



UPCOMING MEETINGS  
AND ITEMS OF  
INTEREST:

TPB Meeting,  
November 16

- Approval of the Air Quality Conformity Assessment for the 2011 Financially Constrained Long-Range Transportation Plan (CLRP)
- Approval of the 2011 CLRP
- Briefing on COG's Regional Incident Management and Response Action Plan

More information may be found at:  
[www.mwcog.org/transportation](http://www.mwcog.org/transportation)

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# TPB news

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Transportation  
Planning  
Board

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NOVEMBER 2011

## “STREAMLINED” ASPIRATIONS SCENARIO MORE COST-EFFECTIVE

At its October 19 meeting, the TPB was briefed on the results of a recent sensitivity test providing the congestion and travel behavior impacts of a new version of the CLRP Aspirations Scenario, which proposes a robust network of variably-priced toll lanes and high-quality bus rapid transit on major highway corridors in the region, and concentrated growth around transit stations.

The results of the test show that a “streamlined” version of the scenario requiring 30% less new roadway and interchange construction than the full scenario

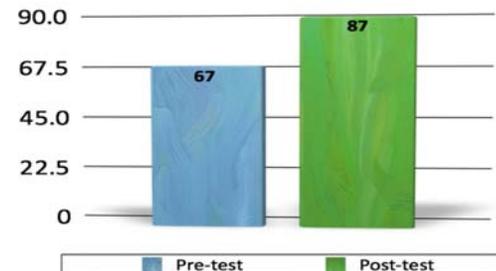
would achieve comparable travel-time savings for drivers and increases in transit ridership in the region. Vehicle-hours of delay for drivers would decrease by 11.4 percent compared to a “baseline” forecast for 2030, while transit trips would increase by 13.9 percent, bicycle and pedestrian trips would increase by 16.3 percent, and HOV-3+ trips would increase by 106 percent. The “baseline” forecast for 2030 includes all of the new highway and transit projects that are currently planned for the next 20 years and the official land activity projections for the region.

*(Continued on page 4)*

## STREET SMART CAMPAIGN SHOWS INCREASED DRIVER AWARENESS

On October 19, the TPB received a briefing on Street Smart, a semi-annual regional pedestrian and bicycle safety public information campaign. The analysis of the spring 2011 campaign demonstrated a clear increase in awareness of the regional campaign and its message promoting bicycle and pedestrian safety.

The information gathered in the pre- and post-campaign surveys of the spring 2011 campaign showed that there was great stability and sustained awareness of the messaging, indicating a mature program. The surveys measured basic campaign



The post survey showed a 30 percent net increase in campaign awareness (anyone who has seen/heard any single message at least once).

awareness, including anyone who has seen/heard any single message at least once. There was a clear 30 percent increase in awareness shown after the campaign.

*(Continued on page 5)*

# TPB APPROVES TIGER APPLICATION TO IMPROVE RAIL STATION ACCESS

On October 19, the TPB voted unanimously to approve a \$31 million application for the third round of the federal Transportation Investments Generating Economic Recovery (TIGER) program.

The application, "Multimodal Access Improvements for Rail Station Areas in the Washington Region," will make rail stations - Metrorail, commuter rail, and future streetcars - more accessible to pedestrians and bicyclists. The seven proposed projects focus on pedestrian, bicycle, and streetscape improvements to 16 rail station areas throughout the region in the District of Columbia, Maryland, and Virginia. The projects will leverage that rail station investment by making it easier for commuters to get to and use rail transit.

Eric Randall of TPB staff presented information about the projects to the board. He noted that barriers near the stations can often impede non-auto access to the stations. He said that "at the Forest Glen and Fort Totten stations, approximately one-third of the people parking live within one mile of the Metro station, and at West Hyattsville, over half of the people live within one mile of the Metro station."

Tom Harrington, Director of Long Range Planning at the Washington Metropolitan Area Transit Authority said that usage of Metro is dependent on people feeling that they can safely and easily get to the station. He said, "there are a lot of trips coming from short distances and Metro can't address those trips without working in partnership with the local jurisdictions. We're very excited about working with the TPB and local officials to improve multi-modal access to our Metro stations."

The proposal focuses on areas well-served by transit but underutilized in terms of housing and employment. They include existing suburban activity centers - such as the Pentagon-Crystal City Corridor in Arlington County - and potential housing and job centers on the eastern side of the region - such as New Carrollton in Prince George's County.

David Snyder of Falls Church commented on the strong cost-benefit ratio for these projects: "TPB members may not always agree on how to increase new capacity, but making better use of existing capacity is a very efficient way of improving transportation in our region and something we can all get behind."

Award notifications are expected to be announced by the U.S. Department of Transportation in February 2012. ♦

## FY 2011 TIGER:TPB Projects

### District of Columbia

Fort Totten / 1st Place-Galloway Road Access Improvement Project Cost: \$4.2 million

### Maryland

Montgomery County: Forest Glen Metro Access Project Cost: \$17.6 million

Prince George's County: Pedestrian Safety Measures for the New Carrollton Metrorail Station Cost: \$950,000

Prince George's County: West Hyattsville Metrorail Station Access Improvements Cost: \$710,000

City of Rockville: Safer Walkways to Transit: Twinbrook Metro Station Cost: \$500,000

### Virginia

Arlington County: Army Navy Drive Multimodal Access Improvement Project Cost: \$6.8 million

Virginia Railway Express (VRE): Bicycle Lockers at VRE Stations Cost: \$300,000

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## TPB SHIFTS FUNDING IN WORK PROGRAM

The TPB voted on October 19 to redistribute funding in the FY 2012 Unified Planning Work Program (UPWP) to account for the Regional Transportation Priorities Plan process, implementation of recommendations from the Federal Certification Review of the TPB, and changes in FY 2012 funding levels and FY 2010 unobligated funding.

As part of this action, \$100,000 was transferred from the general funding for the TPB Regional Transportation Priorities Plan to the Public Participation work activity to support outreach for the priorities plan and to implement enhanced outreach activities pursuant to the federal certification report recommendations.

Additional funding will be devoted to demonstrating how the TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) meet their TMA planning responsibilities under their 2004 agreement. Work activities under public participation, the Transportation

Improvement Program, and the financial plan will provide additional documentation on these activities. TPB staff will also address adaptation for climate change effects in work activities related to the Constrained Long-Range Plan and Management, Operations, and Intelligent Transportation Systems (MOITS) Planning. By June 30, 2012, TPB staff will produce a report documenting the implementation by TPB and FAMPO of the recommendations and corrective actions from the federal certification report.

The net result of the changes in FY 2012 funding from DDOT, MDOT, and VDOT and the unobligated FY 2010 funding was a reduction of \$245,000 for the FY 2012 TPB core work program. The differential was handled by shifting \$245,000 out of Models Development by deferring phase one of design work for an activity-based model (ABM). The TPB may consider restoring funding for the ABM in the FY 2013 UPWP. ♦

## UPCOMING NOVEMBER AGENDA ITEMS

The TPB's November 16 agenda is expected to include the following items:

- Appointment of Nominating Committee for Year 2012 TPB Officers.
- Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment for the 2011 Financially Constrained Long-Range Transportation Plan (CLRP) and for the 2011 CLRP.
- Approval of Air Quality Conformity Determination for the 2011 CLRP.
- Approval of the 2011 CLRP.
- Certification of the Urban Transportation Planning Process for the National Capital Region.
- Update on the Regional "Street Smart" Pedestrian and

Bicycle Safety Education Campaign.

- Briefing on COG's Regional Incident Management and Response (IMR) Action Plan.
- Briefing on the Composition of the Vehicle Fleet in the Washington Region in 2011.
- Status Report on the Development of Performance Measures for the TPB Regional Transportation Priorities Plan (RTPP).

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb). ♦

## FIND THE TPB ON FACEBOOK



Are you interested in getting up-to-date information about the TPB? Find us on Facebook! Search *National Capital Region Transportation Planning Board* and "Like" our page. You can find links to a variety of relevant information on regional transportation planning. ♦

### Bids and Solicitations

For current COG solicitations available for bids and proposals, please visit "Doing Business with COG:" [www.mwcog.org/doingbusiness/cogbid/](http://www.mwcog.org/doingbusiness/cogbid/) ♦

# CLRP ASPIRATIONS SCENARIO

*(Continued from page 1)*

The results of the “land-use only” sensitivity test, which assessed the impacts of concentrating growth around transit stations in the region in the absence of a network of variably-priced lanes and bus rapid transit, showed little change in VMT and congestion compared to the “baseline” forecast for 2030. However, this “land-use only” test showed all of the increases in bicycle and pedestrian trips and almost two-thirds of the increases in transit trips produced by the full and “streamlined” versions of the Aspirations Scenario.

TPB staff concluded that changes in land-use patterns alone could lead to significant increases in the number of trips made by transit or non-motorized modes compared to current forecasts. Adding the “streamlined” network of variably-priced lanes and high-quality bus rapid transit would help slow the dramatic increase in congestion that is expected in the region through 2030. The variably-priced lanes would also give drivers and transit riders alike a “congestion-free” travel option that would offer shorter and more predictable travel times.

## TPB Alphabet Soup

<b>AFA</b>	Access for All Committee
<b>ARRA</b>	American Recovery and Reinvestment Act of 2009
<b>CAC</b>	Citizen’s Advisory Committee
<b>CLRP</b>	Constrained Long-Range Transportation Plan
<b>COG</b>	Metropolitan Washington Council of Governments
<b>DDOT</b>	District Department of Transportation
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>MDOT</b>	Maryland Department of Transportation
<b>MPO</b>	Metropolitan Planning Organization
<b>NVTA</b>	Northern Virginia Transportation Authority
<b>TIP</b>	Transportation Improvement Program
<b>TLC</b>	Transportation/Land-Use Connections Program
<b>TPB</b>	Transportation Planning Board
<b>VDOT</b>	Virginia Department of Transportation
<b>WMATA</b>	Washington Metropolitan Area Transit Authority

Staff reported that in aggregate the tolls collected from the new variably-priced lanes and the fares collected on the new bus rapid transit system in the “streamlined” version would cover the cost of construction of the new lanes and implementation of the necessary tolling technology, as well as the purchase and operation of the fleet of new transit vehicles. This was an improvement over the full Aspirations Scenario, in which the tolls and fares only covered 80% of total costs.

The results of the latest sensitivity tests will be re-benchmarked against the 2011 CLRP once it is approved in November. The new benchmarking is expected to provide a more accurate assessment of the effects of the full, “streamlined”, and “land-use only” variations of the Aspirations Scenario for a horizon year of 2040. ♦

## OTHER OCTOBER AGENDA ITEMS

The TPB’s October 19 meeting also included the following items:

- Approval of Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2012 CLRP and the FY 2013-2018 TIP.
- Briefing on the Draft 2011 CLRP.

- Briefing on the Draft Air Quality Conformity Assessment of the 2011 CLRP.

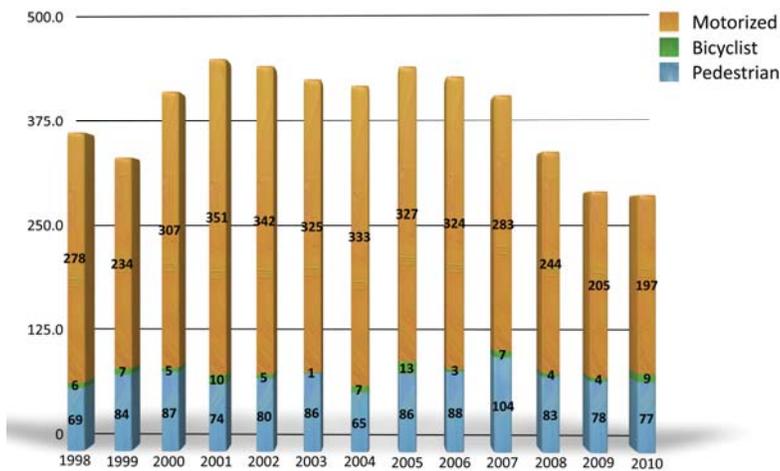
Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb). ♦

# STREET SMART CAMPAIGN

(Continued from page 1)

Motorized fatalities dropped from 324 in 2006 to 197 in 2010, more than a one third decline. The number of pedestrian and bicyclist fatalities remained essentially flat. As a result, pedestrians and bicyclists now account for 30 percent of the region’s traffic fatalities.

**Traffic Fatalities in the Washington Region, 1998 - 2010**



**Motorized fatalities dropped from 324 in 2006 to 197 in 2010. The number of pedestrian and bicyclist fatalities remained essentially flat.**

The TPB promotes a number of programs that support increased bicycle and pedestrian activities throughout the region, including Car Free Day, Bike to Work Day, and the technical assistance projects funded through Transportation/Land-Use Connections Program. While roadways must deliver safe and convenient transportation choices for all citizens, users of all modes need to be educated on the rules of the road and safe behaviors.

The current projected budget for FY 2012 is about \$630,000, as compared to \$597,800 for FY 2011. The TPB has raised sufficient funds to sponsor both a fall 2011 and a spring 2012 campaign at a sustained level. TPB member governments have pledged \$46,000 in local government funding, compared to \$37,800 in FY 2011. Loudoun County contributed for the first time. Then Washington Metropolitan Area Transportation Authority (WMATA) has renewed its contribution of \$150,000. Federal funding from the District and the states is expected to be \$436,000 in FY 2012, up from \$410,000 in FY 2011.

Some TPB members were hesitant to support the use of limited local funding for the Street Smart program, questioning the cost-effectiveness of the program in achieving its goals. However, David Snyder of Falls Church said this kind of regional safety program is important and appropriate for the TPB to be supporting.

He suggested that staff increase outreach to the private sector to help achieve more funding for the program.

A fall 2011 wave is scheduled for November 6 to December 3. It will use the theme and materials from the spring 2011 campaign. The press event will take place in Montgomery County on November 14. A second media wave will take place in spring 2012, with a new theme and materials to convey a fresh message.

The Street Smart media pedestrian campaign supports state and local law enforcement, engineering and community design, and school-based safety education. Reducing pedestrian deaths and injuries requires sustained efforts at all levels. For more information, visit [www.beststreetsmart.net](http://www.beststreetsmart.net). ♦

## Street Smart Campaign Goals:

1. **Reduce** the number of pedestrian and cyclist injuries and deaths across the greater Washington metropolitan area.
2. **Educate** drivers, pedestrians, and bicyclists about safe usage of roadways.
3. **Increase** enforcement of pedestrian and bicycle traffic safety laws – and make drivers, pedestrians and cyclists aware of enforcement.
4. **Build** on awareness of pedestrian/bicycle traffic safety issues that have been established in prior campaigns in order to change behaviors.
5. **Develop** a program that can be easily replicated by other localities that want to decrease pedestrian and bicycle injuries and fatalities.

**“We need to think about the Street Smart Program as a core part of what we do, and we need to have a regular funding stream for it.” ~ TPB Chair Muriel Bowser**



# CALENDAR OF EVENTS

All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., N.E. (Enter from 1st St., N.E.).

## November 2011

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 9 Bike to Work Day Steering Committee (10 am)
- 10 Human Service Transportation Coordination Task Force (noon)
- 10 Freight Subcommittee (1 pm)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Transportation Planning Board (noon)**
- 17 Aviation Technical Subcommittee (10:30 am)
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)

## December 2011

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 8 Human Service Transportation Coordination Task Force (noon)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Regional Taxicab Regulators Task Force (1 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Commuter Connections Ridematching Committee (10 am)
- 20 Regional TDM Marketing Group (noon)
- 21 Transportation Planning Board (noon)**

## January 2012

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 11 Bike to Work Day Steering Committee (10 am)
- 12 Freight Subcommittee (1 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 19 Aviation Technical Subcommittee (10:30 am)
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 26 TPB Access for All Advisory Committee (noon)



Dates and times subject to change.  
Please visit our website at  
[www.mwcog.org](http://www.mwcog.org)  
for up-to-date information.

This document is available in alternative formats upon request. Please contact Sarah Crawford at [scrawford@mwcog.org](mailto:scrawford@mwcog.org), (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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