

Long-Range Plan Update Moving Forward

Several new transportation projects in the District of Columbia totalling more than \$1 billion have cleared a key hurdle in the regional transportation planning process.

On April 19, the Transportation Planning Board voted to include the new project submissions in the regionwide package of future projects that will be analyzed for air quality



DC Office of Planning

A District of Columbia project will transform South Capitol Street from an urban highway to a grand, six-lane boulevard.

impacts as part of this year's update to the region's Constrained Long-Range Transportation Plan (CLRP) and the fiscal year 2007-2012 Transportation Improvement Program (TIP). The air quality analysis is necessary for the TPB to determine whether the CLRP and TIP will be in conformity with the regional air quality

See **Long-Range Plan** on page 2

Connecting Local Leaders with Regional Issues

"Think regionally, act locally." That was a theme of the TPB's first Community Leadership Institute on April 26 and 29.

At this two-day pilot workshop, community activists discussed

how regional transportation challenges have a powerful influence on many of the local issues they care about. And they learned how they can get involved more effectively in transportation decision making.

"Thank you for reaching out to us and empowering us for action!" said one participant in



Community leaders from throughout the Washington region had an opportunity to discuss how regional challenges affect their local interests.

May 19 is Bike to Work Day



WABA

Bike to Work Day is an annual celebration of bicycling as a clean, fun and healthy way to get to work. The event is cosponsored by the TPB's Commuter Connections program and the Washington Area Bicyclist Association, along with numerous public and private sector partners. Sign up at www.waba.org.

See **Community Leadership** on page 6

TPB May Agenda

The TPB's May agenda will include:

- *Approval of amendments to the FY 2006-2011 Transportation Improvement Program (TIP) to modify funding for 15 highway projects in suburban Maryland.* These amendments reflect new funding authorized in last year's federal transportation legislation.
- *Report on the TPB Community Leadership Institute.* See story on page 1.
- *Report on Improving MetroAccess Service for People with Disabilities.* The board will be briefed on a report developed by a WMATA ad-hoc committee on MetroAccess.
- *Update on transportation-land use incentive programs.* The TPB will continue the discussion that began in April on transportation-land use incentive programs in other metropolitan areas, and on some alternative approaches for strengthening transportation-land use linkages.
- *Update on air quality planning activities.* Ongoing activities include: applying a Vehicle Registration Number (VIN) decoder to July 1,

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2005 vehicle registration data; comparison of "monthly vs. seasonal" emissions estimates; new land use inputs; and implementing the "8-hour" ozone standard.

- *Update on the financial analysis for the 2006 Constrained Long-Range Plan (CLRP).* According to federal law, a key element of this year's CLRP update is a financial analysis. ■

Long-Range Plan *continued from page 1*

improvement goals that are established in the regional air quality improvement plan. Any time the CLRP and TIP are changed, the TPB must first approve an air quality conformity determination.

The air quality conformity analysis includes the projects that were in last year's CLRP and TIP along with the changes proposed for this year.

Five new projects were submitted for this year's long-range plan update. The three D.C.

projects are all linked to the Anacostia Waterfront Initiative. They include a new Frederick Douglas Memorial Bridge, new 11th Street Bridges, the first phase of a light rail project in Anacostia and the transformation of South Capitol Street from an urban highway to a grand, six-lane boulevard.

Two other major projects were submitted for inclusion in the air quality analysis: upgrades to VA 28 at the I-66 Interchange in Fairfax County and the widening of MD 201 (Kenilworth Avenue) between River Road and Pontiac Street in Prince George's County.

The TPB is scheduled to vote in October of this year on the updated CLRP and TIP.

For more information on this year's CLRP projects, go to www.mwcog.org/regionaltransportationplan. ■

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Addressing Land-Use/ Transportation Challenges

How can the TPB move beyond the stage of identifying transportation and regional land use challenges, and actually begin implementing transportation-related programs and projects that help address those challenges? TPB Chairman Michael Knapp has asked staff to look into this question.

At the April 19 TPB meeting, Ron Kirby, Director of Transportation Planning, presented the Board with the results of preliminary research into how agencies like the TPB in other parts of the country have sought to link regional transportation and land use planning processes.

Chairman Knapp and other TPB members have expressed interest in establishing a program that would provide a model for how the region can better address land use challenges, especially those identified in the TPB's scenario study—known as the Regional Mobility and Accessibility Study (RMAS). These land use concerns include encouraging growth on the eastern side of the metropolitan area, targeting existing or future job centers as sites for residential development (improving the geographic balance of employment and residential centers), and focusing both residential and employment growth near transit stations.

Based on projections contained in the RMAS report, success in meeting these land use challenges would likely aid the TPB in achieving its goal of reducing traffic congestion. Is it possible to further such goals by identifying smaller scale transportation projects with a strong connection to land use challenges, and allocating a relatively small amount of transportation funding to help implement such projects?

Other agencies across the nation, which are classified as Metropolitan Planning Organizations (MPOs) like the TPB, have established programs to target localized implementation of transportation projects that help achieve regional land use goals.

Since 1997, the Metropolitan Transportation Commission, the MPO serving the San Francisco Bay Area, has sub-allocated a portion of federal

transportation dollars toward an initiative called Transportation for Livable Communities. The program funds activities such as bicycle/pedestrian circulation plans for transit station areas, and design of specific infrastructure improvements that facilitate greater urban densities and alternative travel modes, like bus stop enhancements or new bike lanes. While the program initially funded only planning activities, it included capital grants starting in 1998, and currently has an annual budget of nearly \$30 million for capital projects chosen by the program's special selection committee.

The Atlanta Regional Council began a similar program in 1999, funding planning activities in specific areas within the region selected on the basis of regional land use goals. Corresponding capital projects also receive special treatment in the project prioritization process.

Among the metropolitan areas that have such programs, the Philadelphia region is perhaps the most comparable to Washington in size and the fact that it has a multi-state MPO, including Pennsylvania and New Jersey. The Philadelphia MPO allocates funds to planning projects in each state. Recipient municipalities must meet certain criteria demonstrating a need for community development.



The Metropolitan Transportation Commission in the San Francisco Bay Area provided \$35,000 in planning grants and \$2 million in capital funding for the Fruitvale Community Plaza and street redesign.

See **Land-Use/Transportation** on page 6

Land Use/ Transportation

continued from page 3

While the focus and the exact methods vary among the programs, all of the regions studied shared one common goal—directing a subset of funds to encourage transportation projects that further specific *land use* goals. Those goals include concentrating development near transit stations, facilitating greater densities of jobs and housing, and revitalizing areas that are under-developed in relation to the capacity of their existing transportation infrastructure.

These programs represent a relatively new strategy among MPOs nationwide, and consequently their role in the larger challenge of attaining regional transportation and land use goals is difficult to gauge. More than one program has altered its selection process to address the concern that money was going to inconsequential projects with little impact.

In the coming weeks TPB staff will continue to analyze the experiences of other MPOs that have undertaken programs linking transportation project selection with land use goals. In addition, research will focus on the need for such a program in the Washington region, looking at what incentive programs are already in place at the state and local levels. Staff will also research past projects that have linked transportation and land use goals, such as the many transit-oriented developments in various stages of completion in the region.

For more information, go to www.mwcog.org/transportation/tpb/ and see the presentation under Item 15 for the April 19 meeting (“Status Report on the 2006 CLRP”). ■



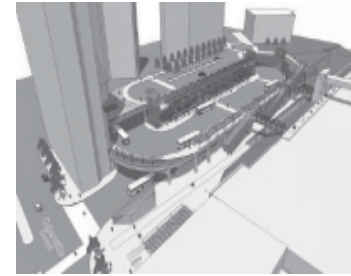
DVRPC

The Delaware Valley Regional Planning Commission in the Philadelphia region provided \$60,000 for a planning study to improve this transit station area in Collingswood, New Jersey. The total study cost was \$110,000.

Other April Agenda Items

The TPB April agenda also included the following items:

- Approval of *amendments to the FY 2006-2011 Transportation Improvement Program (TIP)* to reflect increased funding or modified funding arrangements provided by the 2005 federal surface transportation bill – known as SAFETEA-LU. The April TIP amendments did the following:
 - Modified funding for 11 transit, commuter rail and ridesharing programs in suburban Maryland, as requested by MDOT.
 - Modified funding and the construction schedule for widening I-66 between US 29 and VA 234 in Prince William County, as requested by VDOT.
- Approval of the *scope of work for the air quality conformity assessment* for the 2006 CLRP and FY 2007-2012 TIP. Federal law requires the TPB to approve an air quality conformity assessment before the CLRP and TIP can be approved.
- Approval of FY 2007 *Commuter Connections Work Program*.
- Approval of Regional *Bike to Work Day 2006* Proclamation.
- Notice of *proposed amendments to the FY2006-2011 TIP* to modify funding for 15 highway projects in suburban Maryland, as requested by MDOT. ■



Parson, Brinkerhoff, Quade, Douglas, Inc.,
Zimmer, Gunsul, Frasca Partnership

The Silver Spring Transit Center was among the projects whose funding was expedited by last year's federal surface transportation bill.



The TPB approved a proclamation for Bike to Work Day 2006. Pictured, left to right: Nick Ramfos, TPB staff; TPB Chairman Michael Knapp; and Eric Gilliland, executive director of the Washington Area Bicyclist Association.

TPB Gets Federal Certification

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly certified that the TPB's planning process complies with federal standards for metropolitan transportation planning.

The federal certification review was conducted as part of a mandatory periodic evaluation that concluded in March. Sandra Jackson of FHWA, who is also a member of the TPB, presented the final report of the certification team at the April TPB meeting.

"I think the recommendations in the review were good," said Ron Kirby, Director of Transportation Planning. "Many of them called for a more explicit description of our activities. That's something we are already in the process of doing."

The review process focuses on compliance with federal regulations, and also considers the unique challenges present in a particular metropolitan area. The evaluation entailed a review of written planning products such as the TPB's Constrained Long Range Plan, along with a site visit that took place last September and included meetings with various TPB staff members, as well as the Access for All Advisory Committee and the Citizens Advisory Committee. Formerly on a three-year cycle, the newest federal standards mandate a certification review every four years.

The final report, dated March 16, lists nine points of commendation for the TPB planning process. The certification review also detailed sixteen different areas of recommended improvement.

Commendations of the TPB included praise of the work that has already been done in using innovative modeling and visioning strategies, and engaging various transportation stakeholders in planning processes including low-income, minority and disabled populations. The report also commended the TPB "for the amount and quality of information available to the public through the TPB's web site and publications." The report recommended an expansion of such communication. The evaluation

team also recognized the efforts the TPB has made to link transportation and land use decisions, while calling for more of the same in the future.

Many of the report's recommendations are focused on achieving greater transparency in the planning process and more effective communication of planning goals and products to the public. Others call for formalizing existing intra-agency relationships in the region.

Following Jackson's presentation, TPB member Chris Zimmerman highlighted the suggestion "that we ought to be doing more coordination in our TPB planning process with the local jurisdictions on land use. That is in fact probably the most important thing we can do to deal with the challenges for which this body exists."

Jackson was generally positive in summarizing the certification report, emphasizing that unlike several other metropolitan planning organizations that recently have been through the evaluation process, the TPB was not cited for any deficiencies for which correction would be a condition for continued federal funding. "This was, in fact, one of the good ones," Jackson said.

For more information, go to www.mwcog.org/transportation/tpb/ and see the information under Item 13 for the April 19 meeting. ■

TPB Alphabet Soup

CAC	- Citizens Advisory Committee
CLRP	- Constrained Long-Range Plan
COG	- Metropolitan Washington Council of Governments
DDOT	- District Department of Transportation
FHWA	- Federal Highway Administration
FTA	- Federal Transit Administration
MDOT	- Maryland Department of Transportation
TIP	- Transportation Improvement Program
TPB	- Transportation Planning Board
VDOT	- Virginia Department of Transportation
WMATA	- Washington Metropolitan Area Transit Authority

Community Leaders *continued from page 1*

her evaluation form at the conclusion of the Institute.

Former TPB Chairman Peter Shapiro helped conceive the Institute and facilitated the sessions. Mr. Shapiro is currently a senior fellow at the University of Maryland's Burns Academy of Leadership.

The 21 participants at the Institute represented organizations that have been recognized as forces for change in their communities, including civic groups, homeowners associations, business organizations and local citizen advisory boards.

Over the course of two days, participants learned about how, where and when transportation decisions are made in the Washington region. The curriculum included information about the various planning processes at the state, regional and local levels.

The course used case studies to emphasize key themes for successful involvement in decision-making, including the need to get active as early as possible in the planning process. Although the curriculum provided basic facts on planning procedures, discussion focused on the fact that successful community involvement is not formulaic. Rather, projects often are propelled forward or stalled by unique factors, including funding availability and political circumstances. Successful community leaders know how to influence decisions at the right place and the right time.

Participants also discussed how their local



Participants worked on a transportation/land use game that looked at the same regional challenges as the TPB's scenario study.

interests are linked to the regional planning issues facing the TPB. Information about key regional transportation challenges were woven into the curriculum, including the need for improved coordination between transportation and land use, and the regional transportation funding shortfall.

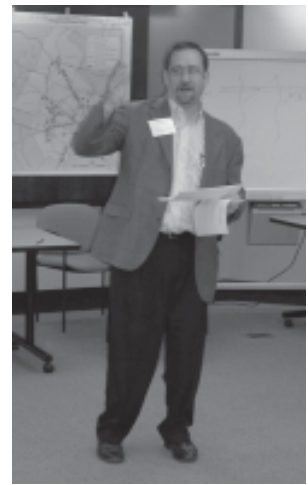
To illustrate the importance of the transportation/land use connection, participants played a tabletop exercise in which they developed scenarios to address key regional challenges, including the east/west regional economic divide and the fact that people are living farther and farther away from their jobs. After the group exercise, TPB staff gave a presentation on the transportation and land use scenarios that the TPB is currently analyzing in the Regional Mobility and Accessibility Study.

The TPB contracted with two consultants to provide support for the Institute—the Academy for Leadership Foundation, led by Peter Shapiro, and Fitzgerald & Halliday.

Using interactive learning methods, the curriculum was designed to avoid overwhelming participants with information and data. Rather, a key goal of the Institute was to get participants engaged and empowered. “There was a lot of info covered in a few hours but it didn't come across as information overload,” said one participant.

The program was designed to be replicable. TPB staff plans to repeat the Institute next year, if not sooner. In addition, staff will determine whether the materials and curriculum from the Institute can be used in other formats—for example, in one-day workshops, in shorter presentations or in publications.

To see the presentations and other information from the Community Leadership Institute, go to www.mwco.org/transportation/activities/cli . ■



Peter Shapiro, former TPB chair, facilitated the Community Leadership Institute.

Long-Range Plan Project Submissions

The TPB approved the following new, significant projects for inclusion in the Constrained Long-Range Plan (CLRP) air quality analysis.

Projects Proposed for Construction

1. South Capitol St. Corridor with Frederick Douglass Memorial Bridge Improvements

Between Independence Ave. & MLK, Jr. Blvd.
Convert South Capitol Street from an urban highway to a grand six-lane boulevard. Construct a newly aligned, six-lane Frederick Douglass Bridge.
Length: 3.5 miles **Cost:** \$625 million
Completion: 2015.

2. 11th St. Bridges & Interchange Reconstruction

Between the Anacostia Freeway & Southeast Freeway
Replace and reconfigure the 11th Street Bridges. One bridge would be limited to freeway traffic, carrying four lanes in each direction. The second bridge would carry local traffic on two lanes in each direction. New ramps east of the river would connect both directions of the Anacostia Freeway with each span. **Length:** 1 mile
Cost: \$377 million **Completion:** 2011.

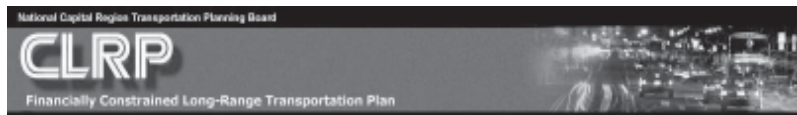
3. Anacostia Streetcar Project

Phase I: *From Firth Sterling & South Capitol St. to Howard Rd. & MLK, Jr. Ave.*
Build the first phase of the streetcar line. This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP. The new project contains four phases, but only the first phase is included for construction in the 2006 CLRP. **Length:** Approximately ½ mile (Phase I only)
Cost: \$21 million **Completion:** 2007.

4. Upgrade VA 28 at I-66 Interchange

Between VA 28/I-66 Interchange & Braddock/Walney Roads
Eliminate turn movements and implement signal timing/phasing changes near the interchange of VA 28 and I-66 at three locations. **Length:** Operational improvements within a half-mile area.
Cost: \$750,000 **Completion:** 2008.

New CLRP Website



For a one-stop-shop on the TPB's Constrained Long-Range Plan, go to www.mwcog.org/regionaltransportationplan.

You can find information about the major projects already in the plan (approximately 130 projects, plus studies), background and federal requirements on the plan, future travel conditions under the plan, and opportunities for comment.

5. Widen MD 201, Kenilworth Avenue

Between River Road and Pontiac Street
Widen Kenilworth Avenue from 4 to 6 lanes in the vicinity of Greenbelt Park. **Length:** 2 miles
Cost: \$3 million **Completion:** 2010.

Proposed New Studies

S1. Anacostia Streetcar Project (Phases II-IV)

Phase II: *Firth Sterling & South Capitol Street to Malcolm X Avenue*

Phase III: *Howard Road and MLK, Jr., Avenue to Good Hope Road and Minnesota Avenue*

Phase IV: *MLK, Jr. Avenue over the 11th Street Bridge on M Street, SE to South Capitol Street.*

Phases II-IV of this project are included for study in the 2006 CLRP, while Phase I is included for construction. This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP. **Length:** Approximately 4 miles (all four phases, including half-mile in Phase I) **Completion:** 2011
Cost: \$3 million.

S2. Study Proposal to Build and Operate HOV/HOT Lanes on I-95/I-395

Between the District of Columbia line and the I-95 Massaponax exit in Spotsylvania County

The CLRP already includes the extension of HOV lanes from Quantico Creek to the Stafford County line and the re-striping to 3 lanes of existing HOV lanes from the D.C. line to Quantico Creek. The proposed change for the 2006 CLRP would provide for the development of environmental documents, consistent with federal (NEPA) and state requirements, for a proposal to build high occupancy/toll (HOT) lanes proposed by the private sector under Virginia's Public/Private Transportation Act (PPTA). **Length:** 47 miles **Completion:** 2007
Cost: \$380,000. ■

Calendar of Events

Dates and times subject to change. 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., NE (Enter from 1st Street).

May 2006

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 17th Annual Public Transit Forum (11 am - 1:30 pm)
- 10 Bike To Work Day Steering Committee (10 am)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Commuter Connections Subcommittee (noon)
- 16 Bicycle and Pedestrian Subcommittee (1 pm)
- 17 Transportation Planning Board (noon)**
- 19 Travel Forecasting Subcommittee (9:30 am)
- 19 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 23 Travel Management Subcommittee (9 am)
- 25 Aviation Technical Subcommittee (10:30 am)
- 25 TPB Access for All Advisory Committee (noon)

June 2006

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 6 Regional Transportation Demand Management (TDM) Marketing Group (10 am)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 16 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 20 Commuter Connections Center Subcommittee (10 am)
- 20 Transportation Management Association (TMA) Advisory Group (noon)
- 21 Transportation Planning Board (noon)**
- 27 Travel Management Subcommittee

July 2006

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 13 TPB Citizens Advisory Committee (6 pm)
- 14 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 18 Employer Outreach Committee (10 am)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle and Pedestrian Subcommittee (1 pm)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Travel Management Subcommittee (9 am)
- 27 Aviation Technical Subcommittee (10:30 am)
- 27 TPB Access for All Advisory Committee (noon)

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