

The Region

VOLUME 54 2015

Annual Review of
Transportation Issues
in the Washington
Metropolitan Region



WORKING TOGETHER



TO ACCOMPLISH



REGIONAL PRIORITIES



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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CONTENTS



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- 2** **Message from the Chair**
Hon. Patrick Wojahn, City of College Park, 2014 TPB Chair
- 4** **Looking Out to 2040**
Updating the Region’s Long-Range Transportation Plan
- 16** **“Big Data” Unlocking Possibilities**
Providing Better Understanding of Congestion on Area Roadways
- 20** **Celebrating 40 Years of Commuter Connections**
- 24** **Now Open For Service**
Metro’s Silver Line and New “Metroway” Bus Rapid Transit
- 30** **In Brief**
 - 30** Air Passenger Survey Shows Changing Airport Preferences
 - 31** Pace of Bicycle and Pedestrian Planning, Implementation Picking Up
 - 33** Area Community Leaders Gather to Learn About, Discuss Regional Transportation Decision-Making
 - 34** TPB Updates Human Service Transportation Coordination Plan, Selects Projects to Receive “Enhanced Mobility” Funding
 - 36** Fauquier County Becomes TPB’s Newest Voting Member
 - 37** TPB Urges Action to Protect the Federal Highway Trust Fund From Insolvency
 - 38** “Street Smart” Spreads Important Safety Messages for Area Motorists, Pedestrians, and Bicyclists
 - 39** Projects Selected to Receive TLC Funding Will Help Advance Regional Priorities

MESSAGE FROM THE CHAIR



Hon. Patrick Wojahn

City of College Park, 2014 TPB Chair

WHEN I ASSUMED MY RESPONSIBILITIES as TPB Chair at the start of 2014, the TPB and the Council of Governments were in the midst of a major upheaval. Less than two months before, the TPB's long-time staff director, Ron Kirby, had died suddenly and unexpectedly, leaving Board members and staff both saddened and stunned by the huge loss.

Over the course of the year in which I served, however, I saw the TPB regain its footing and achieve great things in spite of these challenges.

No other achievement from the past year was greater than the TPB's adoption of the Regional Transportation Priorities Plan, a blueprint aimed at refocusing the region's attention on core principles—maintaining existing infrastructure, expanding transportation options, and strengthening the region's Activity Centers, among others. Throughout 2014, the Priorities Plan guided numerous activities, among them a major four-year update of the region's long-range transportation plan that included a renewed commitment of full funding for keeping the region's Metro system in a state of good repair.

Another major milestone from the past year was the 40th anniversary of Commuter Connections, a TPB program that helps area commuters find alternatives to driving alone to work each day. The program started in 1974 as a way

No other achievement from the past year was greater than the TPB's adoption of the Regional Transportation Priorities Plan, a blueprint for the future aimed at refocusing the region's attention on core principles—maintaining existing infrastructure, expanding transportation options, and strengthening the region's Activity Centers, among others.

for commuters to find relief from high gas prices by helping them connect with potential carpool partners. We also saw the opening of Metro’s new Silver Line to Tysons Corner and Metroway, the region’s first bus rapid transit (BRT) line, which runs between Alexandria and Arlington. Both are shining examples of how the region is giving people new ways to get around.

Throughout the year, the TPB continued to deliver the kind of high-quality, impactful work that has made it a trusted source of information and forum for regional decision-making for decades—from evaluating roadway congestion in real-time to promoting transportation/land-use coordination and improving mobility for persons with disabilities. The TPB also welcomed a new director to oversee all of this work. Kanti Srikanth, who came aboard in August, brings more than two decades of transportation-planning experience in the region and a reputation for consensus-building and collaborative leadership that will serve him well in his new role.

The past year was, without a doubt, a difficult one. But I am encouraged by the hard work and level of collaboration of the TPB and its stakeholders across the region throughout 2014, and eagerly await all we will achieve in 2015 and beyond.

MESSAGE FROM THE TPB STAFF DIRECTOR



Kanti Srikanth

I WAS PLEASSED TO JOIN THE STAFF of the Metropolitan Washington Council of Governments in August 2014 as director of transportation planning and as staff director to the National Capital Region Transportation Planning Board. COG and the TPB play a vital role in our region—convening regional leaders, equipping them with important data and information, and making sure the region satisfies federal metropolitan planning requirements. I am excited to help facilitate and support the numerous ongoing discussions taking place at the TPB in which planners, policymakers, and elected officials from around the region discuss challenges, find common ground, and pursue shared goals for a better transportation future.

Updating the Region's Long-Range Transportation Plan



RICH RENOMERON — CREATIVE COMMONS

THE REGION'S TRANSPORTATION FUTURE came into clearer focus in 2014 after the TPB approved a major four-year update of the region's Financially Constrained Long-Range Transportation Plan, or CLRP.

In all, the plan identifies nearly \$244 billion in regionally significant transportation investments through 2040, most of which will go to maintaining and operating the current and future transportation system. About 17 percent of total funding, or \$42 billion, will go to expanding the region's highways and transit systems, including big-ticket projects like widening I-270 in Maryland and building the second phase of the Silver Line to Dulles Airport in Virginia.

The 2014 CLRP update also included a new financial plan with revised estimates of how much revenue is reasonably expected to be available for transportation through 2040. The financial plan highlighted newly available revenues in Maryland and Virginia and renewed commitments to keeping Metro in a state of good repair. But it also noted that sufficient revenue has still yet to be identified to fund Metro 2025, a proposal to expand the system's core capacity by running all eight-car trains, expanding some of the busiest rail stations to handle more riders, and adding bus service on key routes.

Also included as part of the 2014 CLRP update were analyses of how well the planned transportation system is expected to meet future needs and help advance or support regional goals and priorities. The analyses noted the region's commitment to maintaining existing infrastructure and to expanding travel options with new transit facilities and other services. But they also noted that roadway congestion and transit crowding are still expected to worsen, while driving will continue to be the dominant mode of transportation in the region.

The Air Quality Conformity Analysis of the 2014 CLRP, which is required under federal law, showed that vehicle-related emissions of four key pollutants are expected to drop steadily in coming decades and remain below approved regional limits.



MARK LEVISA - CREATIVE COMMONS

The CLRP includes more than 500 regionally significant highway and transit improvements planned through 2040.

WHAT'S IN THE 2014 CLRP?

The CLRP includes more than 500 regionally significant highway and transit improvements planned through 2040. In all, the improvements will add nearly 1,200 lane-miles of new or widened roadways and 44 miles of new Metrorail, light rail, streetcar, or commuter rail transit to the system that exists today. That amounts to a 7-percent increase in the total number of lane-miles of roadway and a 15-percent increase in the total miles of rail transit.

Among the most significant roadway improvements in the plan are the proposed widening of I-270 and US 15 in Frederick and Montgomery counties in Maryland, the opening of the 95 Express Lanes in Virginia, and major upgrades to South Capitol Street in the District of Columbia, including the replacement of the Frederick Douglass Memorial Bridge. More than 500 additional road-widening, interchange, or other roadway improvements are included in the CLRP, as are hundreds of smaller projects that address operational efficiency or safety needs without adding capacity, or that expand infrastructure for bicyclists and pedestrians.

On the transit side, the two most significant capacity-expansion projects in the plan are the second phase of Metro's new Silver Line in Virginia and the proposed Purple Line in Maryland. The plan also includes the Corridor Cities Transitway (CCT) in Maryland, streetcar lines in the District and Arlington, and service expansions on most MARC and VRE commuter rail lines. (The planned Columbia Pike and Crystal City streetcar lines in Arlington and the Benning Road streetcar spur in the District were later slated for removal in the 2015 CLRP update following action by the Arlington County Board and District Council to cut funding to the projects.)

MAJOR HIGHWAY PROJECTS IN THE 2014 CLRP

District of Columbia

1. I-295, reconstruct interchange at Malcolm X Blvd, 2014
2. I-395, remove 3rd St SB exit ramp, reconfigure 3rd St SB entrance and 2nd St NB exit ramps, reconnect F St between 2nd and 3rd St, 2013, 2014
3. South Capitol St/Bridge Reconstruction, 2015
4. Southeast Blvd, downgrade and construct urban boulevard, 2015
5. Lane Reductions/Reconfigurations (not mapped):
 - New Jersey Ave NW – reconstruct to 2-way traffic, 2015
 - H St NW and I St NW – peak period bus-only lanes, 2014
 - East Capitol St – reduce to 4 lanes, 2015
 - South Capitol St – reduce to 4 lanes, 2015
 - 17th St NE/NW – reduce to 1 lane, 2013
 - C St NE – reduce to 2 lanes, 2013
 - M St NW Bike Lane – remove 1 travel lane

Maryland

6. I-70, widen to 6 lanes, 2020
7. I-70, interchange at Meadow Rd, 2020
8. I-95, interchange and CD lanes at Contee Rd, 2014
- 9. I-95/495 interchange at Greenbelt Metro Station, 2020**
10. I-95/I-495, Branch Ave Metro access improvements, construct 8 lanes, 2020
11. I-270/US-15 HOV, widen including HOV, 2030
12. I-270, reconstruct interchange at MD-121 (Clarksburg Rd), 2016
13. I-270, interchange at Watkins Mill Rd Ext., 2016
14. Baltimore Washington Pky (MD-295) at MD-193 (Greenbelt Rd), Intersection Improvement, 2025
15. Suitland Pky, interchange at Rena/Forestville Rd, 2025
16. US-1 (Baltimore Ave), reconstruct 4 lanes, 2010, 2020
17. US-15 (Catoctin Mtn Hwy), reconstruct intersection at Monocacy Blvd, 2016
18. US-29 (Columbia Pike) interchange at Musgrove/Fairland Rd, 2025
19. US-50 (John Hanson Hwy), westbound ramp to Columbia Park Rd, 2025
20. US-301, Widen Governor Harry Nice Memorial Bridge, 2030
21. US-340/US-15, interchange at Jefferson Tech Park, 2016
22. MD-3 (Robert Crain Hwy), widen to 6 lanes, 2030
23. MD-4 (Pennsylvania Ave), widen to 6 lanes with interchanges at Westphalia Rd and Suitland Pky, 2016, 2020, 2035
24. MD-5 (Branch Ave), upgrade, widen to 6 lanes including interchanges, 2016, 2015
25. MD-27 (Ridge Rd), widen to 6 lanes, 2020
26. MD-28 (Norbeck Rd)/MD-198 (Spencerville Rd), widen to 4, 6 lanes, 2025

27. MD-85 (Buckeystown Pike), widen to 4, 6 lanes, 2020
28. MD-97 (Georgia Ave), construct 2 lane bypass, 2020
29. MD-97 (Georgia Ave), upgrade intersection at MD-28 (Norbeck Rd), 2020
30. MD-97 (Georgia Ave), upgrade intersection at Randolph Rd, 2015
31. MD-117 (Clopper Rd), widen to 4 lanes, 2025
32. MD-118 (Germantown Rd), widen to 4 lanes, 2020
33. MD-124 (Woodfield Rd), widen to 6 lanes, 2020
34. MD-197 (Collington Rd), widen to 4/5 lanes, 2025
35. MD-200 (Intercounty Connector-ICC), Construct 4 lanes, 2014
36. MD-202 (Largo Rd), Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2020
37. MD-210 (Indian Head Hwy), upgrade 6 lanes and interchange improvement, 2030
38. MD-223 (Woodyard Rd), widen to 4 lanes, 2020
39. MD-355 (Rockville Pike), construct 6 lanes, interchange at Montrose/Randolph Rd, 2020
40. MD-450 (Annapolis Rd), widen to 4 lanes, 2016
41. Mid County Hwy Extension (M83), construct 4, 6 lanes, 2025
42. Middlebrook Rd Extended, construct 4 lanes, 2020
43. Montrose Pky East, construct 4 lanes, 2015

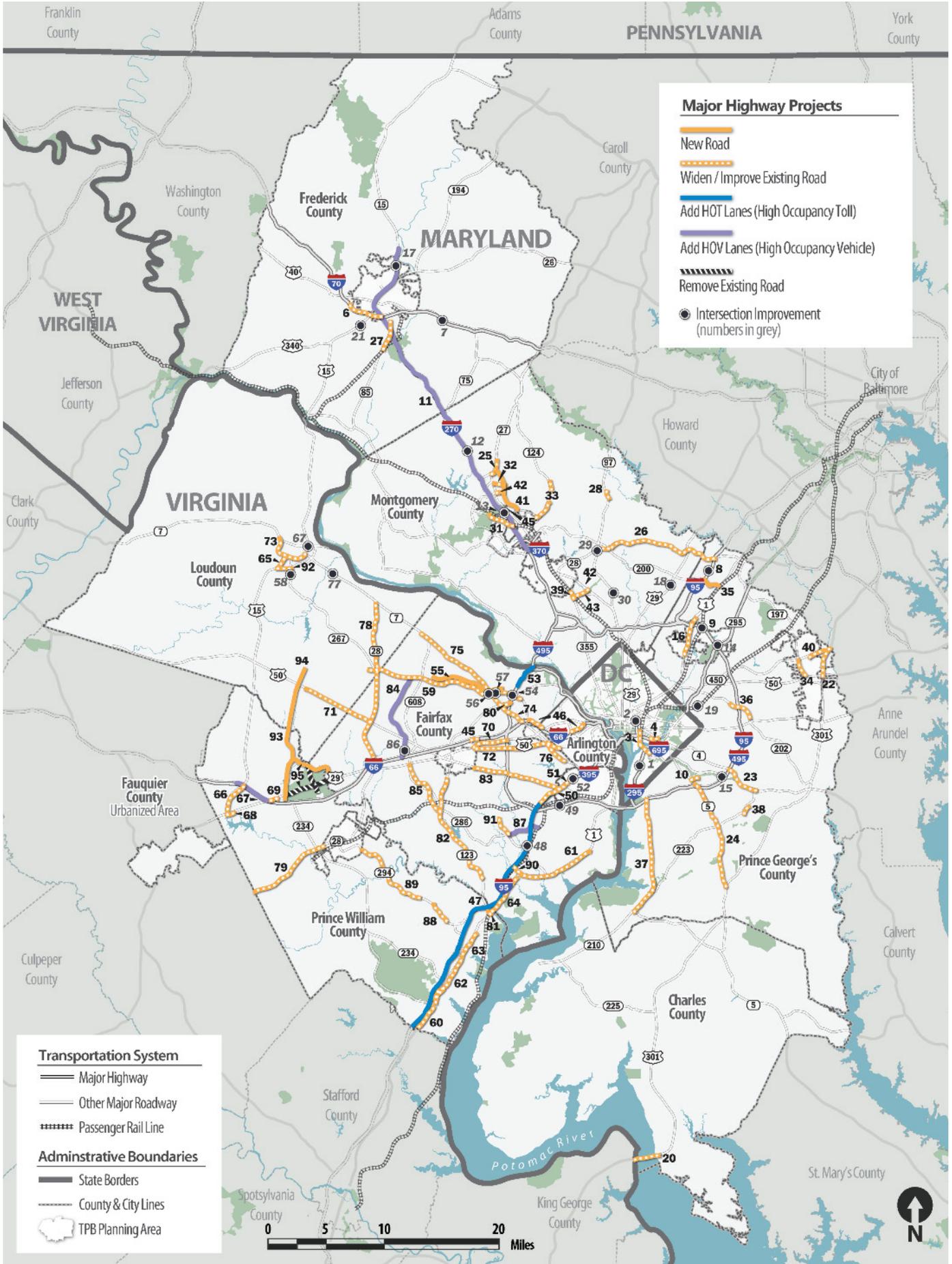
Virginia

44. I-66 HOV, Widen to 6 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
45. I-66, construct HOV ramps to access Vienna Metro Station, 2014
46. I-66, construct 2 lanes, 2020
47. I-95/395 HOT Lanes, widen, construct 1, 2 additional HOT lanes and bus service, 2015
48. I-95/Fairfax County Parkway, enhanced interchanges for improved access to Fort Belvoir, 2012, 2015, 2016, 2020
49. I-95/I-495, reconstruct interchange at VA-613, 2025
50. I-395, construct new south bound lane, 2018
51. I-395 Auxiliary Lanes, Northbound, 2015
52. I-395, HOV lanes reversible ramp at Seminary Rd, 2015
53. I-495, construct 4 HOT lanes, 2025, 3030
54. I-495, interchange at VA-267, 2020
55. Dulles Toll Rd (VA-267), Collector-Distributor Rd east-bound and west-bound, 2036, 2037
56. Dulles Toll Rd (VA-267), interchange at New Boone Blvd Extension, 2037
57. Dulles Toll Rd (VA-267), interchange at Greensboro Dr/Tyco Rd, 2036
58. Dulles Greenway (VA-267), interchange at Hawling Farm Blvd, 2015
59. Dulles Access Rd (VA-267), widen to 6 lanes including interchange reconstruct at I-495, 2017

60. US-1 (Jefferson Davis Hwy), widen to 6 lanes, 2025

61. US-1 (Richmond Hwy), widen to 6 lanes, 2016, 2025
62. US-1 (Richmond Hwy), widen to 6 lanes, 2025, 2030
63. US-1 (Richmond Hwy), widen to 6 lanes, 2016
64. US-1 (Richmond Hwy), widen to 6 lanes, 2035
65. US-15 (South King St), widen to 4 lanes, 2015
66. US-15 (James Madison Hwy), widen to 4 lanes, 2040
67. US-15 Bypass, interchange at Edwards Ferry Rd, 2020
68. US-29 (Lee Hwy) Parallel, construct 4 lanes, 2020
69. US-29 (Lee Hwy) , widen to 5 lanes, 2030
70. US-29 (Lee Hwy) , widen to 6 lanes, 2025
71. US-50 (Lee Jackson Memorial Hwy), widen to 6 lanes, 2014, 2025
72. US-50 (Lee Hwy), widen/reconstruct 6 lanes including interchanges, 2025
73. VA-7/ US-15 Bypass (Harry Byrd Hwy), widen to 6 lanes, 2040
74. VA-7 (Leesburg Pike), widen to 6 lanes, 2025
75. VA-7 (Leesburg Pike), widen to 6, 8 lanes, 2014, 2015, 2021, 2025
76. VA-7 (Leesburg Pike), widen to 6 lanes, 2025
77. VA-7 (Leesburg Pike), upgrade interchange at Belmont Ridge Rd, 2017
78. VA-28 (Sully Rd), widen to 8 lanes, 2025
79. VA-28 (Nokesville Rd), widen to 4 or 6 lanes, 2015, 2016, 2018, 2020, 2040
- 80. VA-123 (Chain Bridge Rd), widen to 8 lanes, 2021**
81. VA-123 (Gordon Blvd), widen to 6 lanes, 2018
82. VA-123 (Ox Rd), widen to 6 lanes, 2025
83. VA-236 (Little River Turnpike), widen to 6 lanes, 2025
84. VA-286 (Fairfax County Pky) HOV, widen to 6 lanes, HOV in additional lanes during Peak, 2035
85. VA-286 (Fairfax County Pky/Jack Herrity Pky), widen to 6 lanes, 2020
86. VA-286 (Fairfax County Pky), interchange at Fair Lakes Pky, 2013
87. VA-289 (Franconia/Springfield Pky), HOV lanes with interchange at Neuman St, 2025
88. VA-294 (Prince William Pky), widen to 6 lanes, 2014
89. VA-294 (Prince William Pky), widen to 6 lanes, 2040
90. VA-638 (Rolling Rd) Widen to 4 lanes, 2022
91. VA-638 (Rolling Rd) Widen to 4 Lanes, 2020
92. Battlefield Pky, construct 4 lanes, 2020
93. Bi-County Pky (VA-234 Bypass), construct 4 lanes, 2020
94. Bi-County Pky (Northstar Blvd), construct 4 lanes, 2017, 2019, 2022
95. Manassas Battlefield Bypass, construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudly Rd), 2035

Projects in bold are new to the 2014 CLRP.



Major Highway Projects

- New Road
- Widen / Improve Existing Road
- Add HOT Lanes (High Occupancy Toll)
- Add HOV Lanes (High Occupancy Vehicle)
- Remove Existing Road
- Intersection Improvement (numbers in grey)

Transportation System

- Major Highway
- Other Major Roadway
- - - - - Passenger Rail Line

Administrative Boundaries

- State Borders
- County & City Lines
- TPB Planning Area

MAJOR TRANSIT PROJECTS IN THE 2014 CLRP

MATT JOHNSON – CREATIVE COMMONS



DC Streetcar Tracks

BEYONDDC – MD MASS TRANSIT ADMINISTRATION



Purple Line – Woodside

BANKBRYAN – CREATIVE COMMONS



HOT Lane Construction

District of Columbia

1. DC Streetcar – 2014, 2015, 2016, 2020
 - H St/ Benning Rd. Line
 - **Minnesota Ave Spur**
 - Anacostia Line
 - **M St SE/SW Line**
 - **Union Station to Georgetown Line**
2. Tiger Grant Bus Priority Improvements (DC, MD, and VA not mapped)

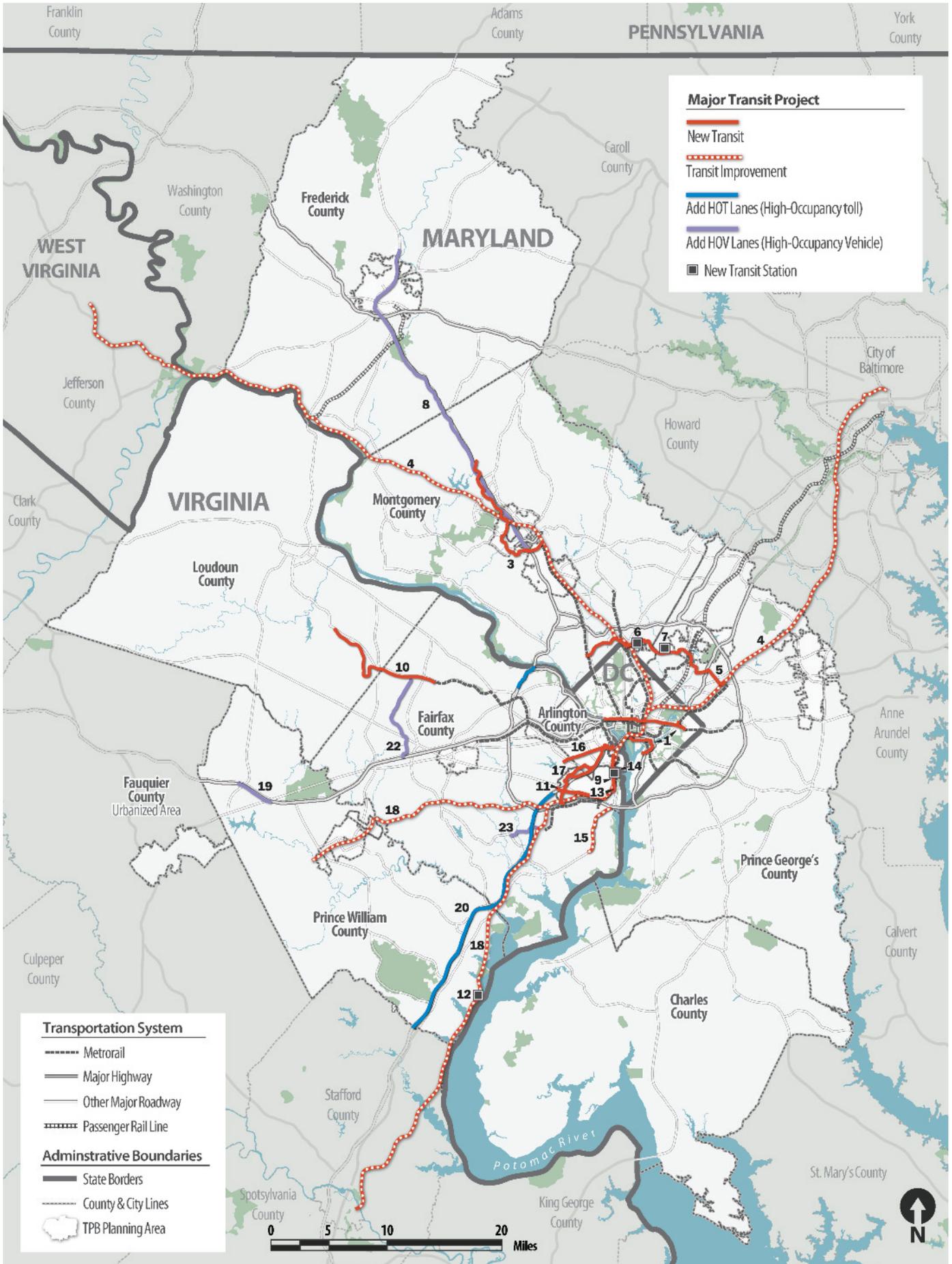
Maryland

3. Corridor Cities Transitway (BRT), from Shady Grove to COMSAT, 2020
4. **MARC – Increase trip capacity and frequency along all commuter rail lines, 2029**
5. Purple Line, Silver Spring to New Carrollton, 2020
6. Silver Spring Transit Center, 2013
7. Takoma/ Langley Park Transit Center, 2015
8. I-270/US-15 HOV, widen including HOV, 2030

Virginia

9. Crystal City Potomac Yard BusWay and Streetcar, 2014
10. Silver Line (Dulles Corridor Metrorail Project) – Phase 2, 2016
11. King St Metro to Fairfax County line BRT, 2022
12. Potomac Shores VRE Station and third track, 2015
13. Potomac Yard Busway (Metroway) – Alexandria, 2014
14. Potomac Yard Metro Station, 2021
15. US-1 bus right turn lanes, 2035
16. VA-244 (Columbia Pike) Streetcar from Pentagon City to Skyline, 2017
17. Van Dorn St Metro to Pentagon Metro BRT, 2016
18. **VRE – Reduce headways along the Manassas and Fredericksburg Lines, 2020**
19. I-66 HOV, Widen to 6 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
20. I-95/395 HOT Lanes, widen, construct 1, 2 additional HOT lanes and bus service, 2015
21. VA-286 (Fairfax County Pky) HOV, widen to 6 lanes, HOV in additional lanes during peak, 2035
22. VA-289 (Franconia/Springfield Pky), HOV lanes with interchange at Neuman St, 2025

Projects in bold are new to the 2014 CLRP.



PAYING FOR THE 2014 CLRP

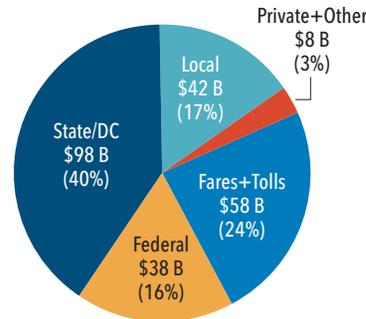
The projects included in the 2014 CLRP represent what local, state, and regional transportation agencies in the region reasonably expect to be able to afford through 2040, given existing or anticipated sources of revenue over the next 26 years. In all, the 2014 CLRP outlines \$244 billion in revenue to cover the cost of the improvements in the plan.

Revenues from state and local sources will make up the biggest share of total revenues through 2040, accounting for \$140 billion, or 57 percent, of total revenue. That's up from 51 percent four years ago, the last time the TPB carried out its analysis. The growing share is thanks in large part to new revenue-raising measures in both Maryland and Virginia which were adopted in 2013 and are each expected to raise about \$400 million a year for projects in the Washington region.

The new revenues have enabled area transportation agencies to commit to keeping the region's existing highways and transit systems in a full state of good repair through 2040. That means making significant capital investments to rehabilitate or completely replace aging infrastructure, including transit vehicles, as they near the end of their useful lifespan. In all, the Financial Analysis shows about \$79 billion in anticipated spending on state-of-good-repair improvements. About \$42 billion, or 17 percent of the

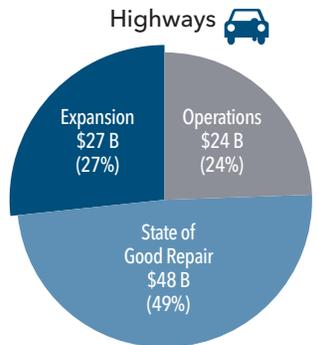
CLRP REVENUES (2015-2040)

Total: \$244 billion
Year of Expenditure Dollars

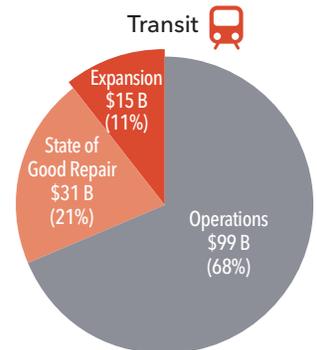


CLRP EXPENDITURES BY MODE AND TYPE (2015-2040)

Total: \$244 billion
Year of Expenditure Dollars



\$99 billion (40% of total expenditures)



\$145 billion (60% of total expenditures)

* Figures are rounded



New Revenue in Maryland and Virginia

In 2013, both Maryland and Virginia approved historic measures to raise hundreds of millions of dollars a year in new revenue for transportation. Maryland indexed its per-gallon tax on motor fuel to inflation so that it keeps pace with rising construction costs and imposed a new 3-percent tax on fuel wholesalers, which is set to increase to 5 percent by mid-2016. Virginia, on the other hand, eliminated its motor fuel tax altogether, imposed a new 3.5-percent sales tax on fuel wholesalers and a new 6-percent tax on diesel fuel. The state also raised its existing state sales tax by 0.3 cents per dollar statewide, and by a full penny in Northern Virginia, with the additional revenue raised in Northern Virginia going to projects in that area. In all, each state's measures raise approximately \$300-400 million more a year for transportation in the Washington region.

total, will go toward adding new roads or transit systems and services.

Despite the financial commitment to keeping the region's transit systems in a state of good repair, funding has not been identified for a proposal to expand capacity on the existing Metro system by running all eight-car trains, expanding some of the busiest rail stations to handle more riders, and by adding bus service on key routes. Officials estimate the total cost of the proposal to be approximately \$6 billion.

HOW THE 2014 CLRP PERFORMS

A key part of the 2014 CLRP update was an analysis of how well the planned transportation system is expected to meet the needs of area travelers in 2040. The analysis highlighted anticipated changes in travel demand, the travel modes people will use to get around, and future roadway congestion and transit crowding.

Travel Demand and Mode Choice

Some 4 million more trips each day are expected in the region by 2040—a 24-percent increase over today. A majority of those new trips—about 2.8 million—are forecast to be made either by single drivers or by carpools, adding demand on roadways that are already heavily traveled and in some cases congested. About 372,000 new trips are expected to be made on the region’s rail and bus transit systems, in some cases further straining crowded rail lines and stations, especially in the regional core.

Close to a million of the new trips forecast by 2040 are anticipated to be

on foot or by bicycle, almost as many as will be made by single drivers. That represents growth of nearly 50 percent over the next 26 years, more than for any other travel mode in the region.

Travel Modes

The modes by which people travel aren’t expected to change much by 2040. The biggest changes are expected in trips by single drivers and trips by walking and bicycling. Trips by single drivers are expected to

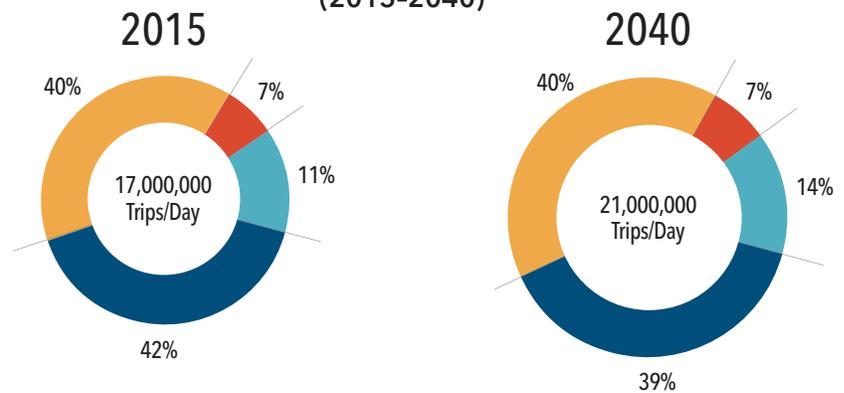
account for a smaller share of all daily trips in 2040 compared to today, while trips on foot and by bicycle are forecast to account for a greater share.

Little change is expected in how people get to and from work, too. Carpooling, transit, walking, and bicycling are forecast to each make up a slightly bigger share of commute trips in 2040 compared to today, while trips made by single drivers are expected to make up a smaller share.

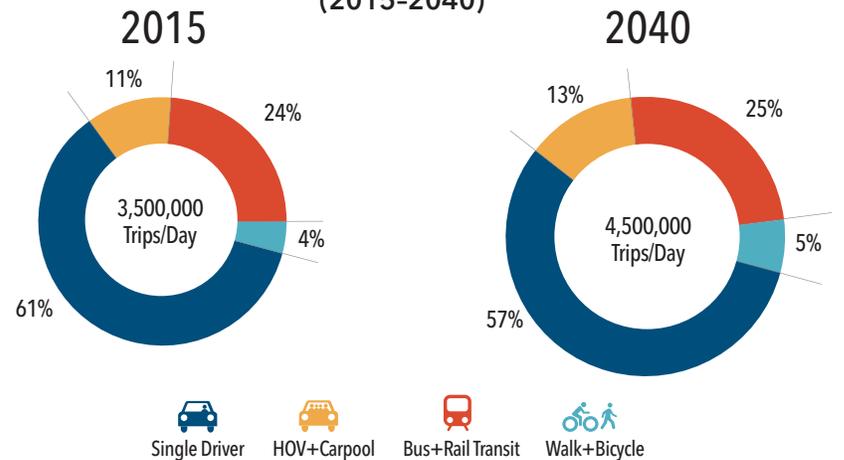
GROWTH IN TRIPS BY MODE FOR ALL TRIPS (2015-2040)

946,000 more trips	 Walk+Bicycle	+49% From 2015
396,000 more trips	 Transit	+34% From 2015
1,620,000 more trips	 HOV+Carpool	+24% From 2015
1,035,000 more trips	 Single Driver	+15% From 2015

ALL TRIPS MODE SHARE (2015-2040)



WORK TRIPS MODE SHARE (2015-2040)





LARRY LEVINE - WMATA

Roadway Congestion and Transit Crowding

The number of new trips expected on area roadways and transit systems will outpace the addition of new capacity on these systems, in the form of new lane-miles of roadway or new miles of rail transit. This will lead to increasing congestion and crowding.

Although the number of lane-miles of roadway in the region that are congested during peak periods is expected to increase substantially between now and 2040, this congestion is expected to continue to affect a relatively small overall proportion of roadways in the region. But that congestion will affect a greater share of vehicle-miles traveled (VMT) as more and more trips are added to these highly travelled routes.

According to Metro, four out of five lines entering the downtown core are expected to become congested or highly congested by 2040. Without additional capacity, Metro will likely reach capacity by 2020 on trips to and through the core

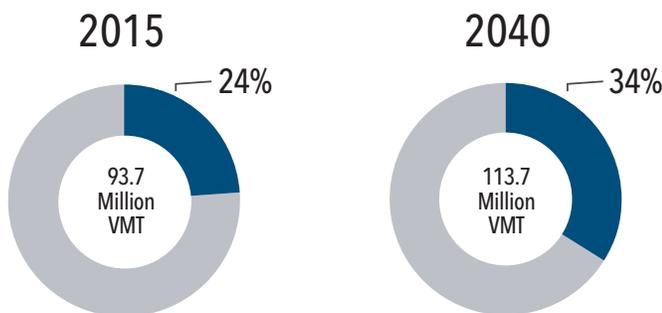
SHARE OF LANE-MILES CONGESTED

(AM Peak)



SHARE OF VMT ON CONGESTED ROADWAYS

(AM Peak)



METRORAIL CONGESTION

AM Rush Hour

Line	2012	2040 with 50% 8-car*	2040 with 100% 8-car*
Red	Acceptable	Extremely Crowded	Crowded
Blue	Acceptable	Extremely Crowded	Crowded
Orange/Silver	Crowded	Extremely Crowded	Extremely Crowded
Silver	Acceptable	Crowded	Acceptable
Green	Acceptable	Extremely Crowded	Crowded



- Acceptable (<100 people per car)
- Crowded (100-200 people per car)
- Extremely Crowded (>200 people per car)

*The 2014 CLRP assumes 50% 8-car trains in 2040



Regional Transportation Priorities and the 2014 CLRP

The 2014 update of the CLRP was the first since the TPB's adoption in January 2014 of the Regional Transportation Priorities Plan, which outlines a handful of key transportation and land-use strategies for addressing the region's most pressing transportation challenges.

The three key priorities identified in the plan are maintaining existing infrastructure, strengthening public confidence and ensuring fairness and equity, and moving more people and goods more efficiently. Among the strategies for achieving greater efficiencies are targeted roadway improvements, cost-effective surface transit, expanded bicycle and pedestrian infrastructure, running more trains and buses on existing routes, and concentrating future growth in mixed-use Activity Centers.

Because the Priorities Plan was designed to assist local, state, and regional leaders in considering regional needs when identifying transportation improvements to advance to implementation, the 2014 update to the CLRP included an assessment of how well the projects and programs in the plan support or advance regional priorities. The Priorities Plan Assessment of the 2014 CLRP found a mix of progress and ongoing challenges in achieving regional priorities.

Priorities and Strategies Outlined in the Priorities Plan

Priority 1:

Meet Our Existing Obligations: Maintain the Transportation System We Already Have

- Ensure Maintenance of the Transit System
- Ensure Maintenance of Roads and Bridges

Priority 2:

Strengthen Public Confidence and Ensure Fairness: Pursue Greater Accountability, Efficiency, and Accessibility

- Ensure Accessibility for Persons With Disabilities, Low Incomes, and Limited English Proficiency
- Engage and Communicate With the Public*
- Promote System Efficiency Through Management and Operations, and the Appropriate Use of Technology*

* These strategies originated in public outreach during the development of the Priorities Plan.

Priority 3:

Move More People and Goods More Efficiently: Alleviate Congestion and Crowding, and Accommodate Future Growth

- Improve Access to Transit Stops and Stations
- Alleviate Roadway Bottlenecks
- Support and Promote Electric Vehicles
- Promote Commute Alternatives
- Expand Pedestrian Infrastructure
- Expand Bicycle Infrastructure
- Apply Priority Bus Treatments
- Increase Roadway Efficiency
- Update and Enforce Traffic Laws
- More Capacity on the Existing Transit System
- Concentrated Growth in Activity Centers
- Enhanced Circulation within Activity Centers
- Bus Rapid Transit (BRT) and Other Cost-Effective Transit Alternatives
- Express Toll Lanes

HIGHLIGHTS FROM THE PRIORITIES PLAN ASSESSMENT OF THE 2014 CLRP

The 2014 update to the CLRP included an assessment of how well the projects and programs in the plan support or advance regional priorities.

■ The region's commitment to maintenance is solid.

The 2014 CLRP demonstrates full funding for maintenance, operations, and state of good repair of the region's highway and transit systems. This commitment fulfills what the Priorities Plan identified as the region's top transportation priority.

■ The region is effectively using its Activity Centers to focus growth, enhance non-motorized circulation, and improve regional connections.

Jurisdictions throughout the region have embraced the concept of Activity Centers as engines for economic growth tailored to their local needs. Analysis of the 2014 CLRP found that an increasing share of new jobs and housing will be located in Activity Centers in coming decades.

■ The region is diversifying its public transit systems by developing new, cost-efficient options like BRT and streetcars.

By 2020, the region will have moved beyond the last century's focus on heavy rail into a new era in which a range of new transit options will be available, including bus rapid transit (BRT), streetcars, and light rail.



DDOT

■ The region has unfinished business when it comes to maximizing use of existing transit systems.

The CLRP does not include full funding for the package of improvements included in WMATA's Momentum plan for 2025, including all eight-car trains, core station improvements, and the Metrobus Priority Corridor Network.

■ Regional economic disparities continue to affect transportation patterns.

The 2014 CLRP includes many projects that will enhance transportation options in economically disadvantaged areas on the eastern side of the region. However, according to the latest growth forecasts, jobs will continue to be concentrated on the

western side of the region, leading to longer auto commutes for those in the east, greater transit crowding in the regional core, and significant unused transit capacity in reverse commute directions.

■ Individuals, on average, are expected to drive less in the future than they do today. Nonetheless, driving will remain the dominant form of transportation in the region.

The average person in the Washington region is expected to drive two percent less in 2040 than today. But travel by single drivers and carpools is still forecast to account for 80 percent of all trips in 2040 and 34 percent of all driving in 2040 will occur under congested conditions.



Concerted Actions

Lead to Major Improvements in Region's Air Quality

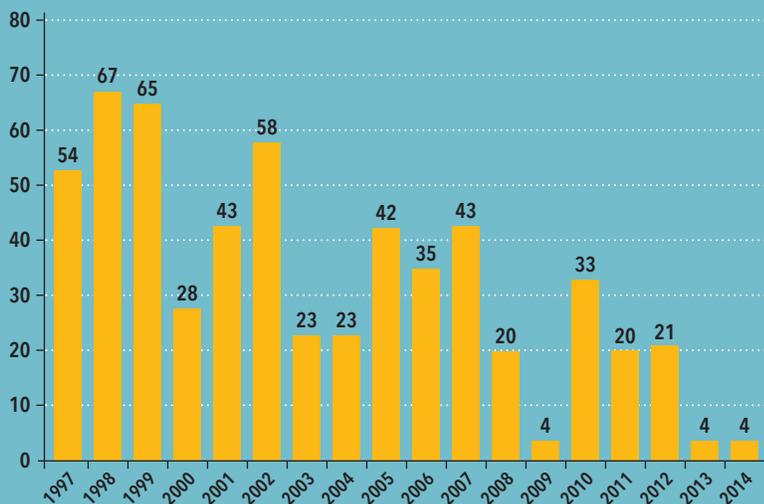
Ground-level ozone concentrations in the Washington region exceeded healthy levels on just four days in the summer of 2014, according to data released by the Metropolitan Washington Council of Governments following the end of the official 2014 "ozone season," which ran April 1 to September 30. That's down from 43 such "exceedance" days as recently as the summer of 2007, and 67 during the summer of 1998.

The improvements have come as a result of concerted action by federal, state, and local regulators, and by businesses and individuals, to reduce emissions of the two main ingredients in the formation of ozone: nitrogen oxides (NO_x) and volatile organic compounds (VOCs). Many sources are responsible for NO_x and VOC emissions, including power-generation plants, factories, construction and landscaping equipment, and the millions of cars, trucks, buses, and other vehicles that travel on the region's roadways each day.

Within transportation, reductions have resulted mostly from federal requirements for cleaner, more fuel-efficient vehicles and for cleaner-burning fuels. Efforts to reduce roadway congestion and to encourage less driving have also contributed. The TPB estimates that total emissions of the pollutants have fallen some 70 to 80 percent since 1990. And, according to the Air Quality Conformity Analysis of the 2014 CLRP, will fall another 30 to 50 percent by 2030.

The TPB estimates that total emissions of the pollutants have fallen some 70 to 80 percent since 1990.

NUMBER OF DAYS THAT OZONE CONCENTRATIONS EXCEEDED STANDARDS
Washington Region, 1997-2014



Source: Ozone Season Summary 2014, Metropolitan Washington Council of Governments

Providing Better Understanding of Congestion on Area Roadways

RESEARCHERS AT THE TRANSPORTATION PLANNING BOARD are taking advantage of the growing availability of minute-by-minute, around-the-clock data on traffic conditions to better understand congestion on Washington-area roadways.

In a series of analyses conducted over the past few years, the TPB has used the new travel speed data to study a range of special traffic conditions in the region, including back-ups ahead of the Thanksgiving Day holiday, declines in traffic-related delays during summer months, and longer-range trends in overall traffic conditions. Knowing when and where the worst congestion might occur in these various situations can help both travelers and transportation agencies avoid or manage the worst impacts.

The travel speed information used in the analyses is becoming more widely available as more people carry GPS-equipped smartphones or use in-vehicle navigation devices also equipped with the location-tracking technology. Several private companies gather the data from the devices of drivers and other road users who have agreed to share it anonymously for traffic-monitoring purposes. Popular mapping services use the information to show real-time traffic conditions in their online tools and applications.

Thanks to these private data-gathering efforts, the TPB's researchers now have access to anonymous travel speed information updated as frequently as every 60 seconds around the clock for more than 5,500 directional miles of Interstate highways, major arterial roadways, and local and neighborhood streets in the Washington region. The new data add to the suite of tools the TPB uses to monitor traffic conditions and track changes over time, including periodic aerial surveys of the region's freeways and various other traffic counts and surveys.



The information is just one example of so-called “Big Data”—large data sets that could not be collected or were too complex to process with previously available technology. The spread of high-tech devices like smartphones and navigation devices has made it possible to collect more data more frequently and to transmit it more quickly and more easily than ever before. Researchers expect that in the future such devices will become more ubiquitous, especially with the development of connected vehicles and autonomous vehicles, and that Big Data will be able to provide more insights beyond traffic conditions, including information on daily travel behavior on a large scale and in a real-time fashion. Today, researchers rely primarily on sample data collected through surveys and physical observations to understand such regional patterns.

In addition to periodic analyses of special traffic conditions, the TPB uses the newly available traffic data to publish a report each quarter summarizing monthly and daily traffic conditions in the region and identifying key bottlenecks. The TPB also uses the data in producing a biennial Congestion Management Report detailing efforts to monitor and evaluate the performance of the transportation system and to use strategies like transportation demand management, Intelligent Transportation System (ITS) technologies, emergency response coordination, and other approaches to mitigate delays.

Quarterly reports and links to other congestion-related analysis, including a “Congestion Dashboard,” can be found online at www.mwcog.org/congestion.

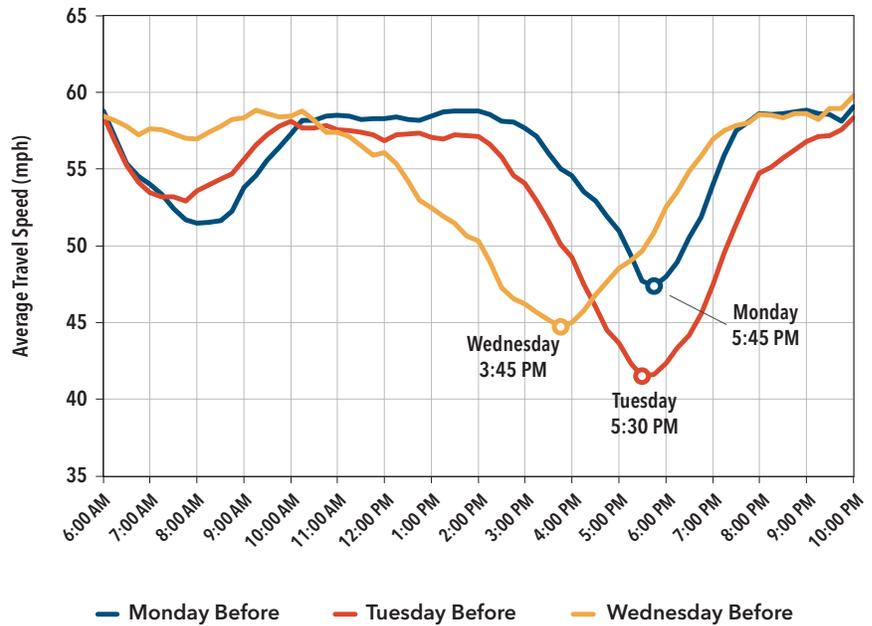
Big Data will be able to provide more insights beyond traffic conditions, including information on daily travel behavior on a large scale and in a real-time fashion.

IDENTIFYING THE BUSIEST TIMES AND ROADWAYS FOR THANKSGIVING-WEEK DRIVERS

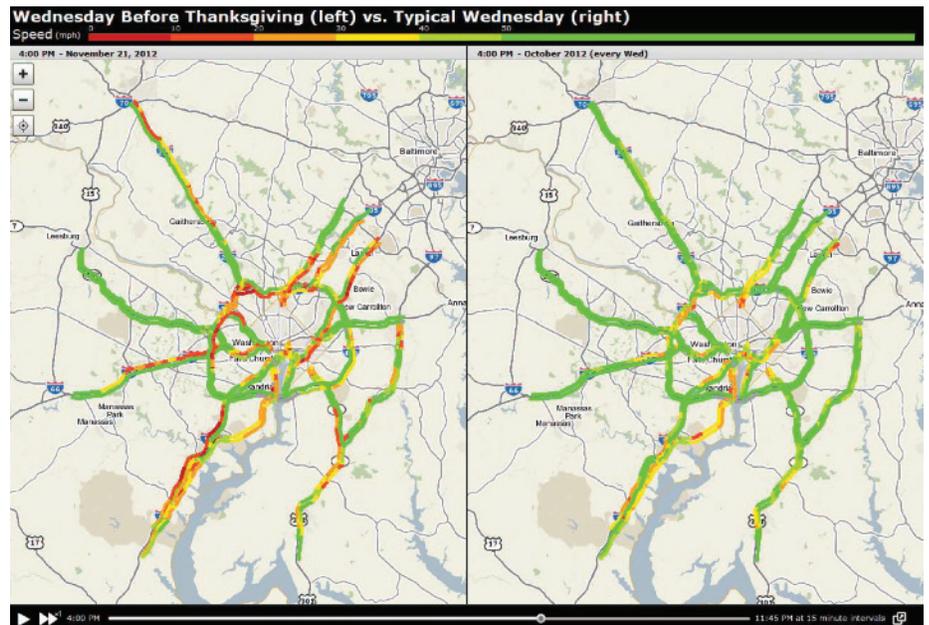
In November 2014, TPB researchers identified the busiest times and roadways that Washington area drivers might expect during the upcoming Thanksgiving holiday. Of the three days leading up to the holiday, Tuesday was the worst, with average speeds dropping some 20 mph below “free-flow” speeds between 5:00 and 6:00 p.m. Holiday-related slowdowns weren’t quite as bad on the Wednesday before Thanksgiving, but the analysis found that they started much earlier in the day.

Researchers also developed animated maps of travel speeds on individual routes and road segments throughout each of the days of the holiday week. Among the most congested routes ahead of the Thanksgiving holiday were the Capital Beltway in Maryland between I-270 and I-95, and I-66 West in Virginia outside the Capital Beltway.

THANKSGIVING TRAFFIC IMPACTS IN THE WASHINGTON REGION Busiest Times to Travel Before the Holidays



WEDNESDAY BEFORE THANKSGIVING VS. TYPICAL WEDNESDAY



QUANTIFYING CHANGES IN TRAVEL DELAY OVER TIME

A 2014 analysis using real-time speed information from 2010 through 2013 showed good news for drivers and other road users: a 40-percent decline in average congestion-related delay over the three-year period. According to the analysis, a trip that would normally take 30 minutes in traffic-free conditions took about 37 minutes on average in 2010, but just 34 minutes in 2013.

The TPB will undertake similar analyses in the future to determine whether traffic-related travel delay on area roadways has continued to decline.

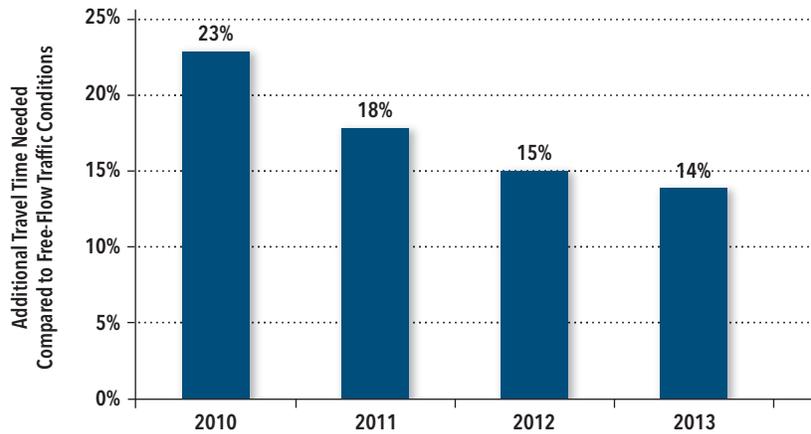
EXPLAINING SUMMERTIME DROPS IN TRAVEL DELAY

In 2012, the TPB analyzed changes in travel delay that occur on area roadways during the summer months, when schools are out, days are longer, and the weather is warmer. The analysis found that travel delay on the region's freeways dropped by 18 percent between June and July of 2011.

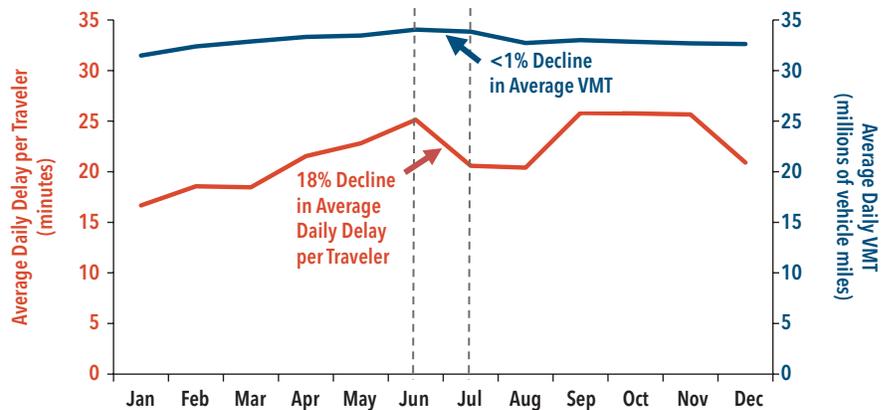
The analysis also found that total driving in the region fell less than 1 percent. The finding suggests that drops in delay during the summer months are due not to a reduction in total driving but to the redistribution of travel away from peak commute periods to a more even distribution throughout the day. Greater commute-time flexibility for parents whose children aren't in school and

more mid-day and late-evening trips to outdoor events and other summertime activities were among the factors identified as contributing to a more even distribution of trips and fewer and shorter traffic back-ups during peak commute periods.

TRAFFIC-RELATED TRAVEL DELAY ON WASHINGTON AREA ROADWAYS (2010-2013)



SIGNIFICANT DECLINE IN DELAY ON REGION'S FREEWAYS DURING SUMMER MONTHS



CELEBRATING 40 YEARS OF COMMUTER CONNECTIONS



THE EFFECTS OF THE OCTOBER 1973 OIL EMBARGO hit Washington area commuters hard. Gas prices topped 50 cents a gallon for the first time ever. Long lines formed at gas stations as fuel supplies dwindled. Getting to and from work by car suddenly became much more expensive—in some cases, prohibitively so.

Seeking short-term relief and with an eye toward possible future disruptions, regional leaders in June 1974 launched the region's first-ever carpool matching service, known as Commuter Club. The service, initially a partnership of the General Services Administration, the Greater Washington Board of Trade, and the Metropolitan Washington Council of Governments, used early computing technology to help people who normally drove to work find or form carpools to save on fuel costs and conserve energy.

Fast-forward 40 years. The program, today known as Commuter Connections, has expanded to help commuters take advantage of a range of alternatives to driving alone, including transit, bicycling, walking, and teleworking. Advances in technology have made it easier to find carpool matches and other information. And nearly every local government in the region has joined the regional partnership, as have numerous federal agencies and transportation management associations.

In July 2014, elected leaders, government officials, and employer representatives from across the region gathered to celebrate Commuter Connections and its four decades of service to the region. The event highlighted several major milestones in the program's evolution over the last four decades.

The program's first big leap came in the early 1980s, after gas prices hit \$1 a gallon, having doubled in just six short years. The jump in prices and the growing popularity of Commuter Club attracted new partners, including Fairfax, Montgomery, and Prince William counties, and the City of Alexandria. The program acquired a new on-site processing computer and established a new dial-up network with connections between local ridesharing agencies to help speed the return of ridematch results to commuters.

The 1990s brought further advances, including the use of GIS mapping tools



JUST IN CASE.

A Free Ride Home For Those Who Rideshare
REGISTER NOW FOR **GUARANTEED RIDE HOME***

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK
commuterconnections.org

to match potential carpool partners and the launch of new online websites to allow commuters to access ride-matching and other information remotely. By 1994, nearly every local government jurisdiction in the region had signed on to be part of the network.



Today, as gas prices sometimes spike to \$4 a gallon, commuters have greater access than ever to information about available alternatives. In May 2014, Commuter Connections announced the launch of a new mobile-friendly website and new mobile apps to allow individuals to easily access commuter information on the go using their smartphones or tablet computers.

Commuter Connections also hosts a number of regional events to highlight and promote commute alternatives. The annual Bike to Work Day event it helps organize each May encourages commuters to try bicycling to work instead of driving or taking transit. Its annual Car Free Day event, held in September, encourages drivers to try any alternative to driving alone.

Beyond helping commuters save on fuel costs, Commuter Connections also helps reduce congestion on area roadways and improve the region's air quality. Officials estimate that in 2014 Commuter Connections was responsible for removing 126,000 vehicle-trips per day and 2.5 million vehicle-miles of travel (VMT) from area roadways and reducing emissions of smog-forming pollutants by nearly two tons.

As the Washington region continues to grow, Commuter Connections will continue playing an important role in helping commuters save time, money, and stress getting to work each day and will continue helping to improve local air quality, making the region a better place to live, work, and do business.

Get more information about Commuter Connections at www.commuterconnections.org.

Officials estimate that in 2014 Commuter Connections was responsible for removing 126,000 vehicle-trips per day and 2.5 million vehicle-miles of travel from area roadways and reducing emissions of smog-forming pollutants by nearly two tons.



Commuter Connections Timeline

1970

1973-1974

Oil crises lead to rising gas prices. Oil embargoes in the Middle East send gas prices above 50 cents a gallon for the first time in the United States.



1974

"Commuter Club" launches. Regional leaders, in response to rising gas prices, launch region's first-ever carpool matching service. The new service, known as Commuter Club, aims to help people form carpools to save on fuel costs and conserve energy. The service includes a new Commuter Operations Center, housed at COG, where carpool matches are generated and mailed back to commuters.



1980

1980s

New dial-up network speeds ridematch results. Fairfax, Montgomery, and Prince William counties and the City of Alexandria partner to establish the network between local ridesharing agencies. The network helps speed the return of ridematch results to commuters.

1980

Oil uncertainty returns. Following the Iranian Revolution, oil production slows and gas prices hit \$1 a gallon for the first time, renewing concerns about the costs of driving to and from work.



1986

Commuter Club becomes RideFinders Network. The network expands to become truly regional, including all local governments in the region, a few federal agencies, and several local transportation management associations.



1977

First vanpooling workshops. Commuter Club partners with area employers to host first workshops to help commuters form vanpools.



1990

1994

RideFinders sponsors radio and TV spots. The spots are part of a regional mass marketing effort to reach more commuters and encourage more travel by modes other than driving alone.



1996

RideFinders becomes Commuter Connections. The newly rebranded program expands to provide information on transit, teleworking, and bicycling and walking to work. A year later, Commuter Connections launches the Guaranteed Ride Home (GRH) Program, which gives non-drivers peace of mind by guaranteeing them a free taxi ride home in the event of unexpected illness, personal emergency, or unscheduled overtime.

1998

First Employer Recognition Awards held. Commuter Connections holds first annual awards luncheon to recognize area employers that run programs and provide incentives to encourage their employees to use alternative commute modes. The annual event attracts hundreds of attendees and extensive local media coverage.



2000

2010

2001

First regional Bike to Work Day. Commuter Connections helps organize the region's first Bike to Work Day to promote bicycling as a viable commuting alternative.



2010

'Pool Rewards launches. Commuter Connections launches 'Pool Rewards, a new regional program to promote carpooling by rewarding commuters with cash incentives.



2011

Bike to Work Day sets new record. Participation in the annual event tops 10,000 people for the first time. In 2014, registration exceeded 14,000 people.



2007

Teleworking gains popularity. Commuter Connections' 2007 State of the Commute survey found that 19 percent of area commuters teleworked "at least occasionally," up from 13 percent in 2004. In the 2013 survey, the share grew to 27 percent.



2014

Commuter Connections goes mobile. A new mobile-friendly website and smartphone apps allow commuters to find carpool matches and get other information on their smartphones and tablet computers.



2008

Gas prices hit \$4 a gallon. In the wake of the national economic recession, gas prices spike, renewing interest in non-driving commute options.

2008

Web-based mapping tools become available. New web-based mapping tools help commuters find carpool matches, see the closest transit stop, park-and-ride lots, and telework centers, or get transit and bicycle route information.



Commuter Connections Goes Mobile

It's now easier than ever for Washington area commuters to find carpool partners, locate park-and-ride lots, and access other information and resources to help them find easier, less expensive ways to get to work.

In May 2014, the TPB's Commuter Connections program announced the launch of its new mobile-friendly website and new mobile app to allow commuters to easily access commuter information using their smartphones or tablet computers.

The new mobile-friendly website allows commuters to find information about carpooling, vanpooling, taking transit, bicycling, walking, and teleworking. Commuters can also sign up for 'Pool Rewards, an incentive program to encourage first-time carpoolers, and the Guaranteed Ride Home program, which provides commuters with free taxi rides home in the event of illness, unscheduled leave, or other personal emergency.

With the new mobile app, commuters can search for carpool partners by entering their home and work locations and work hours and download contact information for people with similar commute patterns. The app also shows the locations of park-and-ride lots in the region where commuters can meet carpools and vanpools and leave their car parked during the day.

Launch of the new mobile resources continues a 40-year tradition at Commuter Connections of using the latest technology to help area residents take advantage of options other than driving alone to get to work. Commuter Connections already has plans to update its mobile app to include additional features like the ability for individual users to track their daily commute trips and support for dynamic ridesharing options.

Metro's Silver Line and New "Metroway" Bus Rapid Transit



BEYONDCD

TWO IMPORTANT NEW TRANSIT LINES opened for service in 2014—the first phase of Metro's new Silver Line providing rail service to Tysons Corner, and the region's first bus rapid transit line, serving the busy Route 1 corridor between Arlington and Alexandria.

The projects together represent the most significant expansion of transit service in the Washington region since Metro's Blue Line extension to Largo in 2004. Before that, the last major expansion was the Green Line extension to Branch Avenue in 2001.

The projects are major regional accomplishments because they are expanding travel options for thousands of area residents, spurring new mixed-use development in regional Activity Centers, and making the region more economically competitive.

THE SILVER LINE: EXPANDING TRAVEL OPTIONS AND STRENGTHENING ACTIVITY CENTERS

Metro's new Silver Line took almost 50 years to turn from a long-range planning idea into reality. The project entered the region's Financially Constrained Long-Range Transportation Plan (CLRP) in 1999, marking the point at which funding was reasonably expected to be available for the project.

On July 26, 2014, the first phase of the Silver Line opened for revenue service. It is already expanding travel options and helping to strengthen several of the region's major Activity Centers—existing residential or employment hubs poised for significant growth in coming decades.

In its first week, the Silver Line carried nearly 220,000 people to or from one of its five new stations, according to data released by Metro. Each weekday, about 16,000 people boarded trains at one of the five stations. Metro says that 6,000 or so of those were new riders, while the others had previously been regular riders on the adjacent Orange Line.

The Silver Line provides a major new travel option for many of the approximately 100,000 people who commute to jobs in Tysons Corner and Reston, the



The Silver Line is already expanding travel options and helping to strengthen several of the region's major Activity Centers.

main areas served by the five new stations. People who live in these places now have more options for getting to dozens of major job centers in Arlington, the District of Columbia, and elsewhere in the region. And people looking to reach Tysons for shopping and entertainment purposes now have an alternative to hopping in a car to get there.

Expanding travel options is one of the key goals outlined in the Regional Transportation Priorities Plan, approved in early 2014 by the Transportation Planning Board. “Having more transportation options to choose from makes it easier for people to find the travel mode that works best for them in meeting their daily needs,” the plan says. In particular, the plan focuses on strategies to expand options other than driving, especially transit, walking, and bicycling, to help move more people more efficiently.

The Priorities Plan also highlights the need to strengthen Activity Centers. “Strengthening these areas and connecting them with good transportation options bolsters the economy, allows us to grow and use land more wisely, and creates numerous opportunities to move more people and goods more efficiently,” the plan says.

The Silver Line has already begun to spur new growth in several Activity Centers, including Tysons Corner and Reston. And more is anticipated. Fairfax County envisions growing the population of Tysons from about 20,000 today to 100,000 by 2050, and doubling the number of jobs in the area to around 200,000.

With Metroway in place as thousands of new people and jobs move to the area, transit can be a viable travel option for more people from day one.

METROWAY, REGION'S FIRST BRT LINE, GETS START WITH TIGER HELP

The Washington region's first bus rapid transit line, known as Metroway, opened to passengers in Northern Virginia on August 24, 2014, with help in part from a federal TIGER grant received by the TPB.

The new BRT line was jointly conceived and built by the City of Alexandria and Arlington County. Metro operates the new line, which runs along the busy Route 1 corridor between the Braddock Road and Crystal City Metro stations. The new service features higher-capacity bus vehicles running at greater frequencies, including late at night and on weekends, partly in dedicated lanes separated from regular traffic by medians or on-road striping.



MWCOG

Able to bypass traffic back-ups along a portion of their route, Metroway vehicles can travel faster and maintain better ontime performance. Synchronized signals and other priority treatments in the corridor will also help speed Metroway vehicles, as will allowing passengers to pay before boarding and to board at all doors, like on rail transit, a feature which will come to Metroway in the near future.

While part of the Metroway project is being paid for with local or state tax revenues or by local developers, more than a third of the Alexandria portion of the route was funded with a federal grant awarded to the TPB in early 2010 under the Transportation Investment Generating Economic Recovery program, otherwise known as TIGER.



In all, the TPB received \$58.8 million in TIGER funds to pay for 16 projects throughout the region aimed at improving the reliability and convenience of bus transit. (See sidebar below and map on page 29 for more information.) About \$8.5 million was used to build Metroway’s dedicated bus-only lanes along Route 1 between East Glebe Road and Potomac Avenue.



Federal TIGER Funding Helping to Improve Reliability and Convenience of Bus Transit

In 2010, the TPB received \$58.8 million in federal funding to invest in new technologies and physical infrastructure improvements aimed at making bus transit in the Washington region more reliable and convenient. The improvements are focused on 13 key transit corridors connecting major residential, commercial, and employment centers. Improvements include:

- Dedicated bus-only lanes and queue jump lanes to help buses bypass traffic congestion
- Transit signal priority technology to help buses maintain on-time reliability
- Bus-tracking technology and real-time passenger information displays to make it easier for passengers to plan travel by bus
- Improved bus stops and stations to make bus transit safer, more comfortable, and easier to access
- New fuel-efficient express commuter buses to meet growing demand and improve the environment

The TPB applied for the funding in 2009, the first year of the US Department of Transportation’s Transportation Investment Generating Economic Recovery program, or TIGER. The competitive grant program was one of many funded by the American Recovery and Reinvestment Act of 2009 aimed at stimulating the economy and creating jobs.

In 2011, the TPB started distributing the funds to the transportation agencies responsible for implementing them—the Maryland Department of Transportation (MDOT), the District of Columbia Department of Transportation (DDOT), the Washington Metropolitan Area Transit Authority (WMATA), the Potomac and Rappahannock Transportation Commission (PRTC), and the City of Alexandria. (Find a map of all 16 TIGER-funded projects on page 29.)

The opening of Metroway marks a major “first” for the Washington region.



Plan. The plan calls for greater application of bus priority treatments on heavily traveled bus routes as well as new BRT and other cost-effective surface transit options to connect Activity Centers. Metroway connects three regional Activity Centers, one of which is Potomac Yard, previously an industrial rail yard. Today, residential and commercial redevelopment is booming, and a new Yellow Line Metro station is planned. With Metroway in place as thousands of new people and jobs move to the area, transit can be a viable travel option for more people from day one.

The benefits of Metroway reach far beyond Alexandria and Arlington, providing a first-in-the-region example of implementation of several key BRT features, including dedicated transitways and, eventually, offboard fare payment. The Maryland Transit Administration has selected BRT as the preferred alternative for the Corridor Cities Transitway (CCT), a planned transit connection between Rockville, Gaithersburg, and Clarksburg in Montgomery County, and could look to Metroway as a local example of BRT implementation. Officials in Montgomery County are also exploring the possibility of building a countywide BRT network, while state and local planners elsewhere in the region are evaluating BRT as an option in many other important transportation corridors.

The opening of Metroway marks a major “first” for the Washington region, providing new high-quality BRT service for thousands of travelers in Alexandria and Arlington, and setting the stage for wider implementation of BRT throughout the region.

Get more information about the region’s TIGER grant at www.mwcog.org/transportation/tiger.

TIGER PROJECTS to Improve Bus Transit in the Washington Region



Air Passenger Survey Shows Changing Airport Preferences

The Washington region is one of just a few metropolitan areas in the country where local air travelers have three major commercial service airports from which to choose when they fly.

In its latest survey of passengers using the three airports, carried out in Fall 2013, the TPB found that two of the airports, BWI Marshall Airport and Reagan National Airport, were gaining popularity over the region's biggest airport, Dulles International.

According to the survey, the biggest changes since the last survey in 2011 came in western Montgomery County, where travelers' preferences had shifted away from Dulles toward BWI. Changes also came in eastern Fairfax and southeastern Prince William counties, where travelers once favored Dulles but now tend to opt for Reagan National.

New ground transportation options that change how long it takes to get to the region's airports could explain some of the shifts, especially in western Montgomery County where a 2011 TPB study found that the Intercounty Connector has dramatically reduced travel times to BWI.

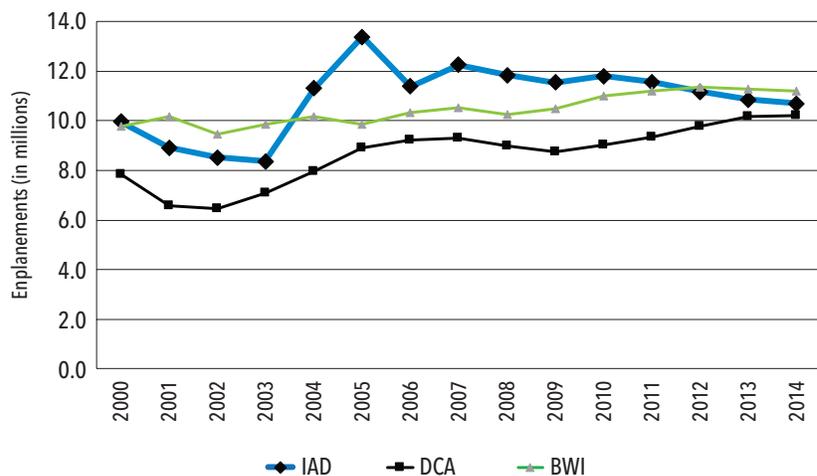
Changing flight options could also help explain the shifts. Relaxed federal restrictions and recent airline mergers have allowed more flights and new carriers at Reagan National,

which could make the airport more attractive for passengers traveling from southeastern Prince William County.

The 2013 survey also found that proximity is the top factor in choosing which airport to use. More than half of the nearly 25,000 travelers who participated in the survey said that their choice of which airport to use depended most on the proximity of the airport to their home, hotel, or place of business. That was followed by availability of certain flight options, including direct flights, flights to certain cities, and flights at convenient times, which was followed by ticket prices.

The survey findings highlight the important role that area highway and transit networks play in shaping airport use patterns. The TPB conducts the air passenger survey every two years to help airport officials and local, state, and regional planners understand what improvements need to be made to maximize the benefit the region's airports bring to the people who live and do business here.

REGIONAL AIR PASSENGER ENPLANEMENTS TREND (2000-2014) BY AIRPORT



In Brief

Pace of Bicycle and Pedestrian Planning, Implementation Picking Up



The pace of planning and implementing significant bicycle and pedestrian improvements in the Washington region has picked up in recent years, according to a major four-year update of the region's Bicycle and Pedestrian Plan, adopted by the TPB in early 2015.

The 200-plus-page document pulls together key regional metrics showing that construction of new infrastructure is up, that policies and planning efforts to promote bicycle and pedestrian improvements are now all but ubiquitous, and that more and more people in the region are using non-motorized transportation modes to meet their daily needs.

According to the plan, the region has added nearly 200 new miles of

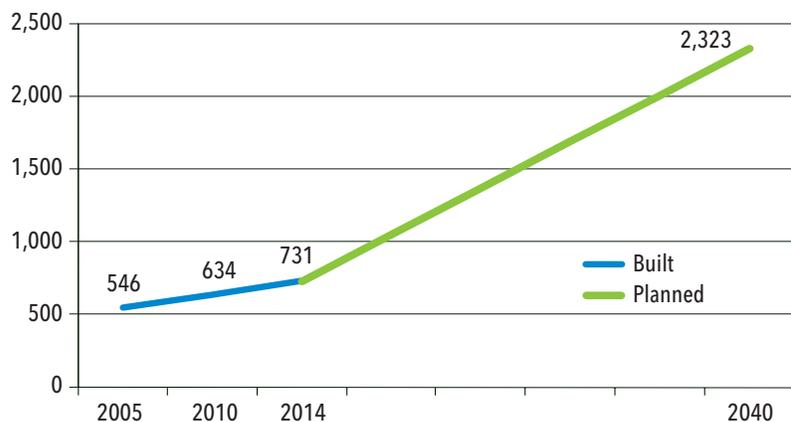
major bicycle lanes and shared-use paths since 2005, bringing the total to more than 700. An increasingly diverse and innovative array of facili-

ties, including protected bike lanes, secured bike parking, and the popular Capital Bikeshare system, are helping to make bicycling safer and more attractive to more people.

By 2040, the plan envisions an additional 1,600 miles of new or upgraded bicycle and pedestrian facilities, about 600 more than was envisioned in the last update to the plan in 2010.

In addition to actual infrastructure enhancements, the plan also points to a growing number of policies and planning efforts at the local, state, and regional levels that are helping to support increased implementation, including Complete Streets and Safe Routes to School policies, new bicycle and pedestrian master plans, and updated roadway and bikeway design

MILES OF MAJOR BIKE LANES AND SHARED-USE PATHS IN THE REGION



Bicycle and Pedestrian Planning, cont.

guides. The Regional Transportation Priorities Plan, adopted by the TPB in early 2014, is another example, calling for more bicycle and pedestrian infrastructure, especially as a way to improve access to transit stations and enhance circulation in regional Activity Centers. The planning and implementation efforts detailed in the Bicycle and Pedestrian Plan appear to be paying off. Since 2000, the share of area commuters who bike to work is up in every jurisdiction in the region, with Arlington, Alexandria, and the District of Columbia seeing the steepest increases. Bike commut-

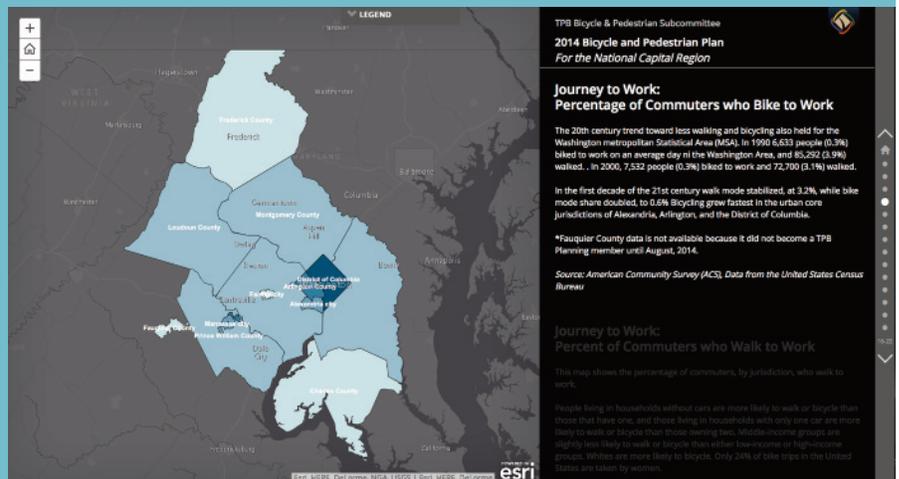
ing in the District more than tripled between 2000 and 2012.

The TPB updates the Bicycle and Pedestrian Plan every four years with the help of a subcommittee made up of local bicycle and pedestrian planners from around the region. The plan is meant to serve as a regional clearinghouse of information on key trends and best practices to help inform local planning and decision making. The plan also serves as a centralized source of information on major planned improvements in the region, including those for which funding has yet to be identified.



New Online Tool Helps Visualize Key Data from Updated Bicycle and Pedestrian Plan

A new feature of the 2014 Bicycle and Pedestrian Plan update is an online summary highlighting key data and metrics, maps of planned projects, links to additional outside resources, and an online access point for the database of all planned projects. The summary aims to make the plan more accessible for elected officials, local planning staff, and the interested public.



View the online summary of the 2014 Bicycle and Pedestrian Plan at www.mwcog.org/bikepedplan

In Brief

Area Community Leaders Gather to Learn About, Discuss Regional Transportation Decision-Making

In 2014, the TPB held two sessions of its Community Leadership Institute (CLI), a multi-day, workshop-style event developed in 2006 to help area community leaders better understand how transportation decisions are made in the Washington region and how they can become more involved in the decision-making process.

The event is geared specifically toward individuals who have been recognized as forces of change in their respective communities, including civic and homeowner associations, business and advocacy organizations, local citizen advisory boards, and staff of local elected officials. CLI aims to help participants connect the interests of their local communities with broader regional planning issues.

Over the course of both CLI sessions this year, participants engaged in numerous experiential learning activities and group discussions to share ideas and build a greater shared understanding of regional transportation issues.

The main interactive group activity in the program emphasized the crucial link between transportation and land use and highlights the challenge of accommodating future growth in the region given anticipated funding constraints.

In the first part of the exercise, groups each proposed on a map where to locate nearly 700,000 new households and more than 1.3 million



Find more information about the TPB's Community Leadership Institute at www.mwcog.org/CLI.

new jobs that are expected in the region by 2040, and what transportation improvements would need to be made to accommodate that new growth. Groups then confronted the region's funding challenges in the second part of the activity by adding up the costs of their proposed improvements and identifying sources of new funding to pay for them.

The activity provided an opportunity for participants to share knowledge and diverse perspectives from different parts of the region in developing a cohesive regional transportation and land use strategy.

Featured speakers were also part of the CLI program. Speakers shed light on their own experiences getting involved in transportation decision-making.

One of this year's CLI sessions featured 2014 TPB Chair Patrick Wojahn, who talked about how he became involved in the transportation decision-making process first as a city councilmember from College Park and later as a member of the TPB. In another session, 2014 TPB Vice-Chair Tim Lovain spoke about efforts in Alexandria to work with neighboring jurisdictions to expand transit options to include bus rapid transit (BRT) and streetcars.

Both sessions of CLI in 2014 were facilitated by Kathy Porter, a former mayor of the City of Takoma Park and a former TPB Chair. Porter currently serves on the Board of the Washington Metropolitan Area Transit Authority (WMATA), which operates the region's Metrorail and Metrobus system.

TPB Updates Human Service Transportation Coordination Plan, Selects Projects to Receive “Enhanced Mobility” Funding

The TPB in July 2014 approved the key elements of an update to the region’s Human Service Transportation Coordination Plan, which outlines strategies to address the specialized transportation needs of older adults and persons with limited mobility due to physical or mental disability.

Among other things, the plan update identified key unmet specialized transportation needs in the region, including greater coordination of specialized transportation services and programs within and across jurisdictions, more customer-focused services and more training for providers of specialized transportation, and improved information and marketing for specialized transportation services that already exist.

Adoption of the update paved the

way for the TPB to begin soliciting applications for funding under a new Federal Transit Administration (FTA) program known as “Enhanced Mobility of Seniors and Individuals with Disabilities.” In its solicitation, the TPB encouraged eligible transportation agencies, non-profit organizations, and private transportation providers to seek funding for initiatives that would be most responsive to the key needs identified in the plan. Examples of such initiatives included efforts to help people with limited mobility learn how to find and navigate the region’s transit system and programs to provide sensitivity and customer-service training to help taxi, bus, and paratransit drivers better serve passengers with specialized transportation needs.

In January 2015, the TPB approved 13 projects to receive approximately \$3.3 million in federal grant and local funding under Enhanced Mobility. The projects included a new multi-jurisdictional mobility management program led by Fairfax County and the purchase of new wheelchair-accessible taxicabs in the District of Columbia. (See sidebar on page 35 for full list.)

An independent selection panel made up of local transportation and human service agency representatives and others with national expertise in the field reviewed and scored grant applications based on their responsiveness to the selection criteria identified in the Coordinated Plan.

The TPB became responsible for selecting projects to receive funding under Enhanced Mobility after the governors of Maryland and Virginia and the mayor of the District of Columbia chose the TPB to be the “designated recipient” of the new federal funding. The TPB was responsible for administering funds under two previous federal programs that addressed the needs of persons with disabilities and individuals with low incomes.

In all, Enhanced Mobility makes approximately \$6.4 million in matching federal grant funds available to the Washington region through the end of 2015.



Plan Update Identifies Greatest Unmet Specialized Transportation Needs

The 2014 update of the region’s Coordinated Human Service Transportation Plan identified the region’s key unmet specialized transportation needs. The list of needs was used in selecting projects to receive funding under the new federal Enhanced Mobility of Seniors and Individuals with Disabilities program.

- Coordination of transportation services and programs within and across jurisdictions
- Customer-focused services and more training for transportation providers
- Improved information and marketing on existing services
- Improvements and connections to existing services
- Need for additional options and more funding



Projects Selected to Receive Federal “Enhanced Mobility” Funding

In January 2015, the TPB approved 13 projects to receive a total of \$3.3 million in federal and local matching grant funds under the federal Enhanced Mobility of Seniors and Individuals with Disabilities program. The projects were selected based in part on how well they address unmet regional needs identified in the 2014 update of the region’s Coordinated Human Service Transportation Plan.

Audio Maps of Key Metro Stations

Columbia Lighthouse for the Blind

Develop detailed narrative and audio mapping routes into and out of key Metro stations for use by persons with visual impairments.

Geographic Focus: Regional

Northern Virginia Mobility Access Project

Fairfax Co. Neighborhood and Community Services

Coordinate specialized transportation services in Northern Virginia, including training neighborhood groups on how to provide travel navigation support.

Geographic Focus: Arlington, Fairfax, and Loudoun counties, and the City of Alexandria

Expansion of Mobility Management Programs

Jewish Council for the Aging

Upgrade database of specialized transportation providers and hire a new bilingual mobility information specialist and additional staff to conduct travel trainings and outreach programs throughout the region.

Geographic Focus: Montgomery County, with some services available in Prince George’s, Fairfax, and Arlington counties, and the District of Columbia

Expansion of Mobility Management Programs

Montgomery Co. Dept. of Health and Human Services

Increase the visibility of existing specialized transportation resources through targeted outreach and marketing and enhance recruitment of volunteer drivers to supplement existing volunteer driver programs in the county.

Geographic Focus: Montgomery County

VEHICLE ACQUISITION/MAINTENANCE

Fairfax Co. Neighborhood and Community Services

Replace five existing FASTRAN vehicles used to transport seniors and persons with disabilities to adult day health care and senior centers.

Jewish Council for the Aging

Replace three existing vehicles and fund preventative maintenance of vehicles used to transport disabled seniors to community-based activities near where they live.



WMATA – LARRY LEVINE

Yellow Transportation, LLC

Purchase seven new wheelchair-accessible cabs to operate in the District of Columbia and fund necessary equipment upgrades, preventative maintenance, and driving training.

ECHOWorks (primarily serving Loudoun and Fairfax counties)

Replace two existing bus vehicles used to transport adults with developmental disabilities to sheltered workshop sites.

The Arc of Greater Prince William/ INSIGHT Inc.

Replace six vehicles and purchase one new one used to transport individuals with disabilities and participants in Arc’s vocational work and recreational programs. Fund preventative maintenance of vehicles and equip fleet with GPS navigation devices.

CHI Centers, Inc. (Montgomery County)

Replace two buses used to transport individuals with disabilities to adult day programs and small group recreation activities.

The Arc of Montgomery County

Replace three bus vehicles used to transport adults with intellectual disabilities to vocation and day services.

The Arc of Prince George’s County

Replace two vehicles and purchase one new one used to transport persons with disabilities to existing programming sites throughout the county.

Easter Seals DC/MD/VA

Purchase one new bus vehicle and fund preventative maintenance for vehicles used to transport seniors and adults with disabilities to Easter Seals Adult Day Services.

Fauquier County Becomes TPB's Newest Voting Member

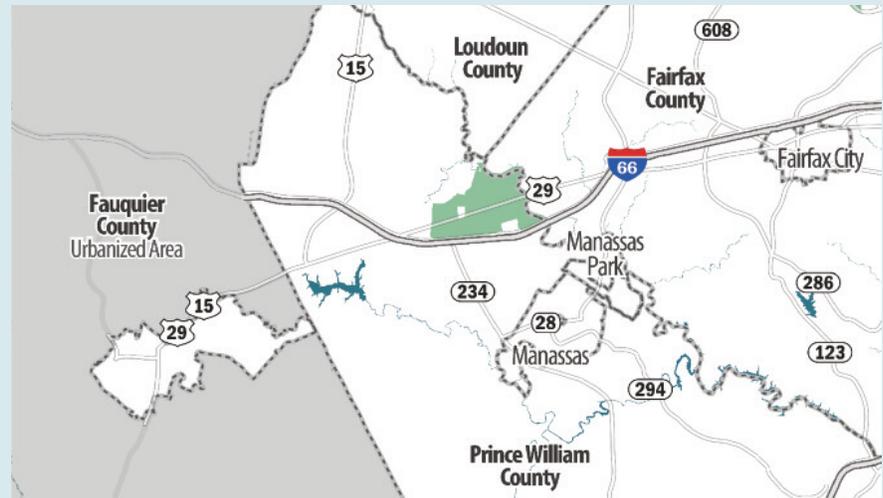
In 2014, the TPB welcomed Fauquier County, Virginia, as its newest voting member, now that a small portion of the county has been designated as part of the TPB's official planning area.

The new designation came as a result of the 2010 Census, which found that the Washington region's "urbanized area" had grown to include the Town of Warrenton and areas adjacent to Route 29 between Warrenton and the Prince William County line.

Federal rules governing metropolitan transportation planning require that certain planned transportation improvements in the newly designated area be considered by the TPB in its ongoing regional transportation planning process. Specifically, the rules say that any project deemed to be "regionally significant" for air quality purposes must be included in the region's Financially Constrained Long-Range Transportation Plan (CLRP), which the TPB is responsible for maintaining and updating.

The federal rules also stipulate that the 21,000 or so people living in the newly designated area be represented in the regional planning and decision-making process, which is why Fauquier County will now be able to send a voting representative to meetings of the TPB and its various committees and subcommittees.

PORTIONS OF FAUQUIER COUNTY ADDED TO THE TPB PLANNING AREA



Fauquier County's membership on the TPB brings more than new regional planning responsibilities. County representatives now have regular opportunities to engage with fellow planners and decision-makers from around the region to discuss and share best practices on a range of planning issues, from traffic safety to freight movement to meeting the mobility needs of seniors and people with disabilities.

Membership also gives the county access to a variety of resources to help support local planning and decision-making, including the results of a suite of TPB travel surveys and forecasts. The county can apply for regional funding to study and implement small-scale pedestrian, bicycle, and streetscape improvements. And it can take part in

regional programs like Commuter Connections, Bike to Work Day, and the twice-annual Street Smart pedestrian and bicycle safety campaign.

The last time the TPB expanded its membership to include a new local jurisdiction was 2005. At that time, Charles County, Maryland, officially joined the TPB to represent St. Charles, a portion of the county designated after the 2000 Census as part of the region's urbanized area.

Now, with Fauquier County, the TPB has 37 voting members representing 22 local jurisdictions throughout the Washington region. Another eight voting members represent the Virginia and Maryland state legislatures, the three state departments of transportation, and the Washington Metropolitan Area Transit Authority.

TPB Urges Action to Protect the Federal Highway Trust Fund From Insolvency

The TPB in 2014 urged the United States Congress to act immediately to replenish the federal Highway Trust Fund and to secure more reliable, long-term sources of revenue to support ongoing transportation investments into the future.

The letter came after federal officials said they expected that the fund, from which nearly all federal aid for road and transit projects flows, would become insolvent by the end of August 2014. That would have meant that states and localities would have to delay or halt projects already under construction or scheduled to begin soon.

The TPB conveyed its message in an official letter to members of Congress representing districts in the Washington region. The letter warned: "Agencies responsible for keeping our roadways and transit systems safe and in a state of good repair have programmed nearly \$2 billion in federal funding to spend on hundreds of improvements this year. Many of the projects address critical safety needs. Insolvency will put agencies in the impossible position of deciding which projects to keep funding and which to halt."

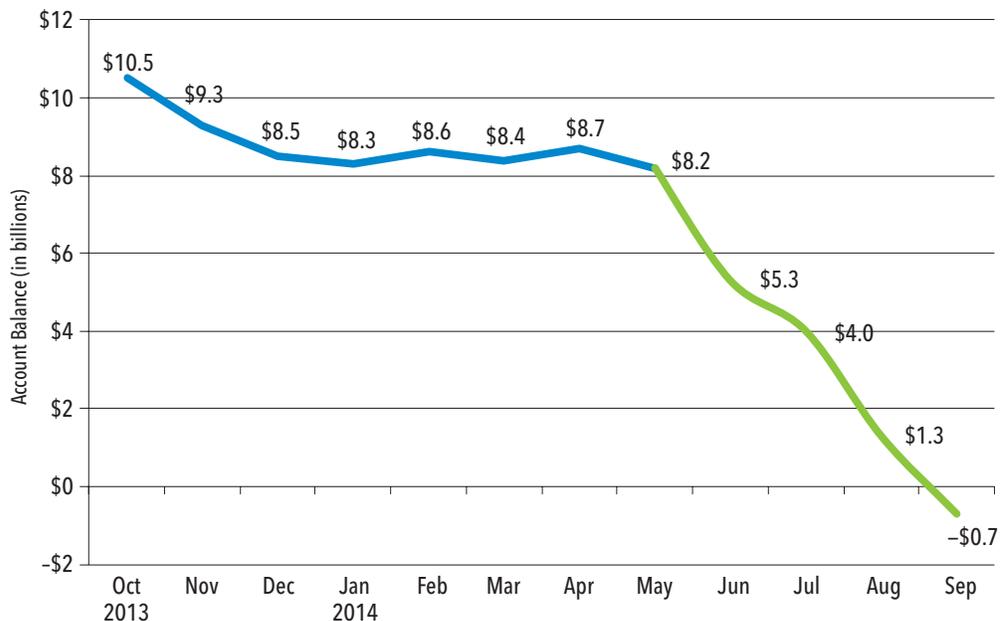
The letter said that such disruptions would threaten job growth and

economic recovery and make it harder to maintain mobility for the federal workforce and for the millions of people who visit the nation's capital each year.

States and localities across the country have long relied on federal funding to make major investments in transportation infrastructure to support economic growth and quality of life. The Washington region's Metro system and its Interstate highways, including critical bridge connections across the Potomac River, received significant financial support from the federal government.

FEDERAL HIGHWAY TRUST FUND EXPECTED TO BE INSOLVENT BY AUGUST 2014

— Account Balance (actual)
— Account Balance (projected)



In Brief

“Street Smart” Spreads Important Safety Messages for Area Motorists, Pedestrians, and Bicyclists

“Slow down and watch for pedestrians.”

“Use crosswalks. Wait for the walk signal.”

“Ride with traffic and stop at red lights.”

These are just some of the important safety messages that were spread via mass media to millions of Washington area motorists, pedestrians, and bicyclists during the TPB’s two Street Smart pedestrian and bicycle safety campaigns in 2014, one held in the spring and the other in the fall.

The campaigns were timed to occur around the beginning and end of Daylight Saving Time, when the time change leads to changes in traveler behavior. In the spring, longer days and warmer weather bring more people out on foot and bicycles, whether for their daily commute, to run errands, or for exercise or recreation. In the fall, as days grow shorter, more people are commuting home or running after-work errands in the dark. In both cases, the risk of collisions between motorists, pedestrians, and bicyclists goes up.

To reach travelers, the two Street Smart campaigns in 2014 used a combination of mass marketing strategies. The main element of the campaign was a series of outdoor



ads, primarily on bus shelters and the backs and sides of buses, calling on travelers to be on the lookout for one another and to take steps to reduce the likelihood of collisions. The ads featured images of individuals whose faces had been symbolically blemished by a tire tread to call attention to the dangers confronting pedestrians and bicyclists.

Safety messages were also broadcast on area radio and television stations and in numerous local newspapers. Street-level marketing teams wore posters, handed out safety tip cards, and engaged one-on-one with pedestrians and bicyclists. And ads on the tops of gasoline pumps, a component of the campaign added in 2013, aimed to reach motorists in parts of the region where the outdoor advertising on buses and bus shelters is less prevalent.

Stepped-up enforcement of traffic safety laws by local law enforcement personnel also complemented the

marketing efforts. Enhanced enforcement is usually focused in areas where pedestrians and bicyclists are at particular risk of

being involved in a collision, either because of a history of collisions in that area, or because high vehicular and pedestrian traffic volumes make collisions more likely.

The spring 2014 Street Smart campaign kicked off in Prince William County, Virginia, where local law enforcement personnel, elected leaders, and transportation officials gathered at the corner of Opitz Boulevard and Montgomery Avenue, just off Route 1. The Woodbridge intersection was the site of a November 2013 collision that took the life of a 59-year-old woman who was crossing in the crosswalk with a walk signal. The fall campaign kicked off at a fire station near Howard University in the District of Columbia.

Street Smart got its start 13 years ago as a cooperative effort by local, state, and federal agencies to reduce the number of pedestrian and bicyclist injuries and deaths in the Washington region.

Get more information about the TPB’s Street Smart campaign at BeStreetSmart.net.

In Brief

Projects Selected to Receive TLC Funding Will Help Advance Regional Priorities

In July 2014, the TPB approved nine small-scale planning studies and preliminary engineering projects to receive funding under its Transportation/Land-Use Connections (TLC) Program, many focused on improving pedestrian, bicycle, and transit connectivity between and within Activity Centers.

Such improvements are a cornerstone of the Regional Transportation Priorities Plan, approved by the TPB

in January 2014. The Priorities Plan aims to focus the region's transportation planning efforts on high-impact strategies for moving more people and goods more efficiently, especially those that make it possible to travel more places without a car and to do so using infrastructure that's largely already in place.

The TPB launched the TLC Program in 2007 as a way to help local jurisdictions in the region better

coordinate transportation and land-use planning. As of the end of 2014, the program had funded 74 studies or projects, with at least one in nearly each of the TPB's 22 member jurisdictions.

Projects Selected in 2014 to Receive TLC Funding

1 Creating Placemaking Non-Auto Infrastructure in the Life Sciences Center (Montgomery County)

Planning work to design and coordinate a new bicycle and pedestrian trail system to serve Montgomery County's new Life Sciences Center. The planned 3.5-mile trail system is expected to be an important way to promote greater use of bicycling and walking to reach destinations within the Life Sciences Center as well as to connect to the planned Corridor Cities Transitway (CCT).

2 Complete and Green Streets Policy and Implementation Study (College Park)

A planning study to prioritize and develop cost estimates for projects to implement the city's Complete and Green Streets policies, including reviewing existing plans and conditions, developing citywide strategies and priorities, and preparing a map depicting target areas for improvement.



TLC Funding, cont.

3 Central Avenue Connector Trail Implementation Study (Prince George's County)

A study of the feasibility of an east-west bicycle and pedestrian trail connecting four Blue Line Metro stations in Prince George's County: Capitol Heights, Addison Road, Morgan Boulevard, and Largo Town Center. The trail would improve bicycle and pedestrian access to existing transit stations, making it possible for more people to access transit, and to do so without a car. The improvements might also help support new residential and commercial development in the corridor.

4 Lee Highway Multimodal Needs Assessment (Arlington County)

Work to identify short-term improvements in the Lee Highway corridor between East Falls Church and Rosslyn. The corridor is the last mixed-use corridor in Arlington County that has not undergone a comprehensive planning effort. The project will allow the county to document existing conditions along the corridor and create an inventory of projects to be completed.

5 Old Lee Highway "Great Street" Multimodal Planning (City of Fairfax)

A study of potential transportation improvements to enhance connectivity between the City of

Fairfax and the Vienna Metro station. The study will focus on ways to make Old Lee Highway more welcoming to pedestrians, bicyclists, and transit users, both to improve connections to the Orange Line and to expand options for traveling between other destinations along the corridor.

6 Town of Upper Marlboro Bicycle and Pedestrian Study (Prince George's County)

A study to look at ways to improve bicycle and pedestrian infrastructure within the town of 600 or so residents. Each day, more than 5,000 people commute to Upper Marlboro to work at the Prince George's County government offices located there. This study will help develop a prioritized list of bicycle and pedestrian improvements that will make it easier and safer for people to get around without the use of a car

7 College of Southern Maryland, Hughesville Transportation Study (Charles County)

A study of ways to coordinate transit services operated by Charles, Calvert, and St. Mary's counties to serve a new campus of the College of Southern Maryland. The study examined the possibility of building a new transit center to further anchor transit as a travel option for reaching the rural campus.

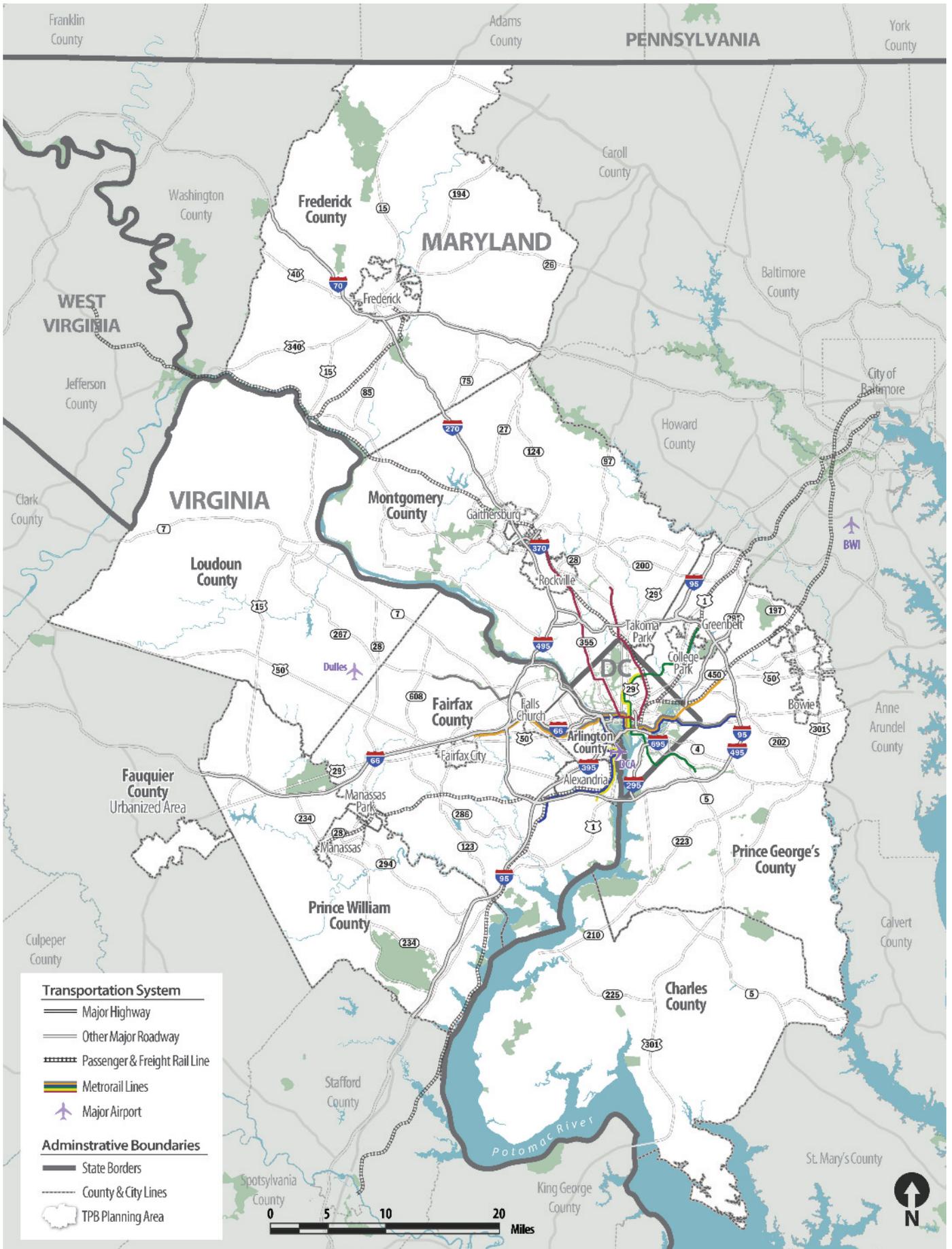
8 Connecticut Avenue/Forest Hills Paving Removal Strategy - 30% Design Project (District of Columbia)

Preliminary engineering work for a project to minimize stormwater runoff near the Van Ness-UDC Metro station by removing impervious roadway and sidewalk pavement with new pavement materials that allow water to seep into the ground beneath the paved surface. The improvements will make the area around the station more attractive and inviting for pedestrians and station users while helping to protect both the environment and existing underground infrastructure.

9 Sycamore Street Metro Station Area Complete Streets Design - 30% Design Project (Arlington County)

Preliminary design work to create a Complete Streets design that addresses safety, accessibility, and multimodal connections along North Sycamore Street to the East Falls Church Metro station, which is a new transfer point for Orange and Silver Line trains. The redesigned street will have improved connections for bicyclists and pedestrians, and provide a model for adapting suburban-style Metro stations to change in the system.

THE NATIONAL CAPITAL REGION



The urbanized area of Fauquier County joined the TPB in the summer of 2014. See story on p. 36 for more information.



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