

PLANNING OUR FUTURE TOGETHER

CELEBRATING
50
YEARS
OF THE TPB



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 nonvoting 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 out cooperatively by the states and local communities in the region.

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Our Growing Region

Planning Our Future Together: Celebrating 50 Years of the TPB

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MESSAGE FROM THE CHAIRMAN

Phil Mendelson, 2015 TPB Chairman



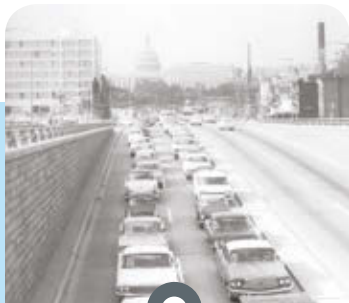
PHIL MENDELSON
2015 TPB CHAIRMAN

I have served four terms as chairman of the Transportation Planning Board. What I can tell you from this experience is that the TPB is truly unique.

It is the only place where elected leaders and transportation officials from every corner of our diverse region can regularly come together to discuss the transportation challenges facing the region. It's where we can talk about the opportunities we have for building a better, brighter future—together.

As we celebrate the TPB's 50th anniversary this year, I can't help thinking about how far we've come. Since our beginning in 1965, the TPB has collected and analyzed reams of regional data to help planners and elected leaders make more informed decisions. We have coordinated planning activities and brokered deals across jurisdictional lines, provided invaluable technical assistance to state and local transportation agencies, and launched programs to promote traffic safety and help area commuters save time and money. Gradually we have shifted emphasis from auto domination, promoted transit, and become more multimodal. These efforts have made our transportation system what it is today, and have made our region one of the most desirable in the country in which to live, work, and play.

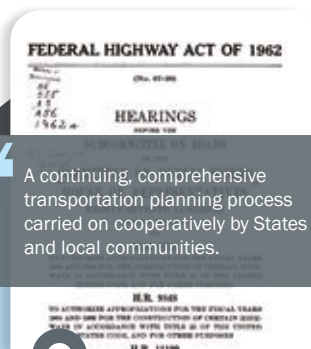
But that success means that our most challenging days are still ahead of us. As more and more people seek our region's economic opportunity and high quality of life, the demands on our transportation system will only continue to grow. New technologies and approaches to moving people and goods will give us tools to deal with these challenges. But we will have to work together like never before to realize their full potential. We can look back on the last 50 years and be proud, but we must focus our attention on the next 50 if we are to build a better future for our region and the people who will call it home.



1950s and 1960s

REGION GROWING RAPIDLY

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



1962

FEDERAL AID HIGHWAY ACT OF 1962

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

June 30, 1965

TPB FORMALLY ESTABLISHED

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

TIMELINE OF MAJOR TPB MILESTONES AND CONTRIBUTIONS

“COLEMAN DECISION” PAVES WAY FOR I-66 INSIDE BELTWAY

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

1977



1978

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM LAUNCHES

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

1974

“COMMUTER CLUB” ESTABLISHED

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



1969

“CAPITAL FLYER” EXPRESS BUS SERVICE BEGINS

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



1968

FIRST REGIONAL HOUSEHOLD TRAVEL SURVEY CONDUCTED

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

1966

TPB BECOMES ASSOCIATED WITH COG

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



METRO FUNDING STUDY MAKES CASE FOR SYSTEM EXPANSION

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



1979

1986

CONFERENCE ON CAPITAL BELTWAY SAFETY AND TRAFFIC

COG transportation staff provided an in-depth look at past, present, and future traffic conditions on the Capital Beltway as part of the day-long conference, "Solving the Problem of Greater Washington's Main Street." The governors of Virginia and Maryland attended the event, jointly sponsored by COG and the Greater Washington Board of Trade. Nearly 250 transportation planners, officials, and business leaders also attended.

TRIENNIAL AERIAL TRAFFIC SURVEYS BEGIN

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

1993

AIR QUALITY CONFORMITY ANALYSES BEGIN

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

1994

"COMMUTER CONNECTIONS" LAUNCHES

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

1996



"THE VISION" SPELLS OUT SHARED POLICY GOALS

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

1998

CONFERENCE ON GROWTH AND TRANSPORTATION

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

1989



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

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

2000



TPB SECURES FEDERAL TIGER GRANT FOR BUS PRIORITY

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

2010



2011

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

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



2008

WOODROW WILSON BRIDGE REBUILT

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

MATOC ESTABLISHED TO FACILITATE INCIDENT RESPONSE COORDINATION

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

TPB FREIGHT SUBCOMMITTEE INITIATED

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

2014

“REGIONAL TRANSPORTATION PRIORITIES PLAN” APPROVED

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

2007

TRANSPORTATION/LAND-USE CONNECTIONS (TLC) PROGRAM LAUNCHES

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



ANNUAL “BIKE TO WORK DAY” ESTABLISHED REGIONALLY

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

2001

2002

“STREET SMART” BICYCLE AND PEDESTRIAN SAFETY CAMPAIGN

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



Beyond 2015

CONTINUING CHALLENGES, NEW OPPORTUNITIES

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

TPB CHAIRMEN AND TPB STAFF DIRECTORS, 1965–2015

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

TPB CHAIRMEN

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

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

TPB STAFF DIRECTORS

Albert A. Grant, 1966–1987



Al Grant was hired by COG in 1966 to serve as the first staff director of the newly formed Transportation Planning Board. As the former chief bridge

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

Ronald F. Kirby, 1987–2013



Ron Kirby became TPB staff director in 1987 after nearly ten years as a lead transportation researcher with the Urban Institute in Washington, DC.

During his 26-year tenure at the TPB, Kirby oversaw countless planning and research activities, convened meetings of area leaders to tackle issues of regional importance, and consulted with state and local transportation officials on major transportation projects and initiatives. He oversaw implementation of the region's air quality conformity process, led the development of numerous scenario analyses examining the vital role of land-use in transportation planning, and frequently highlighted the funding challenges facing the region's transportation systems. Kirby died unexpectedly in 2013. COG's annual Ronald F. Kirby Award recognizes a non-elected government executive who exhibits the same collaborative leadership style for which Kirby was so well known.

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



Bob Griffiths and Jerry Miller jointly assumed the duties of TPB staff director following

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

Kanathur Srikanth, 2014–today



Kanti Srikanth joined COG in 2014 as only the third permanent TPB staff director in the organization's 50-year history. To his new position

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

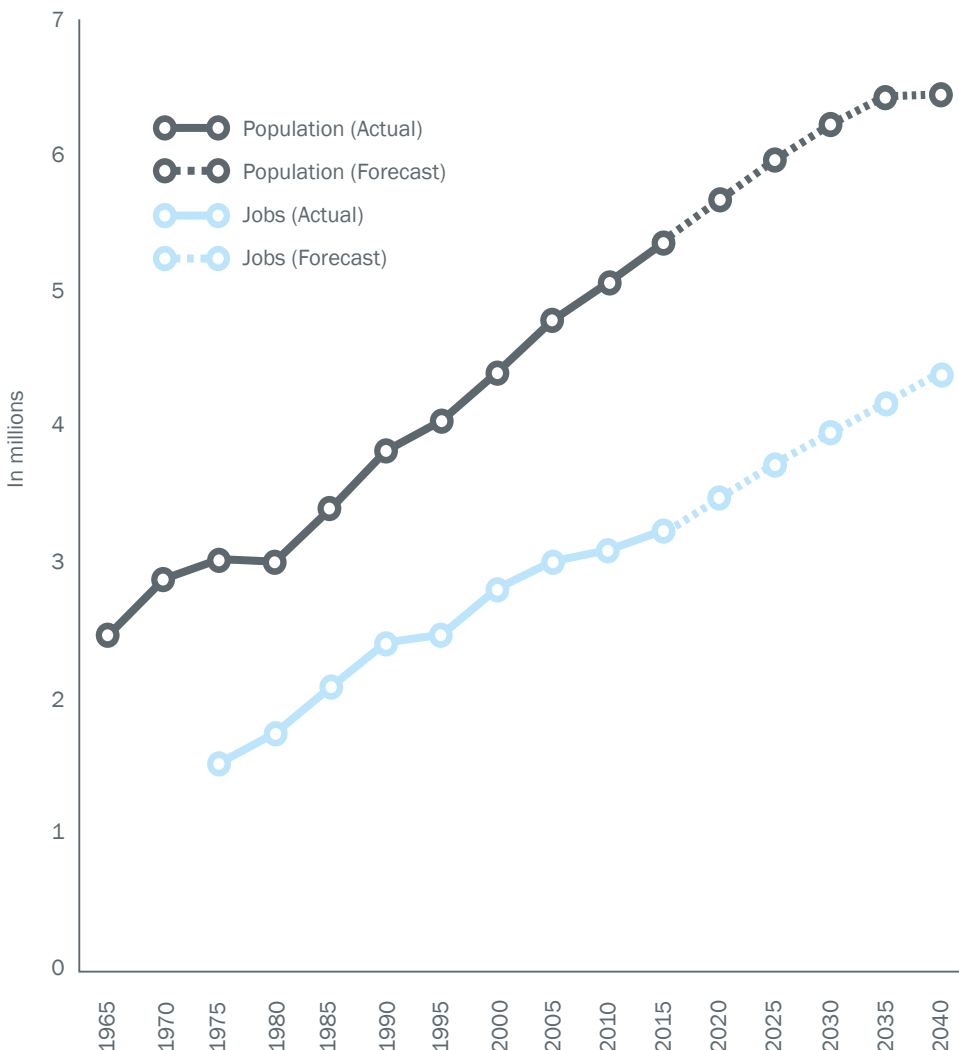
OUR GROWING REGION

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

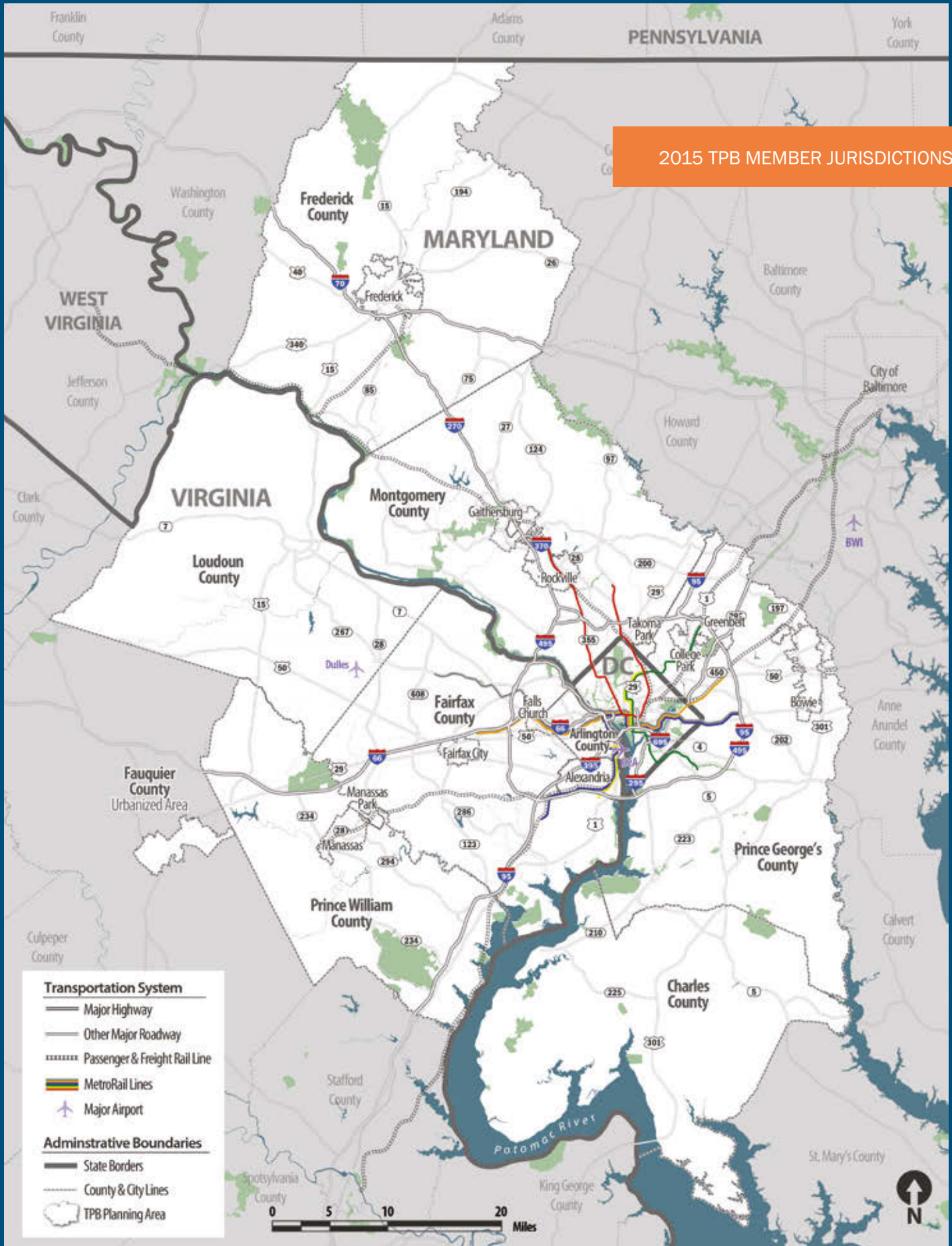
TPB MEMBER JURISDICTIONS

- District of Columbia
- City of Bowie
- Charles County
- City of College Park
- City of Frederick
- Frederick County
- City of Gaithersburg
- City of Greenbelt
- Montgomery County
- Prince George's County
- City of Rockville
- City of Takoma Park
- City of Alexandria
- Arlington County
- City of Fairfax
- Fairfax County
- City of Falls Church
- Fauquier County
- Loudoun County
- City of Manassas
- City of Manassas Park
- Prince William County

POPULATION AND JOB GROWTH, 1965–2015



2015 TPB MEMBER JURISDICTIONS





National Capital Region
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