



TPB PROGRAMS SUPPORT JURISDICTIONS TO IMPROVE BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT

At the July 22 meeting, the TPB approved funding for 16 projects to improve pedestrian and bike access and support transit-oriented development throughout the District of Columbia, Maryland, and Virginia.

Nine of these projects—totaling \$420,000—are funded under the TPB’s FY 2016 Transportation/Land-Use Connections (TLC) Program, which supports local jurisdictions as they address challenges of integrating land-use and transportation planning at the community level.

Approved projects range from providing design assis-

tance for the first segments of the proposed Central Avenue Connector Trail in Prince George’s County to improving on-road bicycle facilities along streets that access the Vienna Metrorail Station in Fairfax County. Other projects have been approved for Arlington County, College Park, Gaithersburg, Prince William County, and Takoma Park.

Over the past nine years, the TLC Program has provided more than \$2.8 million dollars for 83 projects throughout the region. The program was launched in 2007 to support implementation of regional policies to improve non-motorized circulation and access improvements at the community level—particularly in

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TPB BRIEFED ON PASSENGER RAIL SAFETY PREPAREDNESS

Representatives from MARC, VRE, and Amtrak addressed the TPB during the July 22 Board meeting. TPB Chair Phil Mendelson requested that the passenger rail agencies describe how the region would respond to an emergency like the April 2015 train derailment north of Philadelphia.

The passenger rail providers described safety measures that they have in place to prevent train derailments.

Some of these measures include controls that restrict speed and monitor the alertness of train operators, and signals that notify operators if there is a problem with the tracks.

All rail providers in the region perform safety training for first-responders and conduct periodic table-top exercises that provide an opportunity for agencies to practice responding to emergencies.

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Upcoming meetings and items of interest:

TPB Meeting: September 16, 2015

- Overview of the 2015 Amendments to the CLRP
- Briefing on the Air-Quality Conformity Analysis of the Draft 2015 CLRP
- Briefing on the Performance Analysis of the Draft 2015 CLRP

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TRANSPORTATION/LAND-USE CONNECTIONS

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Regional Activity Centers—and to promote land-use improvements that maximize the use of transportation infrastructure.

Consultants will be contracted in the fall to conduct this year's TLC studies, which must be completed by June 2016. Past participants in the program have emphasized the value of the program's rapid-response approach. They note that the limited timeframe and budget help produce tailored, meaningful results. In addition, participants have appreciated the program's value in bringing stakeholders together in ways that might not have occurred otherwise.

At the July meeting, the TPB also approved funding for seven local capital improvement projects in Maryland under the federally funded Transportation Alternatives Program. The TPB partners with state-level transportation agencies to accept and review applications for the Program, for projects considered "alternatives" to traditional highway construction such as bicycle and pedestrian facilities, complete streets, safe routes to schools, environmental mitigation, and others.

These Maryland projects, which total \$3.2 million include sidewalks and multi-use

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FY 2016 Transportation/Land-Use Connections (TLC) Projects

Arlington County — Low Stress Bicycle Network Mapping (\$45,000)

Planning to increase bicycle use among the "interested, but concerned" user group.

District of Columbia — K Street / Water Street Bikeway and Pedestrian Connectivity Enhancements (\$60,000)

Address connectivity issues in Georgetown between the Capital Crescent and Rock Creek Trails.

College Park — Citywide Bicycle Boulevards (\$30,000)

Create a plan to design bicycle boulevards along neighborhood streets.

Fairfax County — Parking Demand and Trip Generation in Multifamily Developments (\$60,000)

Improve parking policies in consideration of current and future demand from multifamily developments.

Fairfax County — Vienna Metrorail Station Area Bicycle Improvements (\$45,000)

Prioritize and design improved on-road bicycle facilities along streets that access the Vienna Metrorail Station.

Gaithersburg — Improving Access to Transit (\$30,000)

Improve first and last mile connections to the city's three major transit stations.

Prince George's County — Central Avenue Connector Trail 30% Design (\$80,000)

Design the first segments of the proposed Central Avenue Connector Trail, linking the Capitol Heights, Addison Rd, Morgan Blvd, and Largo Town Center Metrorail Stations.

Prince William County — Safety and Connectivity in a Planned Community (\$30,000)

Plan for the Dale Blvd and Minnieville Rd node and other connectors along the Dale Blvd corridor.

Takoma Park — Parking Takoma Park (\$40,000)

Revise existing parking policies and programs in consideration of current and future demand.

TRANSPORTATION ALTERNATIVES PROGRAM

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paths in College Park, Frederick County, Montgomery County, Rockville, and Takoma Park. Among the approved projects are the North Branch Hiker Biker Trail (Montgomery County) and East Lincoln Avenue Sidewalks (Frederick County).

Under the Transportation Alternatives Program, established by federal law in 2012, large metropolitan planning organizations, like the TPB, are responsible for project selection for a sub-allocated portion of funding. In the Washington region, that means the TPB participates in three separate selection processes for Maryland, Virginia and the District of Columbia.

At the direction of the TPB, the program is framed as a complementary component of the TLC Program. The funding offers the region the opportunity to promote implementation of regional objectives linked to recommendations outlined in the Regional Transportation Priorities Plan.

This past April, the TPB approved a package of Transportation Alternatives projects in Virginia. Projects for the District of Columbia are expected to be selected later this year.

More information can be found at www.mwcog.org/tlc. ♦

FY 2016 Transportation Alternatives Projects for Maryland

College Park — Hollywood Road Sidewalks (\$36,000)

Install 1,200 feet of sidewalk improvements along Hollywood Rd, including near a neighborhood school.

Frederick County — Mount St. Mary's-Emmitsburg Multi-Use Path (\$128,839)

Establish a multi-use path between Mount St. Mary's and the downtown area of Emmitsburg.

Frederick County — East Lincoln Ave Sidewalks (\$46,000)

Install 1,800 feet of sidewalk improvements along Lincoln Ave to improve access to area schools.

Montgomery County — North Branch Hiker-Biker Trail (\$2,000,000)

Construct a trail connection between Rock Creek Trail and North Branch Trail.

Montgomery County — MD 355-Clarksburg Shared-Use Path (\$523,416)

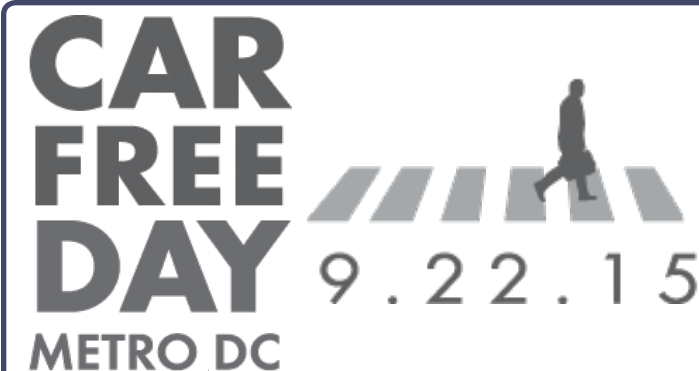
Create a link in the existing trail network along MD 355 between Little Bennett Regional Park Trail and the Frederick Rd Bike Path.

Rockville — Falls Road East Shared-Use Path (\$99,703)

Install missing sidewalk segment between Dunster Rd and Kimblewick Rd along the east side of Falls Rd.

Takoma Park — Lincoln Ave Sidewalks (\$132,028)

Installation of 1,900 feet of sidewalk improvements along Lincoln Ave between Elm Ave and Jackson Ave, involving five neighborhood schools.



Car Free Day, hosted by the TPB's Commuter Connections program, invites residents of the Washington region to pledge to get around without a car for one day, and instead walk, bicycle, take transit, or carpool.

There will be a variety of events held to celebrate Car Free Day throughout the region. To learn more and to pledge to go car free, visit: www.CarFreeMetroDC.com. ♦

FEDERAL REVIEW OF TRANSPORTATION PLANNING IN THE NATIONAL CAPITAL REGION

The TPB received commendations on several of its products, processes, and methods of analysis along with some recommendations for improvement in a recently completed federal Planning Certification Review, which was jointly conducted by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

At its July meeting, Christopher Lawson, Administrator of FHWA's District of Columbia Division Office, briefed the board on the review, which is required every four years. He began his presentation by noting that, "the federal team found the transportation planning process to be in compliance and has been certified as meeting all applicable laws, regulations, and policy requirements."

Among the commendations, Mr. Lawson praised the TPB for the performance analysis of the region's Constrained Long-Range Transportation Plan (CLRP), the development of the Regional Transportation Priorities Plan, and the integrative approach of the Regional Bicycle and Pedestrian Plan. He further highlighted the TPB's well documented Congestion Management Process, including the data clearinghouse and data delivery efforts that "provide

TPB partners with the ability to track and evaluate congestion methods that support system capacity expansion."

The federal review also made several recommendations aimed at providing greater clarity in some areas of its work, including calls for improved documentation of the TPB's financial planning activities and the federally required annual listing of obligated projects, which is a component of the region's Transportation Improvement Program (TIP) that lists prior year expenditures. The review also called for a formalized process to evaluate the TPB's public involvement activities on a regular basis.

The federally required Planning Certification Review is an in-depth assessment of planning processes and planning-related documents, such as the TIP and CLRP. The FTA and FHWA conduct this review every four years to ensure compliance with federal planning regulations. The review of the TPB process included a two-day site visit in October 2014, meetings with the TPB's Citizens Advisory Committee (CAC) and Access for All Advisory Committee (AFA), and intensive document review. ♦

Recent graduates from the 2015 session of the Community Leadership Institute (CLI) attended the July TPB meeting to receive certificates and recognition for completing the program.

Recruitment for the October 2015 session is open until September 25, 2015. To apply, visit: www.mwcog.org/cli. ♦



REGIONAL RAIL SAFETY

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Agencies also spoke about the state of implementation of federally required safety measures called Positive Train Control (PTC), which brings together different advanced technologies—including GPS, on-train controls, and sensors installed near tracks—to automatically stop or slow a train before an accident occurs.

The Rail Safety Improvement Act (RSIA) of 2008, called for implementation of PTC by the end of 2015.

Amtrak, which operates both trains and tracks said that it will be in compliance with RSIA by the end of 2015.

While MARC and VRE said that their trains would have PTC technology installed by the end of the year, they added that their hosts—CSX and Norfolk Southern, which operate tracks—will not have PTC installed. As a result, area passenger rail providers and providers from across the country are requesting that Congress extend the deadline.

Board member Elissa Silverman from the District of Columbia asked if there is a regional entity that coordinates response in case of an emergency.

R. Earl Lewis, Jr., chair of COG's Emergency Transportation Committee, responded that in the case of an emergency in the Washington region, incident response will be managed by the fire department that operates in the jurisdiction in which the accident occurred. The fire department would coordinate response and collaborate with the train operator and the host railroad as well as local governments to resolve the issue safely and provide transportation options to keep people moving.

First responders are expected to speak at a future meeting. ♦

Positive Train Control is designed to prevent:

- Train-to-train collisions
- Derailments caused by excessive speed
- Unauthorized incursions by trains onto sections of track where maintenance activities are taking place
- Movement of a train through a track switch left in the wrong position

UPCOMING SEPTEMBER AGENDA ITEMS

The September 16 TPB meeting is expected to include the following items:

- Overview of the 2015 Amendments to the Constrained Long-Range Plan (CLRP)
- Briefing on the Air Quality Conformity Analysis of the Draft 2015 CLRP
- Briefing on the Performance Analysis of the Draft 2015 CLRP
- Briefing on Activities of the COG Multi-Sector Working Group on Greenhouse Gas Emissions

Prior to the September meeting there will be a Special Work Sessions on the 2015 Amendments to the CLRP. Following the Board meeting there will be a meeting of the TPB Working Group on Unfunded Capital Needs. ♦

OTHER JULY AGENDA ITEMS

The TPB's July 22 meeting also included the following items:

- Briefing on the implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program ♦

Public Comment

Comment on the Draft 2015 CLRP Amendments

A draft of the 2015 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) is available for public review and comment from **September 10 to October 10**.

www.mwcog.org/tpbcomment

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).

September 2015

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 9 Bike to Work Day Steering Committee (10 am)
- 9 Car Free Day Steering Committee (11:30 am)
- 10 Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee (12:30 pm)
- 10 Citizens Advisory Committee (6 pm)
- 15 Regional TDM Marketing Group (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 15 Commuter Connections Ridematching Committee (2 pm)
- 16 Special Work Session on the 2015 Amendments to the CLRP (10:30 am)
- 16 Transportation Planning Board (noon)**
- 16 TPB Working Group on Unfunded Capital Needs (2 pm)
- 22 Regional Public Transportation Subcommittee (noon)
- 24 Aviation Technical Subcommittee (10:30 am)
- 28 Travel Forecasting Subcommittee (9:30 am)

October 2015

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 15 Citizens Advisory Committee (6 pm)
- 20 Employer Outreach Committee (10 am)
- 20 TDM Evaluation Group (noon)
- 21 Transportation Planning Board (noon)**
- 27 Regional Public Transportation Subcommittee (noon)

November 2015

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Bike to Work Day Steering Committee (10 am)
- 12 Citizens Advisory Committee (6 pm)
- 17 TDM Evaluation Group (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle and Pedestrian Subcommittee Meeting (1 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:20 am)
- 24 Regional Public Transportation Subcommittee (noon)

Enhanced Mobility Program Grant Solicitation

Pre-application conferences will be held on:

August 26 September 22
September 8 October 8

Applications are due at 2:00 p.m. on November 2, 2015.

For more information and the online application form: www.tpbcoordination.org.

Dates and times subject to change. Please visit our website for up-to-date information:

www.mwcog.org/calendar

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

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