

# 4.

## THE LONG-RANGE TRANSPORTATION PLAN

### SUMMARY OF PLAN FEATURES

The long-range plan consists of capital improvements, studies, actions, and strategies proposed for implementation by the year 2030. Because the majority of the projected revenues during this period are devoted to the operation and preservation of the region's existing intermodal transportation system, the capital improvements included in this financially constrained plan do not expand the system capacity greatly from previous plans.

Some **major capital improvements** are summarized as follows:

- Corridor Cities Transitway — A rail line roughly following the I-270 corridor in Montgomery County has been slated for construction in two phases: 1) by 2012, a segment costing \$515 million will be completed between the Shady Grove Metro and Metropolitan Grove; 2) by 2020, the line will be extended to the COMSAT site, costing an additional \$356 million. This project was previously included in the CLRP as a study.
- Rail to Dulles — This 23.1-mile extension of Metrorail will run from East Falls Church to Dulles Airport and into Loudoun County. Estimated at \$3.14 billion, the project will include 11 new Metrorail stations, four of which will be in Tysons Corner. In the CLRP, the project is slated for completion by 2010. This project has been in the CLRP since 1999.
- Tri-County Parkway — This north/south road will link Manassas and the area west of Dulles Airport. Estimated in the CLRP at \$68 million, the project is currently scheduled to be completed in two stages in 2015 and 2020.
- Capital Beltway — The 2003 CLRP includes a project to widen the Beltway in Virginia with HOV lanes. Running between the American Legion Bridge and the Springfield Interchange, the project is estimated at \$2.99 billion and will be completed in three stages ending 2011, 2012, and 2013. This project was included in previous updates to the CLRP; the 2003 CLRP also includes studies for Beltway improvements in both Maryland and Virginia.

- Springfield Interchange (*Under Construction*) — One of the largest construction projects in the nation, this reconstruction will alleviate the severe congestion and safety problems at the interchange of I-95 and the Capital Beltway. The project began in 1999 and is scheduled for completion in 2007. The CLRP lists the total cost as \$700 million. This project was included in previous updates to the CLRP.
- Intercounty Connector (ICC) — The 2003 CLRP includes funding for study and “hardship and protective” right-of-way acquisition for this road, which would run approximately 20 miles between I-270 near Gaithersburg and I-95 near Laurel, Maryland. Governor Robert Ehrlich of Maryland has named the ICC his “number-one transportation priority.” This study was previously referred to as “East- West Link Improvements” in the CLRP.
- Bi-County Transitway — Part of what is commonly called the Purple Line, this project is broken into two parts in the CLRP: 1) Construction is slated to be completed by 2012 for the 4.4-mile segment between Bethesda and Silver Spring. The cost of this portion, which has been in the CLRP since the late 90s, is estimated at \$371 million; 2) A study will be conducted for a 10-mile stretch between Silver Spring and New Carrollton. The study segment was new to the CLRP in 2003.
- New York Avenue Metro Station, DC (*Under Construction*) — This infill Metrorail station, on the existing Red Line in Washington between Union Station and Rhode Island Avenue, is the product of a unique public/private collaboration. Costing \$91 million, the station is scheduled to open in 2005. This project was included in previous updates to the CLRP.
- K Street Busway— By 2005, two dedicated transit lanes are planned to be built and operating on K Street between 7th and 23rd Streets, NW. This project was new to the CLRP in 2003.
- Largo Metrorail Extension (*Under Construction*) — The 3.1 mile, two-station, \$456 million extension of the Blue Line to Largo Town Center is expected to be completed by the end of 2005. This project has been in the CLRP since 1994.
- Anacostia Light Rail — Running 2.7 miles between Pennsylvania Avenue, SE, and Bolling Air Force Base, this light rail line is scheduled to be completed by 2005. This demonstration project, costing \$28 million, is intended to be the first step in a wider light rail system. This project was new to the CLRP in 2003.
- Woodrow Wilson Bridge (*Under Construction*) — This massive feat of engineering, costing \$2.56 billion, will ease one of the worst bottlenecks in the region. The project covers a 7.5-mile corridor and includes four interchanges and two new drawbridges. Expected to be completed in 2007, the project has been designed to permit future reconfiguration for an additional two lanes for HOV or transit. This project was included in previous updates to the CLRP.

In addition to the facilities that are shown to be built in the plan, numerous corridors are identified for study. After a study is completed, the project for the corridor will be sufficiently specified, and then can be *considered* for inclusion in the constrained plan. Only those projects for which funding can be identified can be considered for the plan. Thirty-five multi-

modal transportation studies, including several potential Metrorail extensions, are included in the plan.

## **STUDIES**

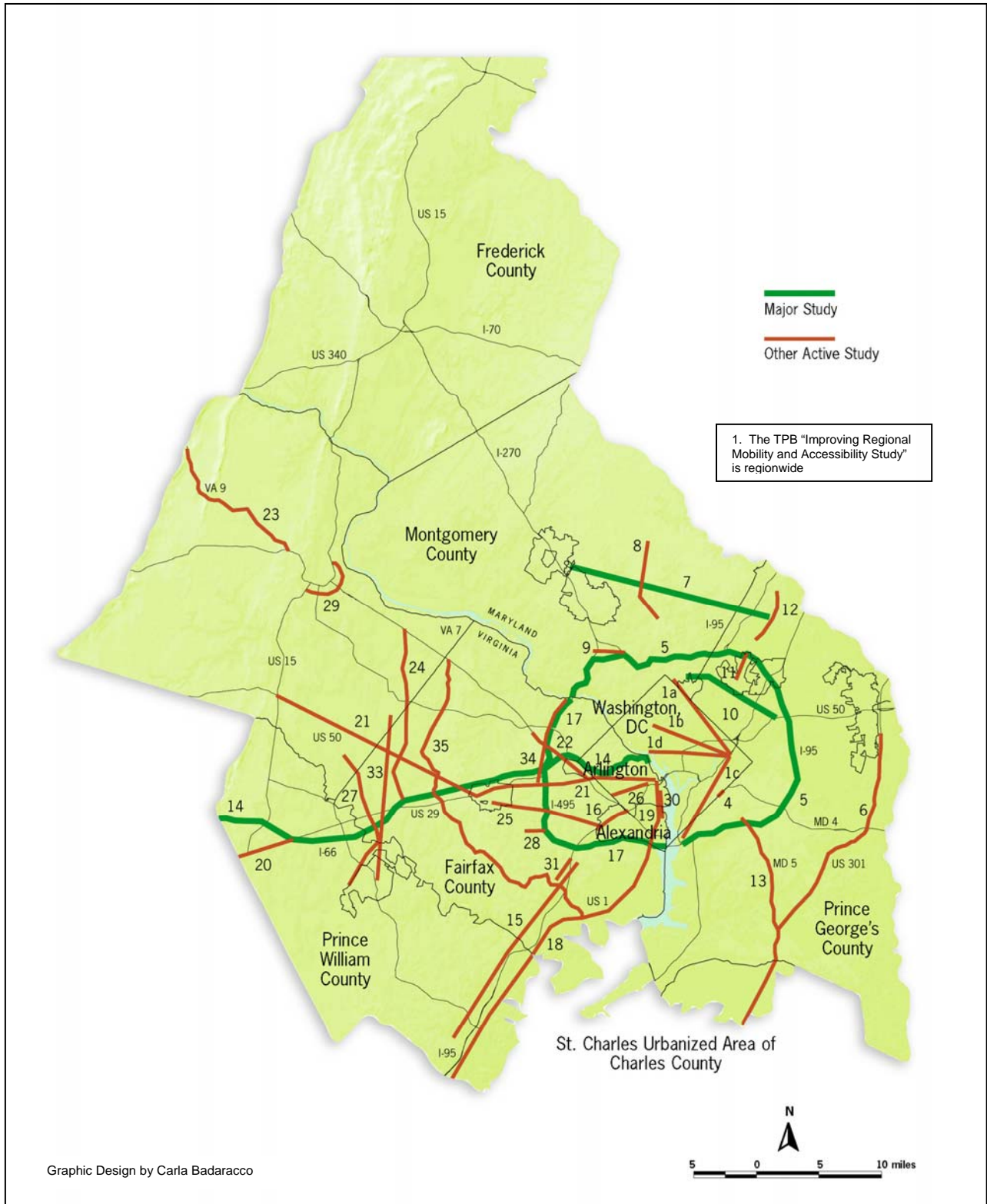
The TPB included a new region-wide study, “Improving Regional Mobility and Accessibility Study,” in the 2000 CLRP. This study is continued in the 2003 CLRP, and will evaluate alternative options to improve mobility and accessibility between and among regional activity centers and the regional core. The study will examine the impacts of alternative land use scenarios on the environment, the performance of the regional transportation system, and the region’s economy. The TPB resolution R12-2001 approved on November 15, 2000 calls for:

“The study will include the identification of ‘additional highway and transit circumferential facilities and capacity, including Potomac River crossings where necessary and appropriate, that improve mobility and accessibility between and among regional activity centers and the regional core’ (Vision Goal 2, Strategy 5) and that take into consideration the adopted land use plans of individual jurisdictions. The study will also include the development of ‘a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies.’ (Vision Goal 5, Strategy 1.)

The study will include short and long term analyses of primary and secondary impacts of any new facilities, both circumferential and within the regional core, on land use including on established communities and open space; on transit ridership; on total vehicle miles traveled and numbers of single occupancy vehicles; and on economic shifts within the region, especially to or from the regional core.”

A map of the studies in the plan is shown in Figure 4-1.

Figure 4-1: Major Studies in the Long-Range Plan  
As of December 2003



Graphic Design by Carla Badaracco

## Key to Figure 4-1 Major Studies

I. TPB Improving Regional Mobility and Accessibility Study (not shown)

### ***District of Columbia***

1. DC Transit Development Study
  - a. Silver Spring to Minnesota Avenue Metro Station
  - b. Woodley Park Metro Station to Minnesota Avenue Metro Station
  - c. Minnesota Ave. Metro Station to National Harbor, Prince George's County
  - d. Georgetown to Minnesota Avenue. Metro Station
2. Bus Shuttle services (not shown)
3. Metrorail extensions (not shown)
4. Southern Avenue

### ***Maryland***

5. I-95/I-495 Capital Beltway from American Legion Bridge to Woodrow Wilson Bridge
6. US 301
7. Intercounty Connector (ICC)
8. Georgia Avenue Transitway
9. North Bethesda Transitway
10. Bi-County Transitway, Silver Spring to New Carrollton
11. University of Maryland Connector
12. MD 201 Extended
13. Southern Maryland Mass Transportation Analysis

### ***Virginia***

14. I-66, HOV and transit service improvements
15. Metrorail, I-95 from Springfield to Potomac Mills
16. I-395 ramp connections
17. I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
18. US 1, priority bus south of the Beltway, priority bus to BRT to LRT north of Beltway
19. US 1, light rail, King Street Metro to Pentagon
20. US 29 improvements
21. US 50, transit service improvements
22. VA 7, transit service improvements
23. VA 9 improvements
24. VA 28 improvements
25. VA 236 priority bus
26. VA 244 (Columbia Pike) transit service improvements
27. Tri-County Parkway
28. HOV, Braddock Road
29. Battlefield Parkway
30. Transitway from Crystal City to Potomac Yard
31. People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
32. Techway Study from Dulles Toll Road to Maryland line (not shown)
33. Light rail from Manassas to Dulles
34. Metrorail, Dunn Loring to American Legion Bridge
35. VA 7100, priority bus

## Studies Include Alternative Strategies

If people and goods are to travel efficiently throughout the region as population and economic activity continue to outpace the expansion of the transportation system, more effective management of the existing system will be necessary. The plan contains **a set of transportation emissions reduction measures (TERMs)** designed to reduce automobile emissions. It also contains **congestion management system (CMS)** components for the region. The CMS supports decision making by identifying and monitoring congestion problems (including projections of future congestion) and examining strategies that might help alleviate them. The results of these analyses can be used in developing plan updates. The other federally required management systems (pavement and bridge) also can provide information for updating the plan.

In addition to these plan components, **many existing local, state, and regional strategies have had and will continue to have an important influence on travel.** For example, the District of Columbia tax on commercial parking encourages commuters to consider transit and carpooling, and the regional Metrochek program helps employers provide subsidies to workers who commute by transit. A range of strategies that are currently adopted and in place are described at the end of this chapter. The most promising types of strategies, possibly expanded or modified, can be considered for future updates to the plan.

## THE MAJOR HIGHWAY, HOV, TRANSIT AND BICYCLE FACILITIES IN THE PLAN

### Location and Description of Key Facilities

This section describes the major highway, HOV and transit facilities in the plan. Major bicycle facilities are also described. The locations of the major highway improvements<sup>1</sup>, HOV facilities, and transit facilities included in the plan are indicated in Figure 4-2 (Highway Improvements) and Figure 4-3 (HOV and Transit Improvements). Following each map, and keyed to the numbers on the map, are brief descriptions of the proposed improvement or study, including the year by which an improvement is expected to be completed.

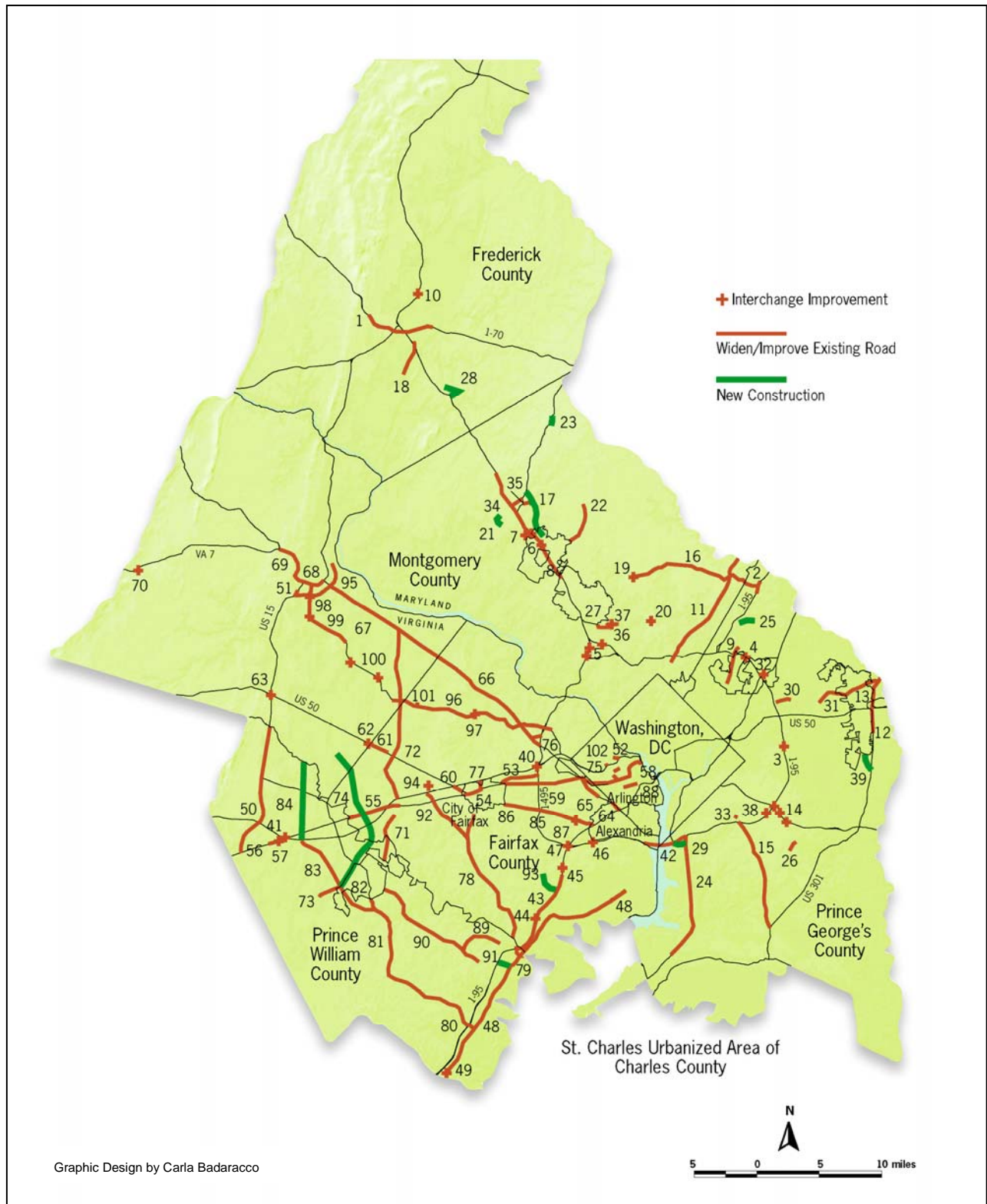
The projects shown on these maps are major or larger-scale facility improvements, but do not represent all of the projects in the plan. A complete listing of all projects is contained in several tables in the report on the results of the air quality conformity analysis.<sup>2</sup> For each project in the plan, these tables provide the specific project limits, the type of facility, the nature of the improvement (such as construct, upgrade, or widen), and the time frame for completion.

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1 All projects that are on interstates or on principal arterials are shown. Improvements on minor arterials are not indicated.

2 Air Quality Conformity Determination of the 2003 Constrained Long-Range Plan and the FY2004-2009 Transportation Improvement Program for the Washington Metropolitan Region. National Capital Region Transportation Planning Board. Metropolitan Washington Council of Governments, December 31, 2003.

Figure 4-2: Major Highway Improvements in the Long-Range Plan  
As of December 2003



## Key to Figure 4-2 Major Highway Improvements

### **Maryland**

1. I-70, widen to 6 lanes, including interchange reconstruction at I-270, 2005, 2010
2. I-95, interchange and CD lanes at Contee Road, 2015
3. I-95/495, interchange at Arena Drive, 2010
4. I-95/495, interchange at Greenbelt Metro, 2010
5. I-270 Spur, interchange improvements, 2004
6. I-270, reconstruct interchange at MD 117, including park-and-ride lot, 2004
7. I-270, interchange at Watkins Mill Road, 2025
8. I-270, widen, 2025
9. US 1, reconstruct, widen to 6 lanes, 2010, 2025
10. US 15, interchange at MD 26, 2010
11. US 29, upgrade, including intersections/interchanges, 6 lanes, 2005, 2006, 2010, 2020, 2025
12. US 301, upgrade, widen to 6+2 lanes, 2030
13. MD 3, upgrade, 6 lanes, 2030
14. MD 4 interchanges at Westphalia Road, Suitland Parkway and Dower House, 2015
15. MD 5, widen to 6 lanes, interchange upgrades, 2010
16. MD 28/MD 198, widen, construct 4, 6 lanes, 2025
17. M-83, construct 6 lanes, 2010, 2020
18. MD 85, widen to 4, 6 lanes, 2025
19. MD 97, upgrade intersection at MD 28, 2010
20. MD 97, upgrade intersection at Randolph Road, 2010
21. MD 118 extended, construct 6 lanes, 2020
22. MD 124, widen to 6 lanes, 2010
23. MD 124 extended, construct 2 lanes, 2006
24. MD 210, upgrade 6 lanes, 2007
25. MD 212, construct 4 lanes, 2005
26. MD 223, widen to 4 lanes, 2007
27. MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road, 2015
28. MD 355, Urbana Bypass, construct 4 lanes, 2005
29. MD 414 Extended, construct 4 lanes, 2006
30. MD 450, widen to 4 lanes, 2006, 2025
31. MD 450, widen to 5 lanes, 2005
32. Baltimore/Washington Parkway, southbound ramp from Greenbelt Road, 2025

33. Branch Avenue Metro Access, construct 4 lanes, 2010 lanes from Middlebrook Road to MD 124, 2015
34. Father Hurley Boulevard, construct, widen, 4, 6 lanes, 2010, 2020
35. Middlebrook Road Extended, construct 6 lanes, 2010
36. Montrose Parkway East, construct 4 lanes, 2010, 2015
37. Randolph Road, widen to 5 lanes, 2015
38. Suitland Parkway, interchange at Rena/Forestville Road, 2025
39. Willowbrook Parkway, construct 4 lanes, 2010

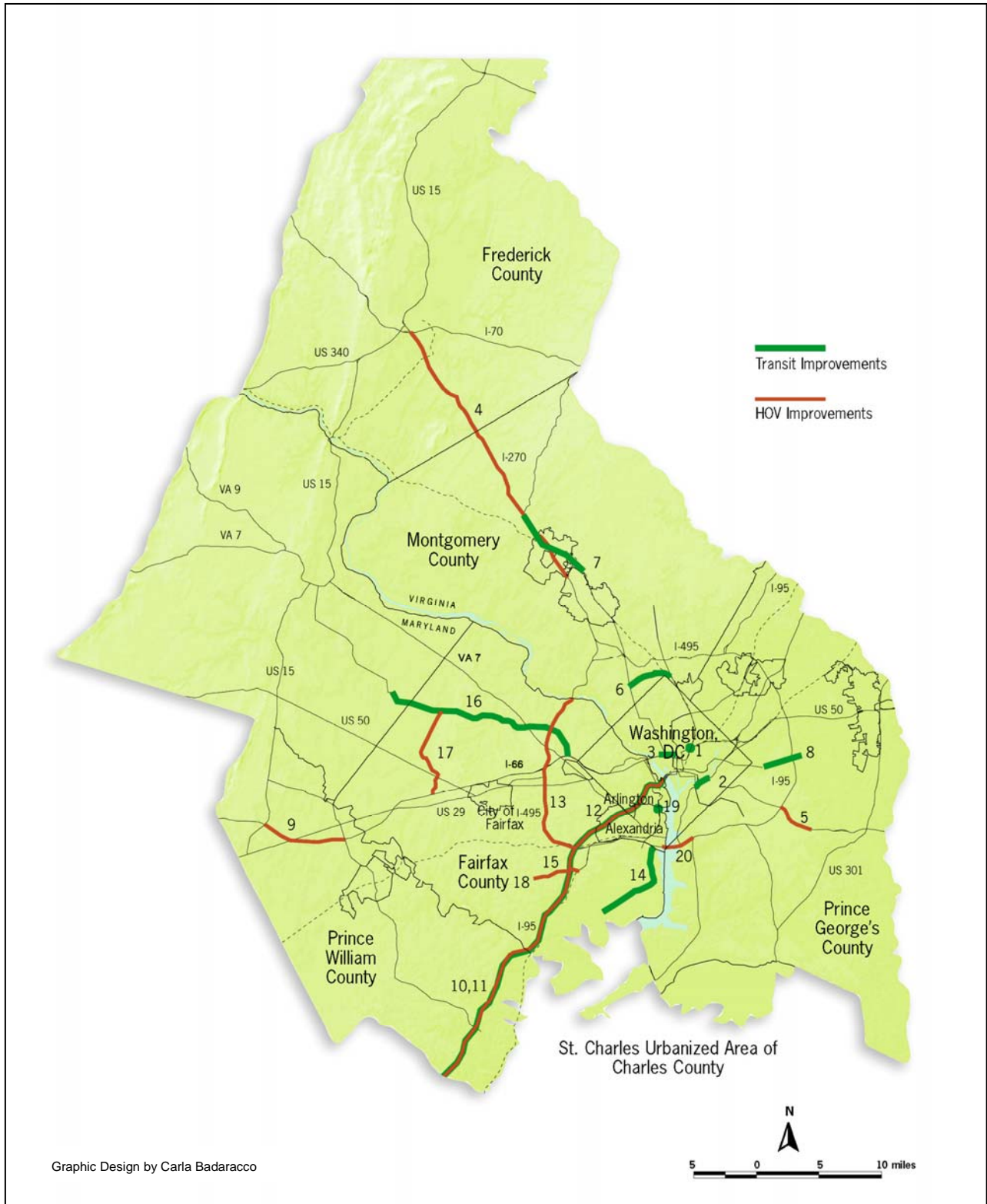
### **Virginia**

40. I-66/I-495, reconstruct interchange, 2011
41. I-66, reconstruct interchange at US 29, 2011
42. I-95, Woodrow Wilson Bridge, build 12 lane bridge, 2007
43. I-95, widen to 8 lanes, 2010
44. I-95, reconstruct interchange at VA 642, 2010
45. I-95, construct interchange at VA 7900, 2015
46. I-95, reconstruct interchange at VA 613, 2015
47. I-95/I-395/I-495, interchange reconstruction, 2007
48. US 1, widen to 6, 7 lanes including interchange at VA 123, 2005, 2008, 2010, 2015
49. US 1, reconstruct interchange at Russell Road, 2010
50. US 15, widen to 4 lanes, 2006, 2020
51. US 15, widen to 4 lanes, 2005
52. US 29, Lee Highway, widen to 6 lanes, 2015
53. US 29, widen to 6 lanes, 2012, 2015, 2020
54. US 29, widen to 6 lanes, 2010, 2012
55. US 29, widen to 6 lanes, 2010
56. US 29, widen to 5, 6 lanes, 2011
57. US 29, interchange at VA 55, 2011
58. US 50, reconstruct 6 lanes including interchanges, 2007, 2010, 2015, 2020
59. US 50, widen to 6 lanes, 2020
60. US 50, widen to 5, 8 lanes, 2020
61. US 50, widen to 6 lanes, 2020



62. US 50, reconstruct intersection at VA 609, 2005
63. US 50, construct round-about at US 15, 2010
64. VA 7, reconstruct 4 lanes, 2008
65. VA 7, Leesburg Pike, widen to 6, lanes, 2020
66. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2008, 2012, 2013
67. VA 7, upgrade with interchanges, 2005, 2015
68. VA 7/US 15 Bypass, widen to 6 lanes, 2015
69. VA 7, widen, upgrade 6 lanes, 2015
70. VA 7, intersection improvement, 2006
71. VA 28, widen to 6 lanes, 2025
72. VA 28, widen to 8 lanes, with interchanges, 2004, 2005, 2006, 2015
73. VA 28, widen to 6 lanes, 2015
74. VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
75. VA 120, Glebe Road, widen to 6 lanes, 2030
76. VA 123, widen to 8 lanes, 2010
77. VA 123, widen to 6 lanes, 2010
78. VA 123, widen to 4, 6 lanes, 2004, 2005, 2015, 2020
79. VA 123, widen to 6 lanes, 2008, 2015
80. VA 234, widen to 6 lanes, including interchange at US 1, 2011
81. VA 234, widen to 4 lanes, 2005, 2006
82. VA 234, widen to 4 lanes, 2010
83. VA 234 Bypass, widen/upgrade, 6 lanes, 2020
84. VA 234 Bypass, construct 4 lanes, 2010
85. VA 236, widen to 6 lanes, 2020
86. VA 236, intersection improvements, 2008
87. VA 236, reconstruct intersection at Braddock Road, 2005
88. VA 244, reconstruct to 5 lanes, 2010
89. VA 641, widen to 6 lanes, 2020
90. VA 3000, widen to 6 lanes, 2025
91. VA 3000, construct 4 lanes, 2004
92. VA 7100, widen to 6 lanes, 2015
93. VA 7100, construct 6 lanes, 2007
94. VA 7100, interchange at Fair Lakes Parkway, 2010
95. Battlefield Parkway, construct 4 lanes, 2005, 2006, 2009, 2010
96. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
97. Dulles Toll Road, reconstruct interchange at VA 674, 2010
98. Dulles Greenway, construct interchanges at VA 653, Battlefield Parkway, 2004
99. Dulles Greenway, widen to 6 lanes, 2004, 2006
100. Dulles Greenway, widen interchanges at VA 606 and VA 772, 2004
101. Elden Street/Centreville Road, widen to 6 lanes, 2007
102. Wilson Boulevard, reconstruct 4 lanes, 2004, 2010

Figure 4-3: Major Transit and HOV Improvements in the Long-Range Plan  
As of December 2003



Graphic Design by Carla Badaracco

## **Key to Figure 4-3 Major Transit and HOV Improvements**

### ***District of Columbia***

1. New York Avenue Metro Station, 2005
2. Anacostia Demonstration Rail Line, 2005
3. K Street Busway, 2005

### ***Maryland***

4. I-270, HOV, 2025
5. MD 4, HOV from MD 223 to I-495, 2015
6. Bi-County Transitway, Bethesda to Silver Spring, 2012
7. Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020
8. Metrorail extension from Addison Road to Largo, 2005

### ***Virginia***

9. I-66 HOV, includes interchange reconstruction at US 15, 2010, 2015
10. I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and restripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
11. I-95, transit service improvements, 2021
12. I-395 HOV, restripe to 3 lanes, 2010
13. I-495 HOV, 2011, 2012, 2013
14. US 1, widen for bus right turn lanes, 2025
15. Franconia/Springfield Parkway HOV, 2010
16. Dulles Corridor Rail from express bus to rail, 2010
17. Fairfax County Parkway HOV, widen, upgrade, 6 lanes, 2010
18. Fairfax County Parkway HOV, construct 2 lanes, 2015
19. Potomac Yard Metrorail station, 2015
20. Woodrow Wilson Bridge/I-95, HOV, 2007

For full project descriptions of the 2003 CLRP projects, see <[www.mwcoq.org](http://www.mwcoq.org)>. Go to “transportation” and search for the 2003 CLRP.

Descriptions for all CLRP projects are available for review in COG's Information Center in four separate supplementary documents titled “Inputs for the FY 2004-2009 Transportation Improvement Program and the 2003 Update to the Constrained Long-Range Plan”. These four documents include project descriptions submitted by the Washington Metropolitan Area Transit Authority, the District of Columbia and Federal Lands Highway Division, Suburban Maryland, and Northern Virginia.

## **Pedestrian and Bicycle Facilities**

In addition to the transit, highway, and HOV facilities, the long-range plan includes a number of new bicycle facilities, many of which will also serve pedestrians. Projects in various phases of planning and construction include the following:

- The Metropolitan Branch Trail, the Anacostia River Trail, and the Watts Branch Trail Reconstruction in the District of Columbia;
- Sixty miles of on-street bicycle lanes in the District of Columbia;
- The Cross-County Trail between Great Falls and Fort Belvoir in Fairfax County;
- The Ballenger Creek Trail in Frederick County
- The Northwest Branch Greenway in Montgomery County, which will extend the existing Northwest Branch Trail to Olney;
- The Potomac Heritage National Scenic Trail, following the Potomac River in Prince William, Fairfax, Loudoun, and Prince George’s counties;
- The Prince George’s Connector Trail which will connect the Northwest Branch Trail in West Hyattsville with the Metropolitan Branch Trail in Fort Totten; and
- Trails along Prince William Parkway and other roads in Prince William County.

In 1995, the TPB approved the *Bicycle Plan for the National Capital Region*<sup>3</sup> as part of the CLRP. This bicycle plan portion of the CLRP includes both funded, committed improvements and bicycle/pedestrian corridors under study (but not committed for funding). This bicycle plan is further described later in this chapter. The bicycle plan is scheduled to be updated in 2005.

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<sup>3</sup> MWCOG, *The Bicycle Element of the Long-Range Transportation Plan for the National Capital Region*, July 1995.

## THE COSTS OF THE FACILITIES IN THE PLAN

The financial analysis<sup>4</sup>, the project description forms, and the FY2004-09 TIP provide the projected capital costs for the projects included in the plan. The highway, high-occupancy vehicle (HOV), transit, and bicycle/pedestrian facilities in the plan are estimated to cost \$22.5 billion for the region through the year 2030. System expansion costs of the plan are shown in Table 4-1.

Transit costs, which include about \$2.7 billion for the Metrorail extension to Dulles Airport in Virginia and about \$1.5 billion for the Bicounty Transitway and Corridor City Transitway in Maryland, account for about 40 percent of the total. Highway, bridges, and HOV costs account for about 60 percent. Bicycle and pedestrian costs are not shown in the table since totals are not available for these projects, many of which are specified as components of larger road or transit projects.

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<sup>4</sup> Cambridge Systematics, Inc., *Analysis of Resources for the Financially Constrained Long-Range Transportation Plan for the Washington Area*, prepared for MWCOG/TPB, October 2000

**Table 4-1**  
**System Expansion Costs of the Plan's Major Facilities**  
(Millions of 2003 dollars)

	<b>Highways, Bridges, HOV</b>	<b>Transit</b>	<b>Woodrow Wilson Bridge</b>	<b>TOTAL 2001 - 2025</b>
<b>District Of Columbia</b>	452	562		1,014
<b>Suburban Maryland</b>	6,356	4,042	1,425	11,823
<b>Northern Virginia</b>	4,148	4,463	1,123	9,734
<b>Total Expansion Cost</b>	10,956	9,067	2,548	22,571

## **TRANSPORTATION EMISSIONS REDUCTION MEASURES**

The plan includes a set of regional Transportation Emissions Reduction Measures (TERMs), previously designed to offset a slight increase in mobile emissions that are otherwise projected to occur during the implementation period of the plan. This section summarizes several regional TERMS included in the plan. Many of the TERMS are intended to reduce either the number of vehicle trips (VT), vehicle miles of travel (VMT), or both. TERMS such as Taxicab Replacement and Signal System Optimization reduce emissions by technology or by the way vehicles are driven. Most TERMS have been implemented, are ongoing, or are under development to be implemented in the near term. However, the following TERMS have been adopted for a long-term time frame, to help reduce emissions in the years of the CLRP beyond the closest six years (those contained in the region's Transportation Improvement Program, or TIP). Additionally, there are a number of state, regional, and local programs and activities that contribute to the region's air quality as TERMS.

### **Employer Outreach**

The Employer Outreach TERM aims to market and implement employer-based Transportation Demand Management (TDM) programs to the private sector. This measure was launched as part of Commuter Connections in tandem with the Guaranteed Ride Home program (see below). A Transportation Demand Management Specialist coordinates the regional outreach efforts of the program. An Employer Outreach Ad-Hoc Group was also formed to address specific concerns of the participating jurisdictions and to develop the details for the implementation of the program. A regional employee commuter survey tabulation effort and TDM sales training and technical assistance for Employer Services sales representatives have been undertaken. Also developed was a software system to be used by all jurisdictions as a contact management system, providing access to a database of the region's employers.

An additional component of employer outreach focuses on bicycles. This TERM was designed to provide information on bicycling to Commuter Connections representatives, and within Commuter Connections literature and Internet website, to encourage bicycling as an alternative to automobile trips.

### **Guaranteed Ride Home**

The Guaranteed Ride Home (GRH) TERM offers commuters using alternative transportation (rideshare, transit, bicycle, or walking) a ride home in the event of an unexpected personal emergency or unscheduled overtime. This measure includes the following:

- A GRH operations software system to keep track of registrants and program usage;
- Contracts with various cab companies and a car rental company to provide services;
- A contracted vendor to provide daily operations services that include eligibility verification, dispatching accepted and verified rides, and entering and tracking information on the GRH software system; and

- A marketing campaign including printed and radio media, and mailings to all employers and residents in the Washington metropolitan region.

## **Telecommuting**

Telework is one of the most cost-effective measures for significantly reducing nitrogen oxides (NOx) emissions; thus the region established Commuter Connections as a Regional Telework Resource Center. The center performs the following functions:

- Education for employers and employees on the benefits of telecommuting through seminars;
- Encouragement of both public and private sector employers to establish telecommuting programs for their employees, and provision planning and technical assistance to help them successfully implement telecommuting programs and make use of telework centers around the region;
- Coordination of local, state, and federal telecommuting and telework initiatives within the region; and
- Exchange of information with other telecommuting programs around the nation and world to ensure that the most effective new concepts and approaches are fully known and utilized in the Washington region.

Continuing activities in this measure include marketing efforts, the coordination of a regional Telecommuting Ad-Hoc Group, and evaluation of teleworking in the region.

## **Integrated Rideshare**

This measure incorporates detailed transit service information from all major providers in the Washington Metropolitan Area Transit Authority (WMATA) and Maryland Transit Administration (MTA) service areas into a Geographic Information System (GIS) database that is compatible with the Commuter Connections ridematching software. This enhanced information is available to applicants to the Commuter Connections program.

Additionally, several kiosks in the District of Columbia and Virginia have been opened that display Commuter Connections information, bus and train information, rideshare information, traffic conditions, and other related traveler information. Kiosks have been located at a number of key sites in the region, including major office developments, shopping malls, and at Union Station in the District of Columbia. Additionally, two of the kiosks purchased under this program are mobile units that can be placed temporarily at key locations.

## **Bicycle Parking**

This TERM was designed to increase trips by bicycle, and therefore decrease trips by automobile, by providing 2,000 additional bicycle parking racks in Suburban Maryland and Northern Virginia. State bicycle coordinators for Maryland and Virginia have worked with



local planners to determine the best rack types and locations. The targets of this TERM are neighborhood developments that often do not have bicycle parking (such as shopping centers and employment sites), enabling and encouraging shoppers, workers, and other visitors to access these developments by bicycle instead of by automobile.

### **Taxicab Replacement**

This TERM was designed to replace old, polluting taxicab vehicles. Older vehicles tend to emit a disproportionate amount of pollutants, both because older technology was not as effective in removing pollutants, and because of age-induced failures of antipollution equipment on individual vehicles. Also, taxicabs drive much greater distances in the region than do most other vehicles, thereby compounding the problem of pollution from an aging taxi fleet. Some jurisdictions around the region already had age limits on their licensed taxicabs before this TERM was adopted. Among those jurisdictions that did not previously have such age limits, a near-term program was adopted for Prince George's County, Maryland, and a long-term program for the District of Columbia. The program has expanded to allow participation by light- or heavy-duty vehicles (such as airport shuttles and transit buses) meeting mileage or fuel use criterion.

### **Traffic Signal Optimization Program**

The TPB adopted the traffic signal "optimization" program in 2002 as a Transportation Emissions Reduction Measure (TERM). In addition to cutting emissions, signal optimization has been touted as a cost-effective way to reduce congestion. Nearly 600 traffic signals have been retimed and coordinated in the past year as part of this regional program. More regularized traffic flow also improves safety for drivers and pedestrians, and improves accessibility to bus stops and Metro stations. The TPB in 2002 adopted a goal of optimizing 856 signals by 2005. The goal is likely to be exceeded by that target date. Out of 1,390 total signals that were counted in June 2002, the District of Columbia had optimized approximately 400 signals by September 2003. The District plans to optimize all its signals by the end of 2004. The Maryland Department of Transportation has optimized all signals in the Washington region under its control. MDOT is now working with the counties to optimize their signals. Suburban Maryland had approximately 1,509 total signals as of June 2002. According to current estimates, about 75 percent of Northern Virginia's 1,641 traffic signals (the number from June 2002) have been optimized. The signals under VDOT's control were all optimized prior to 2002. After the 272 local jurisdiction signals have been adjusted by 2005, 92 percent of the traffic signals in Northern Virginia will have been optimized.

### **Mass-Marketing Campaign**

In 2003, the TPB's Commuter Connections program launched a million-dollar mass-marketing campaign aimed at changing a deeply ingrained travel behavior—driving alone. The campaign, an integrated communications plan including broadcast and Internet media, is an ongoing multi-year program reaching above and beyond the past marketing efforts of Commuter Connections. The campaign promotes a range of alternatives for commuting such as ridesharing, public transit, and telecommuting. The marketing also is intended to reinforce the behavior of people already using alternative commuting modes. It aims to help commuters understand that options are available to them and that Commuter Connections can assist them in finding a personalized solution that works best for each individual. In the language of advertising, the "brand promise" of the campaign is that Commuter Connections

is the one-point solution to the aggravation of commuting alone by car. Radio was selected as the primary medium for this campaign because it is the most efficient way to target single-occupant vehicle (SOV) commuters during drive times when commuter frustration is at its peak. Television advertisements were designed to complement the radio testimonials' call to action and to reinforce the Commuter Connections message to a broader audience.

## **Other TERMS**

The TERMS described above were adopted by the TPB through a special regional planning process. A number of other activities undertaken by state, regional, and local agencies as part of their ongoing responsibilities for the region's transportation systems contribute a major share of emissions reductions. The impacts of these activities are vital to the region's air quality conformity with Clean Air Act targets. General categories of these TERMS include traffic signal system improvements, park-and-ride facility construction or expansion, purchase of new transit vehicles (buses or trains), bicycle trails or facilities, bus shelters and other bus stop improvements, ridesharing support, alternative fuel vehicle programs, and transit center developments.

## **GROUND ACCESS ELEMENT OF THE REGIONAL AIRPORT SYSTEM PLAN**

A critical and often overlooked component of the airport system is the transportation linkage between the airports and the surrounding communities. Airport ground access has become an increasingly severe problem at major U.S. airports during recent years.

The TPB prepared the first phase of a Regional Airport System Plan<sup>5</sup> in 1988 that focused on demand forecasts for the region's commercial airports. Volume II of the Regional Airport System Plan<sup>6</sup> has been developed to address ground access to Ronald Reagan Washington National and Washington Dulles International Airports, as well as access for air passengers in the Washington metropolitan area to Baltimore/Washington International Airport. The plan approaches the issue from a regional, multimodal perspective, examining the total transportation system in the metropolitan area. A modeling approach consistent with the COG regional travel demand models formed the methodology for the plan. The TPB approved the ground access element of the Regional Airport System Plan on September 21, 1994. The plan is now incorporated by reference in this long-range transportation plan.

The ground access element includes the following recommendations concerning facility improvements:

### **Highway Improvements**

- All airport-serving facilities in the Highway Element of the Long-Range Plan be built in a timely manner;

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<sup>5</sup> MWCOG, *Washington-Baltimore Regional Airport System Plan*, Volume I (Commercial Airports), 1988  
<sup>6</sup> MWCOG, *Washington-Baltimore Regional Airport System Plan*, Volume II (Airport Ground Access), 1993

- Transportation improvements be constructed in the corridor between Laurel and Gaithersburg that are consistent with the results of the corridor study to be done;
- Highway facilities be upgraded in the Western Study Corridor, and the construction of a complete limited-access bypass-type facility be studied by Virginia and coordinated with Maryland; and
- Further study be undertaken to determine the improvements needed in the Dulles Airport Access Highway Corridor.

### **Transit Improvements**

- High-quality transit service that can be implemented quickly and that maximizes the use of available resources be instituted in the Dulles International Airport Access Highway Corridor.

### **Paratransit Improvements**

- The existing Washington Flyer service be more fully integrated into the region's overall transit service program;
- The Washington Flyer system institute a shared-ride door-to-door super-shuttle type of service;
- A study be done to assess the possibility of establishing a system of remote airport terminals; and
- A regional taxicab licensing system be studied for implementation at Ronald Reagan Washington National Airport.

The ground access component also includes several policy recommendations of relevance to the long-range plan:

- Future high-quality access to Washington Dulles International Airport be assured by continuing operational policies that preserve free-flow travel for the airport traveler for the entire extent of the Access Highway, in both directions.
- A coordinated effort be undertaken to encourage airport employees and those making "other" trips to the airport to use bicycles, transit, or other high-occupancy modes of travel.

## CONGESTION MANAGEMENT SYSTEM

The definition of a CMS is a systematic process for managing congestion that provides information on transportation system performance, on alternative strategies for alleviating congestion, and on enhancing the mobility of persons and goods to levels that meet state and local needs. The CMS results in serious consideration of implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities.

The CMS is not intended to be a preemptive requirement and will not impose decisions. Instead, it will provide information to guide decisions for regional planning and programming. One exception to this, however, is that, for an air quality nonattainment area such as Washington, federal regulations have the following stipulation: for any proposed project that increases single-occupant-vehicle (SOV) capacity, federal funds can be used only if all reasonable travel demand and operational strategies, as identified in the CMS, are incorporated into the SOV project and implemented.

The Washington region integrates, and therefore addresses, the CMS requirements in the overall regional transportation planning process. These generally are elements that are wholly incorporated in the planning process as described throughout this CLRP; the CMS is not a separate or parallel process. The Washington region addresses these requirements in a number of ways, including ongoing programs, corridor studies, and CMS analyses.

The region has committed to and has ongoing a robust number of congestion management strategies and alternatives. These services and programs support one of the highest rates of transit use and ridesharing of any metropolitan area in the country. Examples of ongoing programs that have a congestion management impact include Metrorail, Metrobus, commuter rail, local transit services, and the Commuter Connections ridesharing and alternative commute program.

The TPB has identified locations with major transportation issues as study corridors. These studies have looked at a full range of CMS alternatives, and may be the source of future commitments by the region to increasing the already-robust set of congestion management strategies underway. Examples of congestion management strategies considered in the region include land use changes around new rail transit stations in the I-270 Corridor in Montgomery and Frederick counties, and new transit services in the corridor of I-66 and US 301. The numerous corridor studies included in the plan are shown in Figure 4-1.

A number of CMS analyses have been performed on a region-wide basis or on a location-specific basis. Examples of the strategies that have been analyzed on a region-wide basis include the potential impact of programs for bicycle and pedestrian improvements, parking surcharges and transit subsidies, and sensitivity analyses of the interaction of transportation improvements and land use changes (such as compact development versus sprawl). Many strategies with potential congestion management benefits have been reviewed and adopted in the region's air quality planning program to reduce emissions for mobile (motor vehicle) sources. The TPB Regional Mobility and Accessibility Study is analyzing a regional congestion management scenario which will include coordinated regional bus and transit service, traffic operations improvements, increased management of freeway and arterial

road systems, increased incentives for ridesharing and telecommuting, and bicycle and pedestrian improvements.

One component of the CMS is monitoring transportation system performance and usage. The TPB and its member agencies undertake a wide variety of activities that monitor the performance and usage of the transportation system. Every three years the TPB conducts an aerial freeway congestion survey through Skycomp, Inc. The first survey was performed in 1993, and was repeated in 1996, 1999, and in the Spring of 2002. Regional maps with results from the 2002 survey are located in Chapter 3. In addition, the TPB uses global positioning systems (GPS) to conduct an arterial travel time survey to find out where and when traffic bottlenecks occur. Overall, 363 arterial miles were studied.

Federal planning regulations require that if single-occupant-vehicle (SOV) capacity is needed, then all reasonable strategies to manage the SOV facility (or to facilitate its management in the future) shall be identified and committed for implementation. This CLRP serves as evidence of the commitment of the region to implementing alternatives. A substantial portion of the region's transportation funding has been devoted to maintaining and increasing transit services, expanding the number of park-and-ride lots, expansion of the region's Commuter Connections alternative commuting program, and bicycle and pedestrian improvements.

## **MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS**

Intelligent Transportation Systems (ITS) are the application of current and evolving technology (particularly computer and communications technology) to transportation systems and the careful integration of system functions to provide efficient and effective solutions to multi-modal transportation problems. In the past, ITS was a major emphasis area for improving capacity and efficiency of transportation systems. However, the opportunities and benefits seen from ITS have uncovered another key proponent of transportation systems—management and operations (M&O). As a new directive for transportation agencies, the focus on management and operations is emphasized by the TEA-21 metropolitan planning factor that requires state and regional plans to “promote efficient system management and operations.”

Management and operations can be defined as the consideration of the day-to-day actions and agency responses to the region's transportation system. Examples of management and operations include routine or recurring activities such as reconstruction and maintenance, snow plowing and salting, coordination among public safety and transportation agencies, and traffic signalization. Non-recurring activities such as traffic plans for special events, severe weather, or major disasters also fall under the umbrella of M&O.

By focusing on the evolving technology of ITS and the day-to-day activities of M&O, transportation planners have a greater opportunity of providing more efficient and effective solutions to the region's transportation problems.

In order to maximize the benefits of transportation technology, the TPB has promoted regional coordination of planning and projects through its Management, Operations and Intelligent Transportation Systems (MOITS) Policy & Technical Task Forces. These two

task forces—focusing on policy and technical coordination—meet regularly to discuss coordination and to share experiences about ways in which transportation technology can be deployed to improve congestion, safety, maintenance, and system efficiency. For more information on the TPB task forces, go to <http://www.mwcog.org/transportation/committee/>.

Management and operations took on a new urgency in the aftermath of the September 11, 2001 attacks. The TPB quickly began working on a transportation emergency management plan for the region. The first step was to implement improvements in interjurisdictional communications and coordination. The solution was developing a telephone/radio conference call protocol, supported by e-mail and electronic text messaging systems, that would be implemented in the event of future emergencies. The TPB adopted this framework for coordinated decision-making, which would use a conference call system for communication. In the event of future emergencies, the lead agency in the area where the incident occurred would initiate a conference call with other key agencies throughout the region.

Local and state officials and agency representatives have worked to enhance transportation components of the Regional Emergency Coordination Plan (RECP).<sup>7</sup> Approved by the COG Board on September 11, 2002, the RECP included a transportation component and a transportation evacuation coordination annex, which were largely developed through the TPB's MOITS Task Forces and an Emergency Transportation Work Group. The Emergency Transportation Work Group conducted workshops to study different potential emergency situations, such as region-wide evacuation, shelter-in-place, or widespread power failure.

## **BICYCLE AND PEDESTRIAN IMPROVEMENTS**

### **Importance of Bicycle and Pedestrian Facilities**

The many problems associated with a transportation system dependent primarily on single-occupant automobiles have long been recognized, including traffic congestion, environmental pollution, and dependence on uncertain energy reserves. Thus modal alternatives to the single-occupant automobile are encouraged; bicycling and walking are such alternatives that must be developed as an integral part of the transportation network.

Many commuting trips are five miles or less in length; this average distance can be effectively covered by means of bicycle transportation. For longer trips, bicycles can provide greater access to transit stations and services from adjacent neighborhoods. Bicycling and walking are indeed applicable in the home-to-work commuter market, in addition to serving recreation and trips to schools, shopping, recreational facilities, and other intra-neighborhood destinations. Bicycling and walking are energy efficient, economical, healthy for the user, and minimally impact physical surroundings and public budgets. Bicycle and pedestrian transportation modes, either alone or combined with mass transit modes, are some of the most cost-effective, viable alternatives to the increasing use of the automobile.

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<sup>7</sup> The "Partners in Preparedness: The Regional Emergency Coordination Plan at Work" report published in 2004 can be viewed at [www.mwcog.org](http://www.mwcog.org).

Regional issues related to pedestrian access and safety have been highlighted in the last several years. In recognizing the importance of pedestrian facilities, the TPB's Bicycle Subcommittee changed its name and focus to the Bicycle and Pedestrian Technical Subcommittee. The Subcommittee sponsored a workshop on designing pedestrian facilities for accessibility in February, 2003. In November 2003 the Subcommittee co-sponsored a Transportation Safety Workshop with the COG board, and sponsored a one-day workshop on real intersection design in Riverdale Park, Maryland. In the first week of May, 2004, the Subcommittee sponsored a series of eight half-day walkable communities workshops throughout the region. The Subcommittee and the Bicycle and Pedestrian coordinator also oversee the Street Smart Pedestrian and Bicycle Safety campaign, a mass-media campaign aimed at raising awareness and reducing behavior that contributes to pedestrian and bicyclist deaths and injuries. Several jurisdictions have studied pedestrian safety issues and developed public education campaigns to reduce pedestrian related accidents. Maryland conducted an in-depth study on bicycle and pedestrian access to rail transit to determine improvements needed to ensure safe and effective access.<sup>8</sup>

An updated Regional Bicycle and Pedestrian Plan is currently under development by the Subcommittee. The new plan will include a statement of policy principles and a database of all planned bicycle and pedestrian projects, along with reference information on where and how much people are walking and bicycling in the region. The last regional bicycle plan was approved in 1995.

### **Priority Unfunded Regional Bicycle and Pedestrian Projects**

The TPB endorsed nine unfunded pedestrian and bicycle projects as regional priorities in December, 2002. The projects, estimated to cost \$26.2 million over six years, range from new trail construction to safety improvements. Developed by the Bicycle and Pedestrian Technical Subcommittee in the Fall of 2002, the list of projects reflects the growing regional emphasis on pedestrian safety. In addition to pedestrian safety, key criteria in selecting the projects included transit access and bicycle network connectivity. The projects can all be completed by 2009 and are considered priorities by the jurisdictions where they are located. Although some projects have already been funded for study, none has received a full funding commitment. The biggest project is the Metropolitan Branch Trail, which would run nearly eight miles from Union Station to Silver Spring, where it would connect with the Capital Crescent Trail and create a complete arc around the District of Columbia. At Fort Totten, the trail would connect with the Prince George's Connector Trail. The TPB forwarded the list of priority projects to local and state jurisdictions with the recommendation that they should be funded in the region's Transportation Improvement Program (TIP).

The nine priority projects are the following:

- **Metropolitan Branch Trail** (D.C.) stretching 7.7 miles from Union Station to Silver Spring, parallel to the Metro's Red Line.
- **Matthew Henson Trail** (Montgomery County) running four miles from Rock Creek Trail to the Northwest Branch Park.

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<sup>8</sup> *Access 2000: Bicycle and Pedestrian Access to Rail Transit Stations in Maryland*. June 1997. Prepared for the Mass Transit Administration, Maryland Department of Transportation by Rummel, Klepper and Kahl, LLP Consulting Engineers.

- **Henson Creek Trail** (Prince George's County) extending north and south of the existing trail.
- **Holmes Run Stream Crossing** (Alexandria) connecting the north and south ends of Chambliss Street at the Holmes Run Trail. Regionally, the trail crossing will connect to Fairfax County's Stream Valley Trail system.
- **Pentagon Area Bicycle Access Improvements** (Arlington County) including the East Wall of Arlington Cemetery. The improvements would provide access to the Route 110 Trail, the Washington Boulevard Trail, the Mount Vernon Trail, and Boundary Drive.
- **Route 1 Pedestrian and Bicycle Safety Improvements** (Fairfax County) including sidewalks, pedestrian crossing, and other pedestrian safety improvements.
- **Centreville Road Underpass at Dulles Airport Access Road** (Herndon) connecting the existing sidewalk networks in Fairfax County and the Town of Herndon.
- **Trail construction parallel to Loudoun County Parkway** (Loudoun County) from Route 7 to Waxpool Road, a distance of 4.4 miles.
- **Trail construction along Dumfries Road** (Prince William County), 1.2 miles, from the Lake Jackson Drive intersection to the Prince William Parkway West intersection.

The Subcommittee's previous set of priorities, developed in 2000, has been more than 90 percent funded. A total of \$17.6 million, out of \$19.3 million requested, has been spent on eight out of the 11 projects on the 2000 list. The subcommittee emphasized that many other worthy projects deserve funding. In the fall of 2004, the Subcommittee will develop a new list of priority projects for the TPB's endorsement and will report on the progress of the nine priority projects listed above.

## **Bicycling and Bicycle Facilities in Metropolitan Washington**

Over the past 25 years, a great deal of progress has occurred in the area of improving bicycling conditions in the Washington metropolitan region. Planning efforts have accelerated notably over the last several years. Most area jurisdictions have now adopted, or are developing, bicycle transportation plans and/or multi-use trails master plans. Most levels of government have bicycle coordinators, trail coordinators, and/or bicycle or trail facility planners on their staffs. Master plans call for the establishment of thousands of miles of bikeways, bicycle routes, and multi-use trails. In 2003 the Virginia Department of Transportation announced that in the future all new highway construction or reconstruction projects will incorporate bicycle and pedestrian accommodations, barring special circumstances or a formal request by the local governing body that bicycle or pedestrian *not* be included. While these new policies and plans can be expected to have a significant effect in the future, only a small fraction of the planned facilities have been built so far.

Most of these facilities have been built at public expense. In recent years, however, a growing share of bicycle route mileage has been obtained from private land developers who have assumed responsibility for the construction of bicycle trails and routes that are called for in county plans and that pass through their development sites. This trend suggests that the provision of such facilities is viewed by the private sector as a desirable transportation and lifestyle amenity to offer prospective residents and office tenants.

One key area of development in recent years has been the establishment of bicycle routes along the right-of-way of railroad corridors no longer in use. Assisted by the Washington



Area Bicyclist Association, the Rails-To-Trails Conservancy, and other private organizations, several jurisdictions have converted or proposed conversion of abandoned railroad lines into multi-use trail facilities. Examples of this design include the 45-mile long Washington & Old Dominion (W&OD) trail, which now serves more than two million users each year, the Bluemont Junction trail, the Washington, Baltimore & Annapolis (WB&A) Trail in Prince George's County, and the Capital Crescent Trail, along the CSX Railroad's Georgetown Branch in Montgomery County and the District of Columbia. Several additional rails-to-trails projects have been proposed for the region, including the Metropolitan Branch rail line in the District and the Chesapeake Beach line, which has been included in the Prince George's County Master Plan. Another highlight of the regional bike network is the accessibility to bicycles of the Chain, Key, Roosevelt, Memorial, and Mason Bridges, which provide links between established bicycle routes on both sides of the Potomac River.

Efforts have also been made to encourage bicycling to Metro stations. The Washington Metropolitan Area Transit Authority now includes bicycle storage facilities at most of its stations throughout the region, and allows bicycles to be carried on board trains during evening and weekend periods, as well as during midday off-peak hours, when ridership is moderate. It is estimated that 2,000 or more people a day currently use a bicycle to get to Metro. Bike on Rail is also popular, with 8,000 people taking bicycles on Metrorail in a two week period in August, 2001.

Despite these achievements, there is still a need for bicycle transportation planning to be conducted in a comprehensive and functional manner. Bicycles need to become more fully integrated into all transportation efforts, particularly with respect to highway and road development. Many roadways fail to provide sufficient lane width for bicycles and motor vehicles to safely coexist. Bicycling hazards also have resulted from roadway narrowing, intersection design, and poor maintenance of road surfaces. At the same time, jurisdictions should provide for the development of separate bicycle rights-of-way along such routes, whenever possible. The use of land corridors, such as greenways, rail lines or utility right-of-ways, should be considered as bicycle route opportunities.

While a great deal of highway planning and construction is done at the state level, bicycle route design has traditionally been performed by local jurisdictions. To facilitate the development of a truly regional bicycle route network, consistent standards for design, construction and signage should be applied by each jurisdiction. Such common standards should also apply to sidewalks, hiking/equestrian paths, and all-terrain bicycle trails. Bicycle planning activities should include a high degree of community input, and should encourage the active participation of citizens and bicycle advocacy groups. A bicycle advisory committee is recommended for each jurisdiction, as a source of user knowledge and a barometer of trail demand.

Capital improvement programs and master plans should ensure that adequate funding is available to complete the projects recommended. Developers should be required to build the trails planned for their developments. Adequate funds should also be made available for proper maintenance of facilities once they are completed.

Although much progress has been made in recent years, there is still more potential for bicycles to serve as a significant alternative mode for short distance trips, one which could induce thousands of residents out of their automobiles. To achieve greater levels of bicycle use, there needs to be coordination of facility design and development, inter-jurisdictional

cooperation in route layout and construction, and participation from all segments of the public and private sector.

## **TRANSPORTATION ENHANCEMENT AND COMMUNITY PRESERVATION**

TEA-21 enabled a portion of federal surface transportation funding to be devoted to transportation-related projects of a community enhancement, aesthetic improvements, scenic preservation, or historic preservation nature. Every year the Washington region implements a wide range of enhancement projects; examples include a train station restoration, scenic/historic acquisition of a Civil War battlefield, and wheelchair and bicycle trails, ramps, and facilities.

TEA-21 created the Transportation and Community and System Preservation (TCSP) Pilot Program and the TPB was awarded a TCSP grant in May 1999 to assist in the implementation of two key components of the adopted Vision for transportation in the Washington region:

- Circulation systems within the regional core and regional activity centers; and
- Integration of green space into a regional greenways system.

TCSP funding provided the resources needed to advance these program areas, including involvement of key agencies, officials and stakeholders and the identification of financial resources for project implementation. The TCSP funding was used to design comprehensive regional programs for each of these two components, to identify priority projects that need to be implemented within each of the programs, and to encourage the inclusion of these priority projects into the Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP).

The TPB appointed representatives from government, non-profit, and business groups to serve on the Circulation Systems and Green Space/Greenways Advisory Committees to guide the implementation of the TCSP grant in the Fall of 1999. Reports on the TCSP projects were adopted by the TPB in February 2000 and can be found at <http://www.mwcoq.org/trans/priorities.html>.

## RELEVANT LOCAL, STATE AND REGIONAL STRATEGIES

Several existing local, state, and regional strategies have had and will continue to have an important influence on the region's travel and are pertinent to the attainment of regional transportation goals. For example, the District of Columbia tax on commercial parking encourages transit use and carpooling, and the regional Metrochek program helps employers provide subsidies to workers who commute by transit. Some of the strategies that are currently adopted and in place are highlighted in a report *Zoning and Land Use Practices to Improve Transportation*<sup>9</sup>, produced and reviewed by the COG Metropolitan Development Policy Committee (MDPC) in June 1999. The most promising of these types of strategies, possibly expanded and modified, can be considered in developing future plan updates.

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<sup>9</sup> MWCOG. *Zoning and Land Use Planning Practices to Improve Transportation*. June 25, 1999.