



REGIONAL LIST OF UNFUNDED PROJECTS NEARS COMPLETION, BOARD TO APPOINT WORKING GROUP TO CHART NEXT STEPS

At its meeting on June 17, the TPB was briefed on the development of a list of regionally significant transportation projects around the Washington region for which sufficient funding for eventual construction or implementation has yet to be identified.

The Board asked last September that staff develop such a list so that decision-makers could better understand the scale and scope of the region's unfunded transportation needs. In particular, the Board wanted to know more about the number and kinds of projects that have been envisioned for the region but not yet included in the Constrained Long-Range Transportation Plan

(CLRP). Under federal law, the CLRP can only include projects for which funding is "reasonably expected to be available."

Bob Griffiths, Director of Plan Development and Data Programs, briefed the Board at its June meeting. He said that the list so far includes more than 500 regionally significant highway and transit projects and hundreds more bicycle and pedestrian improvements.

He said that the projects on the list are mainly those that have already been identified at the local and state levels.

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REMEMBERING AL GRANT, COG'S FIRST TRANSPORTATION PLANNING DIRECTOR

Al Grant, the first transportation planning director at the Metropolitan Washington Council of Governments and the first staff director to the Transportation Planning Board, died in April at the age of 88. At its meeting on June 17, the TPB took a moment to remember Grant and the critical role he played in establishing the TPB as a trusted organization with a reputation for making sound regional planning decisions.

Bob Griffiths, who joined COG transportation staff in 1974 and today serves as a senior director, led the staff remembrance at the June 17 meeting.

"I had the pleasure of meeting Al Grant in the summer of 1974 when I joined the COG transportation staff as an intern," Griffiths said. "By that time, Al had already established the TPB as a respected and trusted organization. He had assembled an extremely

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Upcoming meetings and items of interest:

TPB Meeting: July 22, 2015

- Approval of the Technical Assistance Recipients Under the FY 2016 Transportation Land-Use Connections Program
- National Capital Region Passenger Rail Safety and Preparedness Initiatives

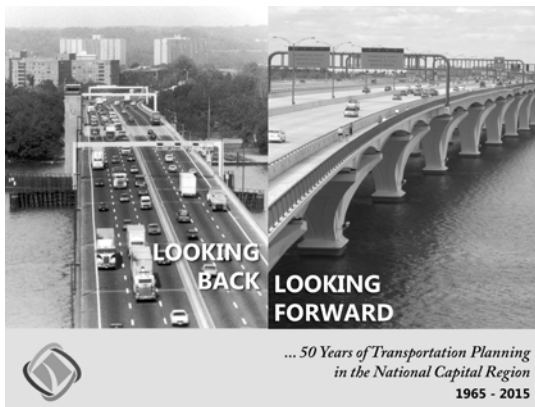
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TPB ESTABLISHED AS REGION'S MPO 50 YEARS AGO

On June 30, 1965, the National Capital Region Transportation Planning Board was officially incorporated as the Washington region's federally designated metropolitan planning organization, or MPO.

The newly created entity was set up to satisfy a new requirement under federal law: that every urbanized area in the United States with a population greater than 50,000 people institute a "continuing, comprehensive transportation planning process carried out cooperatively by States and local communities."



The requirement was part of the Federal Aid Highway Act of 1962. It was designed to ensure that expenditures of federal transportation dollars within metropolitan areas would reflect the shared vision of all interested parties in the region and that projects and programs would be planned and implemented in an efficient, coordinated way.

It took a couple of years for the TPB to get off the ground. The governors of Virginia and Maryland and the then-President of the Board of Commissioners for the District of Columbia had to all agree on the right set-up for the new quasi-governmental entity and to formally grant it the decision-making authority outlined in federal law.

The new body of elected leaders and transportation officials also needed a staff to help carry out its federal charge. In 1966, just a year after being formally established, the TPB reached an agreement with the still-young Metropolitan Washington Council of Governments (COG) to be staffed by a technical and policy support staff housed at COG.

Since its beginning, the TPB has been focused on carrying out the federally mandated metropolitan planning process, which has evolved over time to address new issues of national importance as they emerge, like air quality, public involvement, congestion management, and freight movement. It has also taken up a number of other key regional issues and coordination activities, many a demonstration of the TPB's value in bringing decision-makers together from around the region to find common ground and pursue shared goals. Examples of such issues include transportation and land-use coordination, pedestrian and bicyclist safety, and regional emergency response coordination.

Through its diverse and evolving work over the past 50 years, the TPB has established itself as a nationally recognized MPO and developed a reputation as a vital forum for regional coordination. As it looks to the next half-century, the TPB is positioned to build on this legacy to continue addressing ongoing regional challenges and to face the new ones that will arise.

Stay tuned. Later this year, the TPB will host a series of commemorative events and special outreach activities to look back on 50 years of regional transportation planning and to look ahead to what challenges and opportunities the next half-century might bring. ♦

AL GRANT REMEMBERED

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talented staff that had built the technical underpinnings of the new metropolitan planning process almost from scratch,” he explained.

But, according to Griffiths, getting the TPB off the ground had been no small accomplishment. The TPB was a new player in the region. Grant, who had worked for many years in the region as a transportation engineer, used his diplomacy and numerous professional relationships to slowly, but surely, convince all of the major state and local stakeholders of the merits and benefits of participating in the new, federally-required metropolitan planning process.



Griffiths also described many “firsts” at the TPB which Grant oversaw, including the first household travel survey in 1968, which helped spur the implementation of new express bus lanes on Shirley Highway in Northern Virginia. Grant also championed the creation of Commuter Club, a regional carpool matching service launched in 1974 in response to oil embargoes the previous year. And he led a critical study in the late 1970s about the future of the Metro system and organized a major regional conference in the mid-1980s about the future of the Capital Beltway.

Griffiths said that former colleagues often remember Grant for his distinct management style. “Al was known for being a true gentleman, and he ran his meetings in the utmost professional manner,” Griffiths said. “When the Board would charge staff with an incredibly difficult project, Al would bring his assistant directors into his office, and ask them how they thought we should accomplish the task. He would listen carefully, take a few puffs on his big

trademarks cigars, and then say, ‘Okay, here’s what we’re going to do.’”

“For Al, nothing was impossible. Every problem had a solution, you just had to find it,” Griffiths said.

Grant retired from COG in 1987 after 21 years of service. Even after his departure, he continued to advocate for infrastructure issues at the regional and national levels. For decades he had been involved with the American Society of Civil Engineers (ASCE), and served as president of the organization in 1988.

One of Grant’s greatest pleasures was playing tennis.

He also played the piano, which he practiced every day. He was active in his synagogue, Temple Emanuel in Kensington, where he was very involved with the Global Mitzvah Project.

COG and the TPB are grateful for Grant’s leadership. Along with COG’s founders, Grant ignited a culture of cooperation and consensus-building that still guides the people and the work of COG and the TPB today.

Learn more about Al Grant and listen to the staff remembrance from the June 17 TPB meeting at www.mwccog.org/AlGrantMemorial. ♦

Get more news and information about TPB research, analysis, outreach, and planning in the Washington region in *TPB Weekly Report*: mwccog.org/tpbweeklyreport

REGIONAL LIST OF UNFUNDED PROJECTS

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The TPB will now appoint a small working group to chart out how the list will be used. In his briefing to the Board, Griffiths highlighted four potential uses, including quantifying the region's total unfunded transportation needs, studying through scenario analysis how certain packages of projects could help the region achieve long-term goals, identifying key missing network links from a regional perspective, and identifying select subsets of high-priority projects for which the region could seek to fund.

Griffiths said that whatever steps are taken next could help focus attention on raising much-needed revenue for transportation. "We could use this work to spur action to generate revenue to fund some of our unmet needs," he said. "We could maybe also look at innovative financing mechanisms that would allow us to at least advance some of these projects."

Two Board members provided suggestions on how to further improve the list of projects.

Todd Turner, who represents Prince George's County, recommended reaching out directly to local municipalities in Maryland to learn about projects that might be local priorities but have not made it into the county and state lists used so far in developing the regional list.

Shyam Kannan, who represents Metro, urged staff to think too about projects that cross jurisdictional boundaries and may not have made it onto the list so far. "I don't see the American Legion Bridge on this list, for example," Kannan said. "I think that highlights the fact that there are some major gaps in how we conceptualize truly regionally significant projects," he said. ♦

FUNDING TRANSPORTATION IN NORTHERN VIRGINIA

At its June meeting, the TPB was briefed on the functions and activities of the Northern Virginia Transportation Authority (NVTA), which carries out regional transportation planning for the nine jurisdictions located in Northern Virginia.

The NVTA was established by the Virginia General Assembly in 2002 to develop a long-range transportation plan for Northern Virginia and to set regional transportation policies and priorities for the area. The agency's most recent update to the long-range plan, *Transaction 2040*, was finalized in 2012. Monica Backmon, Executive Director of NVTA, said that this plan was developed in collaboration with the Northern Virginia

localities with assistance from TPB staff, and draws heavily from the region's *Constrained Long-Range Transportation Plan (CLRP)* and the *COG Cooperative Land-Use Forecasts*.

In 2013, the NVTA's role expanded when the General Assembly enabled Northern Virginia to raise money for transportation projects via a sales tax, a hotel tax, and a tax on home sales. Thirty-percent of this revenue is used by local jurisdictions, and the rest goes to the NVTA to use in directly funding projects to reduce transit and roadway congestion.

Members of the TPB responded positively to the NVTA's work. Timothy Lovain, from

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STATE OF INFRASTRUCTURE IN THE WASHINGTON REGION

The Washington region can be doing more to fund necessary water, energy, and transportation infrastructure, according to a report approved by the Metropolitan Washington Council of Governments (COG) earlier this year. Called the *2015 State of the Infrastructure Report*, this study found that while the region has made considerable investment in maintaining and expanding critical infrastructure, there is a funding gap of \$58 billion over the next 15 years between anticipated needs and what local governments, utilities, and authorities have budgeted and anticipated future needs.

The transportation component analyzed roads, bridges, public transportation, and airports. Overall the report found that the region will need to spend an additional \$24.5 billion over the next 15 years. This includes \$7.5 billion in roadway resurfacing and improvements, \$1 billion to rehabilitate and reconstruct bridges, and \$16

billion for Metro maintenance and expansion.

To address the region's infrastructure needs the report recommendations include public education campaigns, advocacy efforts, and creating a regional infrastructure partnership that will explore funding options.

Members of the TPB expressed an interest in focusing future discussion on funding gaps related to transportation. Specifically, Board members requested that staff provide background information on past TPB and COG efforts to raise public awareness about funding shortfalls, especially for WMATA.

Staff will present a summary of these efforts at a future meeting. ♦

NVTA FUNDING

(Continued from page 4)

Alexandria, and Cathy Hugdins, from Fairfax County, agreed that the NVTA has had a positive impact by moving projects forward. Marc Elrich, from Montgomery County, was impressed by Virginia's willingness to be taxed in order to provide transportation infrastructure. Todd Turner from Prince George's County agreed that the NVTA is a good regional model for transportation funding.

The NVTA will open a call for projects in September for the next round of funding allocations. ♦

UPCOMING JULY AGENDA ITEMS

The July 22 TPB meeting is expected to include the following items:

- Approval of Technical Assistance Recipients Under the FY 2016 Transportation Land-Use Connections (TLC) Program
- Approval of Projects for Funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Maryland
- Approval of Regional Car Free Day 2015 Proclamation
- Briefing on the Transportation Planning Certification Review of the Metropolitan Transportation Planning Process for the Washington, DC-VA-MD Transportation Management Area
- National Capital Region Passenger Rail Safety and Preparedness Initiatives
- Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program ♦

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CALENDAR OF EVENTS

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

July 2015

- 8 Car Free Day Steering Committee (11:30 am)
- 10 TPB Technical Committee (9 am)
- 10 TPB Steering Committee (noon)
- 16 Citizens Advisory Committee (6 pm)
- 17 Travel Forecasting Subcommittee (9:30 am)
- 21 Commuter Connections Subcommittee (noon)
- 21 Bicycle and Pedestrian Subcommittee (1 pm)
- 22 Transportation Planning Board (noon)**
- 23 Aviation Technical Subcommittee (10:30 am)

August 2015

- 25 Regional Public Transportation Subcommittee (noon)

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 Citizens Advisory Committee (6 pm)
- 15 Regional TDM Marketing Group Meeting (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 15 Commuter Connections Subcommittee (2 pm)
- 16 Transportation Planning Board (noon)**
- 22 Regional Public Transportation Subcommittee (noon)
- 23 Regional Taxicab Regulators (1 pm)
- 24 Aviation Technical Subcommittee (10:30 am)
- 28 Travel Forecasting Subcommittee (9:30 am)

Dates and times subject to change. Please visit our website for up-to-date information:
www.mwco.org/calendar

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

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