital Region, which the TPB adopted on July 19, 2006. A bicycle or pedestrian project is considered "major" if it is longer than three miles or greater than $400,000 in cost. For more information on the Bike/Ped Plan see pages 28-29.

District of Columbia

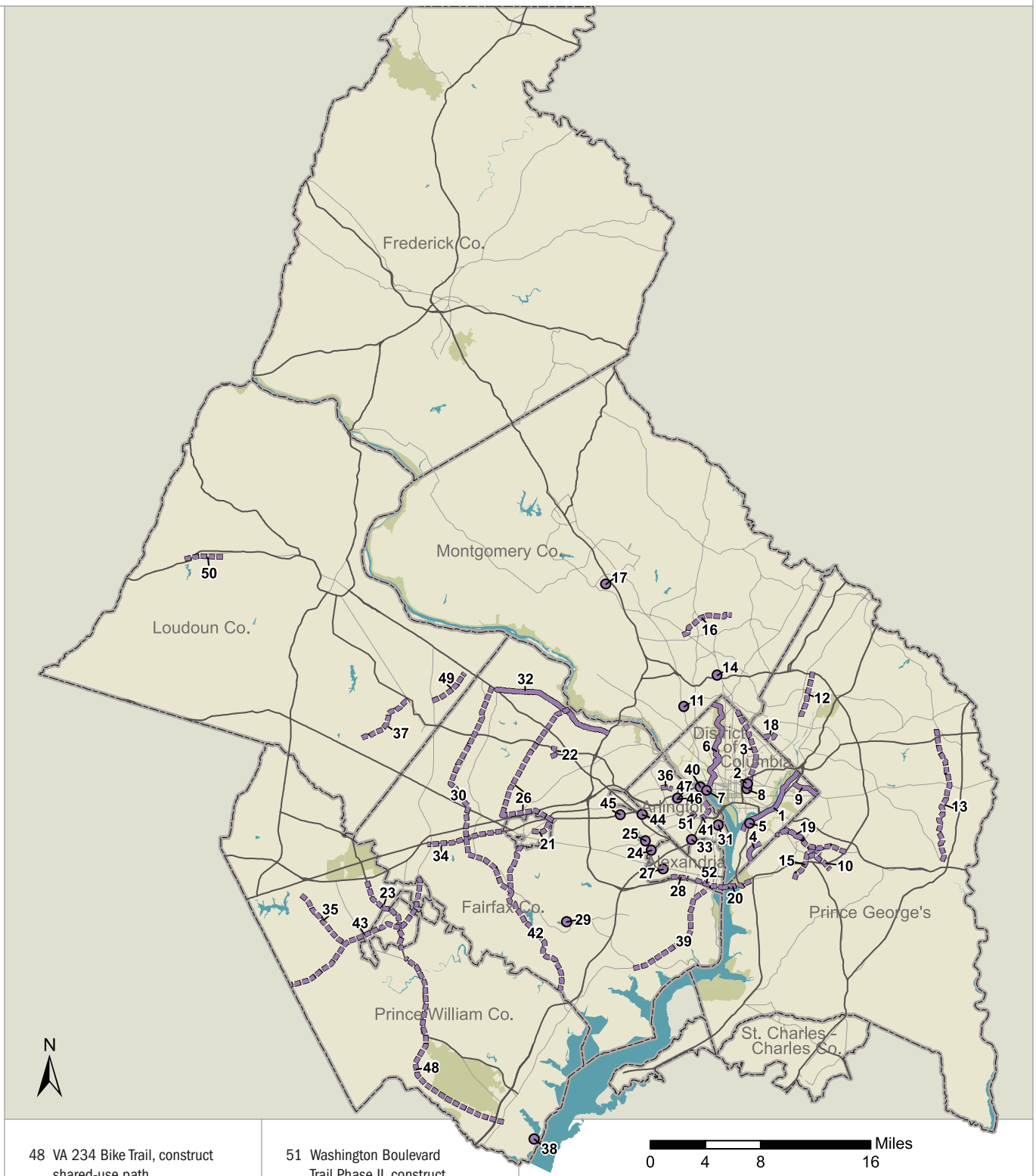
1 Anacostia Riverwalk Trail, upgrade shared-use path
2 Construct Pedestrian Tunnel
3 Metropolitan Branch Trail, construct shared-use path
4 Oxon Run Trail Restoration, upgrade shared-use path
5 Pedestrian Bridge over Anacostia Freeway, construct pedestrian bridge
6 Rock Creek Park Trail Improvements, upgrade shared-use path
7 Theodore Roosevelt Bridge, construct pedestrian/bicycle bridge
8 Union Station Bike Station, bicycle parking
9 Watts Branch Trail, upgrade shared-use path

Maryland

10 Auth Road Sidewalks and Bike lanes, construct sidewalks and bike lanes
11 Bethesda Bikeway and Pedestrian Facilities, streetscape improvements
12 College Park Trolley Trail, construct shared-use path
13 Collington Branch Trail, construct shared-use path
14 Forest Glen Pedestrian Bridge, construct bridge
15 Henson Creek Trail Extension, construct shared-use path
16 Matthew Henson Trail, construct shared-use path
17 Ped/Bike Bridge over I-270, construct pedestrian/bicycle bridge
18 Prince George's Connector, construct shared-use path
19 Suitland Parkway Trail, construct shared-use path
20 Woodrow Wilson Bridge, construct pedestrian/bicycle bridge

Virginia

21 Accotink Gateway Connector, construct shared-use path
22 Boundary Channel Bridge Trails, construct shared-use paths
23 Bus 234 Add Signalized Crosswalks, construct streetscape/pedestrian improvements
24 Chambliss Stream Crossing, construct pedestrian/bicycle bridge
25 Columbia Pike, construct shared-use path
26 Cross County Trail, construct shared-use path
27 Duke Street Pedestrian Bridge, construct pedestrian/bicycle bridge
28 Eisenhower Trail, construct shared-use path
29 Fairfax County Parkway Bridge, add crosswalks, crosswalk signals, sidewalk on bridge
30 Fairfax County Parkway Train, construct 8-mile shared-use path
31 George Washington Parkway Crossing, construct pedestrian/bicycle bridge
32 Georgetown Pike Multi-Use Trail, construct shared-use path
33 I-395 Shirlington Underpass, Four Mile Run Trail, construct pedestrian/bicycle bridge
34 Lee Highway, construct shared-use path
35 Linton Hall Road Widening, construct shared-use path
36 Old Dominion Drive, streetscape/pedestrian facilities
37 Old Ox Road Widening (Rt. 606), construct shared-use path
38 Potomac Avenue, streetscape/pedestrian improvements
39 Richmond Highway (US 1) Ped and Bike Improvements, construct pedestrian intersection improvement
40 Rosslyn Circle Crossing, streetscape/pedestrian improvements
41 Route 110 Trail, construct shared-use path
42 Route 123 Widening, construct shared-use path
43 Route 28 Trail Extension, construct shared-use path
44 US 50 Pedestrian Bridge, construct pedestrian/bicycle bridge
45 US 50 Pedestrian Improvements, construct streetscape/pedestrian improvements
46 VA 120 (Glebe Road) at 27th St., install crosswalks, pedestrian signals, refuge areas
47 VA 120 (Glebe Road) at N. Randolph St., streetscape/pedestrian facilities



48 VA 234 Bike Trail, construct shared-use path

49 VA 846 (Sterling Boulevard) Landscaping, streetscape/ pedestrian improvements

50 W&OD Trail Extension, construct shared-use path

51 Washington Boulevard Trail Phase II, construct shared- use path

52 Woodrow Wilson Bridge, construct pedestrian/bicycle bridge

Where We Need to Go: Moving Beyond the Constraints of the Long-Range Plan

"I think you can all tell that none of us is satisfied with the direction in which we're headed," said TPB Chairman Michael Knapp, on October 18, 2006, prior to the approval of the new Constrained Long-Range Transportation Plan. "And we know there is no silver bullet that will eliminate congestion from our future.

"But we do know there are steps we can take to improve livability and mobility," continued Chairman Knapp. "The TPB's Regional Mobility and Accessibility Study has confirmed that we can make a positive impact on future transportation conditions by locating housing and jobs closer together, approving development closer to transit stations, and expanding our network of public transit lines to support regional activity centers."

Regional leaders at the TPB have recognized that transportation and land-use challenges need to be addressed from both the macro and the micro perspectives. On the macro level, the TPB's transportation and land-use scenario study has looked at potential land-use and transportation changes that would affect the entire region. And on the micro level, the TPB's new Transportation/Land-Use Connections (TLC) program is promoting planning activities to support vibrant, mixed-use communities.

The Macro Level: Looking at Alternative Land-Use and Transportation Futures

The TPB launched the Regional Mobility and Accessibility Study in 2000 as a way to look outside the constraints of the CLRP and examine some fundamental changes —including major transportation projects and shifts in land use—that might move the region closer to implementing the goals laid out in the TPB Vision, the regional transportation policy framework adopted in 1998. Among other things, the Vision called for a decrease in driving, an increase in transit use and better coordination between land use and transportation.

What would happen, the study team asked, if we looked at scenarios that changed some of our assumptions about future trends? How many more people would use public transit if we built more rail lines? How much less driving would there be if commuters lived closer to their jobs?

The study team used different building blocks to develop the scenarios. For the land-use shifts, the study has focused on *regional activity centers*, which were identified through a regional process at the Council of Governments and were intended to be focal points for housing and jobs, and nodes for transportation linkages. For the transportation components, the scenarios have looked at networks of potential *public transit* lines and *express toll lanes*.

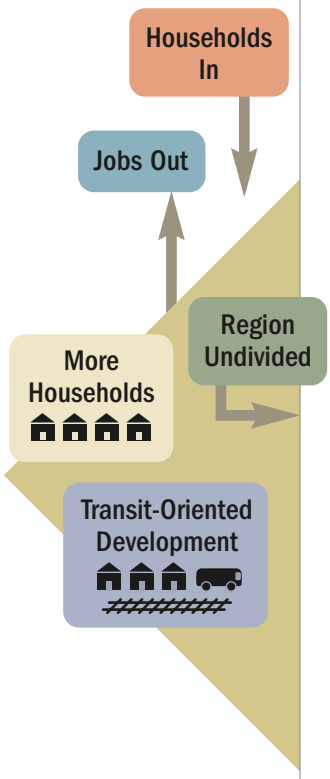
The study working group conceived a number of scenarios that were each based upon a "what if" question, such as: What if more people who lived here worked here? What if there were more development on the eastern side of the region? What if more people lived and worked close to transit?

Based on such "what if" questions, five land-use scenarios were developed and a network of new public transit lines was tailored for each alternative:

- ***More Households*** would increase the total number of households in the region.
- ***Households In*** would move households into inner jurisdictions.
- ***Jobs Out*** would shift jobs to outer jurisdictions.
- ***Region Undivided*** would move jobs and housing to the region's eastern side.
- ***Transit-Oriented Development*** would put more jobs and households close to transit.

All five scenarios use different means to achieve the same objectives of bringing people and jobs closer together, and improving the transportation connections between them. The scenarios are not mutually exclusive; in many ways they are similar and complementary. All the scenarios, for example, try to focus more development around transit, not just the Transit-Oriented Development alternative.

TPB staff used a computer model to forecast travel patterns for each scenario. This analysis has focused on key transportation effects of the various






alternatives, including changes in congestion, transit use and vehicle miles of travel. On these measures, the scenarios show positive results. When compared to the 2030 baseline, all five alternatives would slow the anticipated growth in congestion and driving, and in most cases, would increase transit use.

Getting public feedback

In the fall of 2006 and continuing into 2007, TPB staff conducted a series of forums across the region to find out what the public thinks about the land-use and transportation challenges laid out in the Regional Mobility and Accessibility Study.

Participants at these forums were broken into small groups and asked to develop their own scenarios on big poster-size maps. Using sticker dots, they reallocated growth and with markers, they drew in imaginary trains, roads, and other transportation facilities. After presenting their visions of the future and then learning about the TPB's scenarios, participants and the TPB staff discussed their hopes and concerns.

In general, most citizens at the forums supported the premises underlying the scenarios – Yes, people are living too far from their jobs, they said. Yes, we do need to develop and use our transit system more efficiently.

Forum participants also supported a number of key concepts endorsed in the Vision, the TPB's guiding policy document. For example, many citizens said the time is ripe to build better circumferential transportation linkages to connect suburbs to other suburbs. They also generally supported the need to develop regional activity centers with a mixture of jobs and housing.

But forum participants also expressed lingering skepticism about the ability of state and local leaders to implement changes that will function properly and meet community needs. If we support compact development, they asked, how can be sure that local governments will take the necessary steps to mitigate local traffic impacts? How do we know that local roads will be adequate and that sidewalks will be built? How can we be sure that service on local transit and on Metro will keep up with increased demand?

Forum participants also spoke about non-transportation factors, including quality of life concerns. Some citizens mentioned global warming and said that the changes identified in the scenarios are not bold enough. Others cited factors that

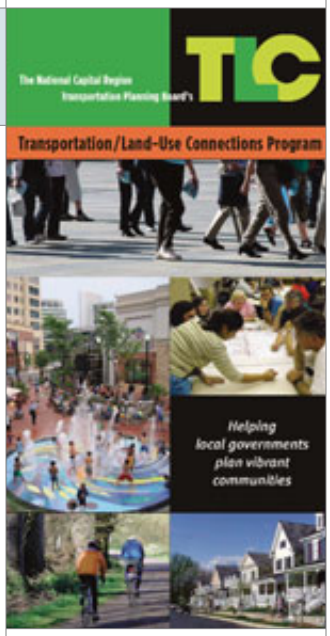
Local governments across the Washington region are recognizing the importance of integrating land-use and transportation planning at the community level.

can inhibit land-use changes, including the need for non-transportation infrastructure, including schools that are high quality and not overcrowded.

Most citizens at the forums voiced concern about housing affordability. Facing dramatically higher housing prices, many people simply can't afford to live closer in, they said. But others spoke about housing prefences, noting that some people, particularly families with children, do not want to live in dense urban environments.

These and numerous other questions will be discussed and addressed in the fall of 2007, when the TPB determines how its scenarios analysis can be further refined and focused to help guide the regional planning process.

The Micro Level: Promoting Community Planning Through the TLC Program



Transit-oriented development... mixed-use centers... walkable and livable communities...

Whatever it's called, local governments across the Washington region are recognizing the importance of integrating land-use and transportation planning at the community level. Some jurisdictions are working to promote more development closer to mass transit. Others are looking at ways to bring jobs, housing and shopping in closer proximity to reduce the need to drive everywhere. Still other places want to revitalize existing communities to make them more walkable and accessible for people without cars.

The projects vary across the region, but the challenges are often similar. How do planners engage with the public to improve planning decisions and avoid unforeseen objections? How can they address public concerns about increased traffic, affordable housing or changes in a community's identity? What small improvements—such as streetscaping, sidewalks or lighting—can make a good project even better?

The Transportation Planning Board's Transportation Land-use Connection (TLC) program has been designed to provide support to local jurisdictions as they work through these challenges, and to share success stories and proven tools with local governments and agencies across the region.

Beginning as a six-month pilot in January 2007, the TLC program was designed with two components:

1. **The Regional TLC Clearinghouse** is a web-based source of information about transportation/ land-use coordination, including experiences with transit-oriented development and other key strategies. In addition to offering brief information and website links on a broad sampling of projects, the clearinghouse more thoroughly documents the technical assistance provided through the TPB's TLC program.

beyonddc.com

2. **The TLC Technical Assistance Program** is providing focused consultant assistance to local jurisdictions working on creative, forward-thinking and sustainable plans and projects. Technical assistance may include a range of services, such as: public involvement facilitation; development and utilization of visualization techniques; streetscape and infill design assistance; assistance with scoping longer term planning studies; and help with other challenges related to strengthening transportation and land-use coordination.

Any local jurisdiction in the Metropolitan Washington region that is a member of the TPB is eligible to apply for TLC technical assistance. In response to the pilot program's call for applications in January 2007, the TPB received 22 applications and selected six for the first round of technical assistance, which ended in June 2007. These jurisdictions received up to a value of $20,000 in assistance provided by a rapid-response team of consultants.

The pilot round included the following six projects:

- **Montgomery and Prince George's Counties: *Takoma/Langley Crossroad Pedestrian Safety Study.*** Building on recent safety enhancements by the State of Maryland, this study proposed improving signs, widening the medians and adding crossing signals to improve safety in the vicinity of New Hampshire Avenue (MD 650) and University Boulevard (MD 193). The TLC study will serve as background for the upcoming Takoma/Langley Crossroads Sector Plan, which among other things will prepare the area for anticipated stations of the Purple Line between Silver Spring and New Carrollton.
- **St. Charles Urbanized Area: *Urban Roads Standards.*** Recent planning efforts in the Waldorf and Bryans Road areas of Charles County have promoted more compact development, but county officials believe a missing link in the transformation of these communities has been the inflexibility of current road standards to accommodate needed design changes. TLC consultants proposed street design standards for use in these communities that will be more conducive to pedestrians and mixed-use environments.
- **Fairfax County: *Levels of Service around Transit Oriented Development.*** Traditional standards for traffic flow have tended to focus on

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moving vehicles with minimal interruption. A TLC study requested by Fairfax County has looked at alternative standards for acceptable traffic flow near transit-oriented development that attempt to balance the needs of mixed-use, pedestrian friendly environments with the need to keep vehicles moving.

- **Prince William County, *Scoping Assistance for Impacts of the Base Realignment and Closure (BRAC) Actions.*** Under upcoming BRAC changes, military installations at Fort Belvoir and Quantico are expected to grow significantly, bringing new demands on housing and infrastructure. TLC consultants developed a scope of work for a future study to determine how Prince William County might respond to these new growth pressures.
- **District of Columbia: *Scoping Assistance for Potomac Avenue Station Area Plan.*** Consultants worked with DC planning staff and stakeholders to identify key land-use, transportation, and development issues for examination in a future Revitalization Strategy that will address public space, site-specific market analysis and way-finding improvements around the Potomac Avenue Station on Capitol Hill.
- **Public Presentation on Density Issues *(for use in a number of jurisdictions).*** Consultants developed presentation materials on density issues in consultation with TPB staff and jurisdictions facing development pressure and community concerns about increased density in land use.

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The Takoma/Langley Crossroads Pedestrian Safety Study identified both short- and long-term potential improvements for an area that currently has a high pedestrian accident rate and is planning for a future Purple Line transit station.

An evaluation of the TLC pilot will be conducted in the fall of 2007. Preliminary comments by the recipients of technical assistance and the TLC consultants indicate that the program's initial efforts were successful in providing quick turnaround, responding to local and regional needs for small "start-up" efforts, and convening key agency stakeholders to address local issues in a comprehensive manner.

The TPB plans to initiate a second round of the TLC program in the fall of 2007.

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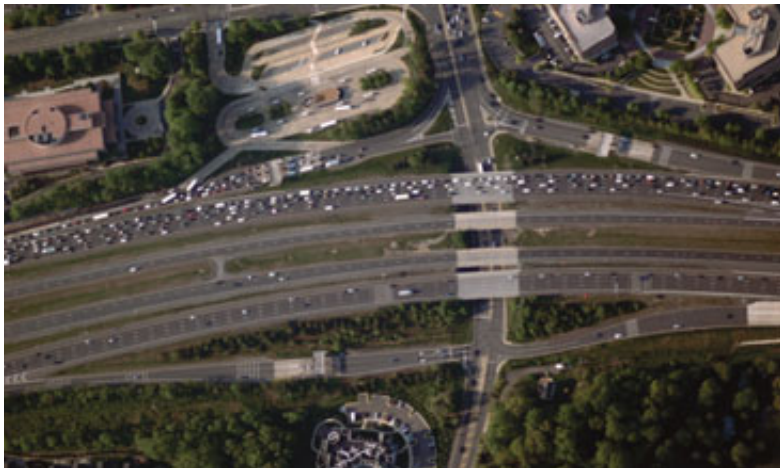
Monitoring Current Conditions



Skycomp, Inc.

The TPB's aerial photographic survey identified bottlenecks across the region, including the 14th Street Bridge (top photo) and the Dulles Toll Road at Spring Hill Road (bottom photo).

You can't plan for the future if you don't understand conditions today. The TPB conducts numerous surveys and studies on a continual basis to develop a baseline for regional transportation planning.

Two studies in 2006—the triennial aerial survey and a "census" of vehicle registrations—provided new insights into current conditions.

The View From Above: Aerial Survey Identifies Chokepoints

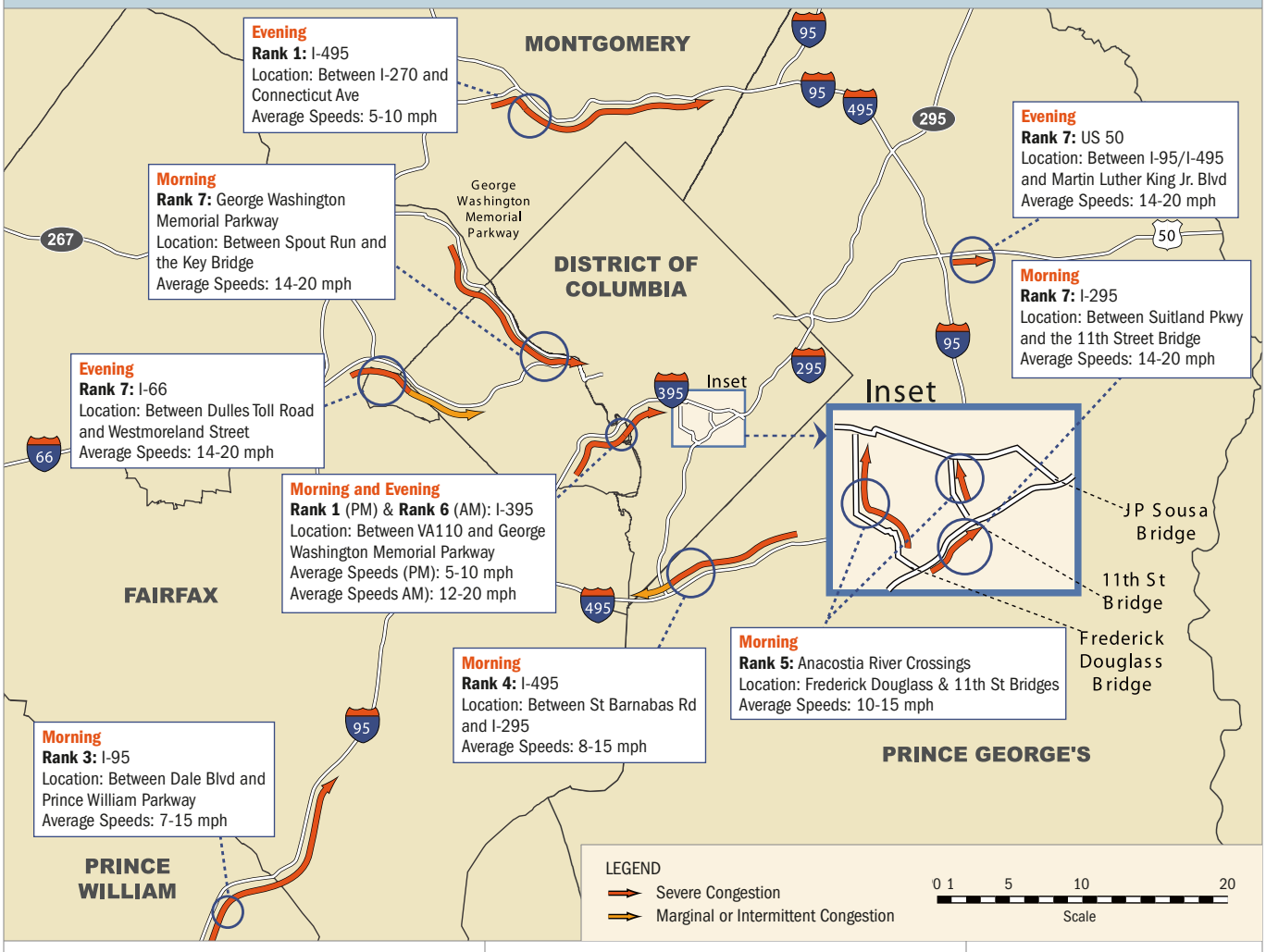
The Washington region's freeway system has become significantly more crowded over the past three years, according to an aerial traffic study released in February 2006 by the Transportation Planning Board.

During the hours between 4:30 and 5:30 p.m., for example, the number of congested lane miles in the region increased by 64 percent between 2002 and 2005.

The study declared a tie for the worst traffic chokepoint in the region between evening rush hour on the inner loop of the Beltway from I-270 to Connecticut Avenue and the evening rush hour approach to D.C. on I-395. At these locations, commuters averaged a mere 5 to 10 miles per hour on a regular basis.

"Improved ramps and merge areas connecting major roads along with the construction of High Occupancy Toll or Express Toll Lanes are the best short-term solutions to addressing these traffic chokepoints and bottlenecks," said Ron

Top Ten Congested Segments on the Metropolitan Washington Freeway System



Kirby, Transportation Planning Director at COG. He said the region also must fund transit adequately and continue to promote ridesharing and telecommuting.

Some locations in the outer suburbs such as Westbound I-66 (4:30 to 5:30 p.m.) from Lee Highway to Sudley Road and Southbound I-95 (4:30 to 5:30 p.m.) from Dumfries Boulevard to Russell Road experienced the most significant changes between 2002 and 2005—both spots doubled in congestion.

On a more positive note, the study found some examples where highway upgrades added capacity and improved traffic flow, such as the Beltway from I-270 to the Dulles Toll Road, US 50 Westbound in Maryland and the Springfield Interchange.

This study found that the number of hybrid vehicles per household in the Washington region is almost twice the national average.

The locations of some chokepoints appear to be linked in part to east-west economic imbalances in the Washington region. For example, the major chokepoint heading into D.C. over the 14th Street Bridge during evening rush hour is largely caused by commuters heading back home from jobs in the western half of the region.

Over 80,000 aerial photographs were taken of the region's 300 mile freeway system for the study. It was first conducted in 1993 and has been repeated every three years.

Taking Stock of What We Drive

The TPB conducted the region's first "vehicle census" in 2006 based upon vehicle identification numbers (VIN). Among other things, this study found that the number of hybrid vehicles per household in the Washington region is almost twice the national average.

In July 2005, TPB staff obtained the unique VINs for each vehicle registered by the departments of motor vehicles in each state. New software enabling the decoding of VINs allowed TPB staff to compile data about the age and model of vehicles and tabulate a "vehicle census" for the region.

"This data set is the most accurate picture of the region's vehicle fleet that we have ever had," said Ron Kirby, COG Transportation Planning Director. "This is essentially a vehicle census because we now know just how many vehicles there are, how old they are, how big they are, and where they are located. The data will be very valuable for future transportation and air quality planning."

The number of vehicles in the region, from passenger cars to SUVs to buses, totals more than 3.3 million or 1.8 vehicles per household. About 60 percent are passenger vehicles (i.e., sedans, station wagons), 35 percent are light trucks (SUVs, pickup trucks), and 5 percent are heavy trucks and buses.

The TPB's primary purpose for obtaining the data is to accurately forecast vehicle emissions. But possessing a comprehensive dataset describing the region's vehicle fleet also allows for some interesting observations

and comparisons between different parts of the region, especially when it comes to rates of hybrid ownership.

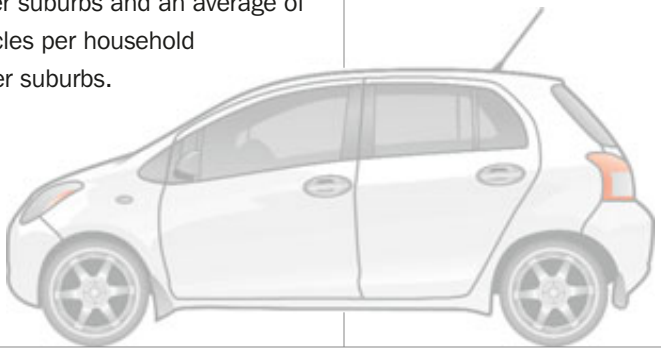
Hybrid vehicles in Virginia receive special license plates that allow them to use carpool (HOV) lanes. The data for the first time show the effect that HOV privileges may have had in Northern Virginia, which leads both Maryland and D.C. significantly in hybrid ownership. At almost 15 hybrids per 1,000 households, Prince William County, Virginia, leads the region in hybrid ownership with well over four times the national average. This trend toward hybrids is clear even when taking into account the larger number of all types of vehicles per household in the outer suburbs of the region.

Northern Virginia jurisdictions average 10.73 hybrids per 1,000 households compared to 3.66 in D.C., 3.25 in Suburban Maryland and a national average of 3.31. Residents of Loudoun and Prince William Counties, where hybrid vehicle rates are highest, likely are able to derive the most benefit from HOV privileges in commuting toward the core of the region on Interstates 66 and 95.

As hybrids become more popular and HOV lanes in Virginia become more crowded, the privileges enjoyed by hybrid owners is up for discussion. TPB Vice Chair Catherine Hudgins said, "I think that there are some decision points that are going to be occurring, policy-wise, regarding HOV lanes, and all of this information feeds in to helping us make the right decisions on questions that may arise."

More key findings of the study include the following:

- The share of the vehicle fleet made up of SUVs and light or heavy-duty trucks increases as one moves out from the Regional Core (D.C., Arlington and Alexandria), where 30 percent of the fleet consists of such vehicles. That share is 39 percent in the inner suburbs (Fairfax, Montgomery and Prince George's Counties) and 49 percent in the outer suburbs (Calvert, Charles, Frederick, Loudoun and Prince William Counties).
- There is an average of 1.24 vehicles per household in the Regional Core, an average of 1.89 vehicles per household in the inner suburbs and an average of 2.27 vehicles per household in the outer suburbs.



In Brief

Empowering Community Leaders

"Think regionally, act locally." The TPB's Community Leadership Institute, launched in 2006, encourages community activists to understand that regional transportation challenges can have a powerful influence on many of the local issues they care about.

The institute was designed as a two-day workshop that engages community leaders who have not actively participated in the regional planning process. The institute provides a forum for education and discussion among active community leaders in order to foster stronger involvement from these communities and also to assist the TPB in understanding how to better incorporate these groups into the decision-making process.

"Thank you for reaching out to us and empowering us for action!" said one participant at the conclusion of the first institute.

The Community Leadership Institute was launched in April 2006, with additional sessions in October 2006 and June of 2007. Former TPB Chairman Peter Shapiro helped conceive the Institute and facilitated the sessions. Mr. Shapiro is currently a senior fellow at the University of Maryland's Burns Academy of Leadership.

The participants at the Institute represented organizations that have been recognized as forces for change in their communities, including civic groups, homeowners associations, business organizations and local citizen advisory boards. The Institute sessions in October, which were organized in cooperation with AARP, targeted community leaders who work specifically with elderly citizens. The June 2007 sessions focused on community

leaders who work with immigrants.

Over the course of two days, participants learn about how, where and when transportation decisions are made in the Washington region. The curriculum includes information about the various planning processes at the state, regional and local levels. The course uses case studies to emphasize key themes for successful involvement in decision-making, including the need to get active as early as possible in the planning process. Although the curriculum provides basic facts on planning procedures, discussion focuses on the understanding that successful community involvement is not formulaic. Rather, projects often are propelled forward or stalled by unique factors, including funding availability and political circumstances. Successful community leaders know how to influence decisions at the right place and the right time.

Participants also discuss how their local interests are linked to the regional planning issues facing the TPB. Information about key regional transportation challenges are woven into the curriculum, including the need for improved coordination between transportation and land use, and the regional transportation funding shortfall.

Using interactive learning methods, the curriculum was designed to avoid overwhelming participants with information and data. Rather, a key goal of the Institute was to get participants engaged and empowered.

"There was a lot of info covered in a few hours but it didn't come across as information overload," said one participant.

In Brief

The map and list of major projects for the new Bike and Pedestrian Plan can be found on pages 14-15.

Planning for Pedestrians and Cyclists

The Transportation Planning Board in July 2006 approved the Washington area's first comprehensive, region-wide bicycle and pedestrian plan, which lists more than 500 projects and establishes a policy framework for future planning.

If every project identified in the plan is implemented, the region's bicycle and pedestrian system would grow by 247 miles of bicycle lanes and 482 miles of multi-use paths by 2030, along with numerous

sidewalk and intersection improvements and other measures to improve conditions for pedestrians. The plan estimates the total cost of the nearly 500 facility improvement projects identified to be about $500 million (2006 dollars). Approximately 20 percent of the facility cost estimates were provided by sponsoring agencies while the remaining 80 percent were based on a cost-per-mile estimate for various facility types.

The plan is the first regional bicycle plan since 1995 and the first ever regional pedestrian plan. The plan is grounded in the 1998 TPB Vision which calls for an increase in the availability of walking and biking facilities as safe and convenient transportation options.

The new plan contains projects with committed funding that are already in the region's Constrained Long Range Transportation Plan (CLRP), as well as unfunded projects contained in the bicycle and pedestrian plans of individual localities. While projects are not prioritized, the plan will serve as a guide for future project selection and implementation, including the continued periodic development of a "short-list" of bicycle and pedestrian projects classified as regional priorities.

Federal guidance on the provision of bicycle and pedestrian facilities

has evolved in recent years. Rather than being viewed as a discretionary "extra", such accommodation is increasingly regarded as routine and necessary as part of a "complete street." For example, the new Woodrow Wilson Bridge is being built with a very high quality pedestrian and bicycle facility—something that is not seen on older projects within the region.

The plan summarizes the current state of bicycling and walking in the region, with statistics capturing the share of work trips by these modes and the demographic characteristics of the workers who use them. The mode shares in the Washington region are similar to national averages, with 3.1 percent walking to work and 0.3 percent biking

(compared to national averages of 2.93 percent and 0.38 percent respectively). Also similar to the national picture is the decline of both shares in the area since 1990.

Despite the overall percentage decline, however, the amount of bicycle traffic entering the downtown Metro core is growing rapidly. In addition, the draft plan notes that bicycling and walking are more common for non-work trips, and that walking trips can be under-represented in Census data when combined with transit use since such a commute would be listed only as a transit commute. The document also points out that between 1994 and 2004, 24 percent of all traffic fatalities in the region were bicyclists or pedestrians.

The plan includes a "best practices" section with a set of recommendations for regional progress in meeting bicycle and pedestrian needs and encouraging growth in the shares of these travel modes.

The new Bicycle and Pedestrian Plan will serve not only as a policy basis for understanding the regional significance of bicycle and pedestrian projects, but also as guidance in implementing facility improvements and for future inclusion of identified projects in the CLRP. The plan will complement other TPB initiatives dealing with bicycling and walking, including regional education, facility mapping and commuter aid programs.

Operations Coordination Efforts Continue

In March 2007, the region's major transportation agencies signed an agreement to formally establish the Metropolitan Area Transportation Operations Coordination (MATOC) Program (formerly the Regional Transportation Coordination Program). Though police, fire, and transportation responder personnel follow established incident command procedures to resolve on-scene incidents safely, no dedicated regional means has existed until now to address the ripple-effect of major transportation tie-ups.

With MATOC, multi-agency information sharing and coordination will address ripple effects and help keep the public informed. Expert consultants, the University of Maryland, and TPB staff are continuing to work with agencies on implementing procedures and technologies for the program.

In Brief

Coordinating Human Services and Transportation

SAFETEA-LU, the 2005 federal transportation act, requires new levels of coordination among organizations that receive federal funding and plan for human service transportation provision. The federal legislation also added a number of other new requirements for human service transportation programs. In 2006, the Transportation Planning Board assumed responsibility for several of these key functions.

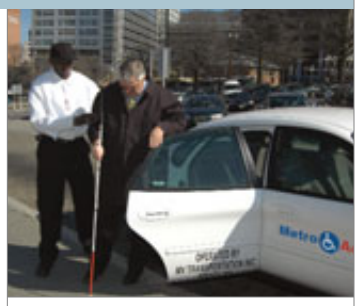
Human service transportation programs can range from car loan programs for low-income workers to grants to purchase vehicles for senior centers. SAFETEA-LU provides for three human service transportation programs. The first is a continuation of the Elderly Individuals and Individuals with Disabilities Program (Section 5310). The second is an updated Job Access and Reverse Commute Program (JARC) (Section 5316), which has changed from an earmarked program to a formula-based distribution. Finally, New Freedom (Section 5317) is a new program that funds new services or projects that go beyond requirements of the American with Disabilities Act (ADA).

SAFETA-LU required that all three programs must now be derived from a "locally developed coordinated plan." In addition, JARC and New Freedom program funds require designation of a recipient that is responsible for hosting a competitive bidding process for projects seeking JARC or New Freedom funding.

In 2006, the TPB was tasked with responsibility for developing a "Coordinated Plan." Throughout the fall and winter, a task force worked on developing this plan, bringing together a broad array of stakeholders, including transit agencies, human service agencies, non-profits, private operators and consumers.

In April 2007, the TPB approved the Coordinated Plan, which identified unmet needs, strategies for addressing them, priority actions and criteria for the competitive selection process.

The TPB assumed another important responsibility in the fall of 2006, when the governors of Virginia and



Maryland and the mayor of the District of Columbia designated the TPB as the official recipient of the JARC and New Freedom funds. These programs will provide approximately $1 million each annually and require a 50/50 match for operating projects and a 80/20 match for capital projects. The funding for these two programs is available for any service that operates within the Washington, DC-MD-VA Urbanized Area. The projects must be selected on a competitive basis.

After approving the Coordinated Plan and criteria on April 18, the TPB issued solicitations for FY2006 JARC and New Freedom funds. In the summer of 2007, the TPB will oversee the review and selection of project proposals in accordance with the competitive selection process, and approve the selected projects for inclusion in the Transportation Improvement Program (TIP).

Giving Commuters Travel Options

Because of the TPB's Commuter Connections programs, drivers in the Washington region made 130,000 fewer trips in 2005 and reduced their driving by nearly 2.5 million miles.

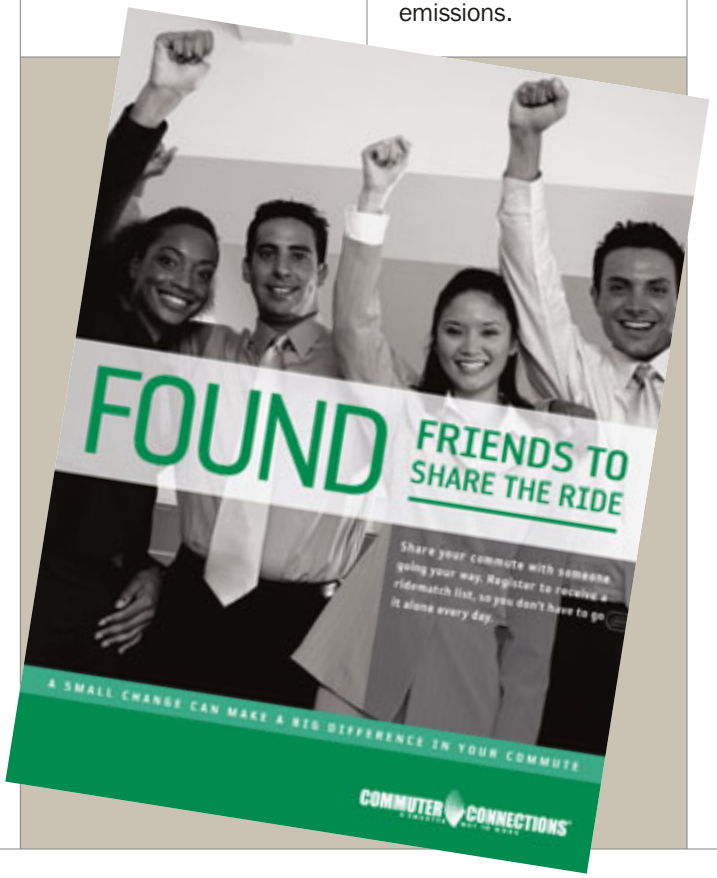
Commuter Connections provides a variety of services that encourage people to cut back on the habit of driving to work alone. The program is a network of public and private transportation organizations, including the TPB and COG, state funding agencies and local organizations.

The Commuter Connections work program includes the following key elements:

- The **Commuter Operations Center** provides ridematching services to commuters through a central toll free number "1-800-745-RIDE."
- **Guaranteed Ride Home** provides users of alternative commute modes up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime.
- **Marketing** of alternative commute options provides continual regional marketing of car/vanpooling, teleworking, mass transit, Bike to Work Day, and Guaranteed Ride Home aimed at persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, as well as persuading commuters currently using alternative commute modes to continue to use those modes. A new Guaranteed Ride Home program rewards and loyalty program will be planned in 2007.
- **Monitoring and Evaluation** provides data collection and analysis as well as program tracking and monitoring reports for each program area.
- **Employer Outreach** supports marketing and outreach efforts to the region's employers to encourage use by their employees of alternative commute modes such as ridesharing, transit, telecommuting, bicycling, and walking; assists employers in holding bicycling seminars for employees; and maintains an up-to-date regional Bicycling Guide. A new regional "Live Near Your Work" program was introduced in 2007.
- **Telework** assistance provides information and resources to employers on the benefits of teleworking and assists them in setting up telework programs for their employees.
- **InfoExpress Kiosks** are located at selected shopping centers and other high pedestrian activity areas to provide commuting information to the general public.

In addition to reducing solo driving, Commuter Connections programs were also shown to reduce vehicle emissions, which is the primary reason most of these program activities were initially implemented. Every day, the programs are estimated to reduce nitrogen oxides (NOx) by nearly two tons and volatile organic compounds (VOCs) by nearly one ton.

These measures of effectiveness have shown that Commuter Connections is among the most effective commuter assistance programs in the nation in terms of reducing solo driving and vehicle emissions.

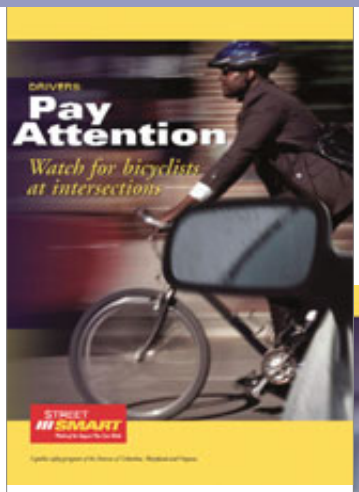


In Brief

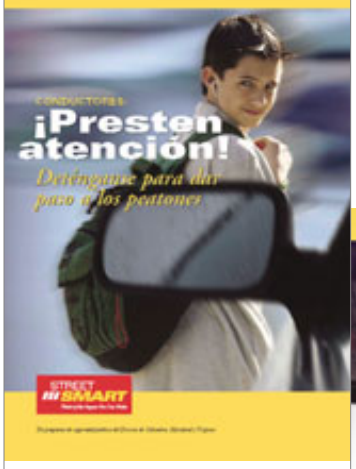
Campaigning for Pedestrian Safety

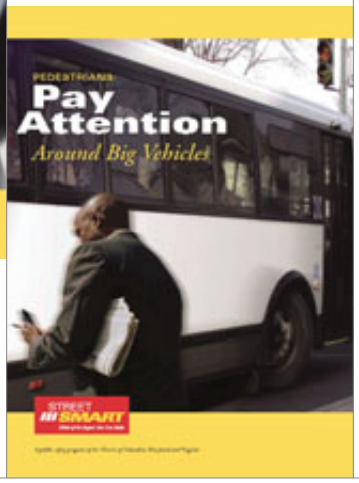
Since 2002, the Transportation Planning Board has been conducting an annual pedestrian and bicycle safety campaign known as Street Smart. In 2007, the board plans to expand the program to a twice-a-year campaign.

According to TPB statistics, pedestrians account for one fourth of the region's motor vehicle deaths, approximately 89 fatalities a year. In addition, a recent study in September 2005 by Inova Regional Trauma Center and the TPB shows the responsibility for pedestrian accidents appears shared, almost equally, between drivers and pedestrians.



Pedestrian safety advocates emphasize "three E's": education, engineering, and enforcement. Street Smart focuses on education, but the campaign has been combined with stepped-up law enforcement efforts throughout the region. Ongoing engineering initiatives include improved sightlines, signals, markings and the use of technology, such as laser detectors and the "runway" lighting for crosswalks.





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