



TPBnews

A Publication of the National Capital Region Transportation Planning Board

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TPB APPROVES 2013 CLRP UPDATE

At its July 17 meeting, the Transportation Planning Board (TPB) approved the addition of 20 major roadway or bicycle and pedestrian projects in Virginia and the District of Columbia to the region's constrained long-range transportation plan, or CLRP.

Almost all of the major new projects in Virginia involve building new roads, widening existing ones, or otherwise adding roadway capacity, while those in the District are mainly lane-reduction or reconfiguration projects.

In Virginia, the plan updates include widening portions of Leesburg Pike, Jefferson Davis Highway, the I-495 Express Lanes on the Capital Beltway, and I-395. The updates also include new on- and off-ramps on the Dulles Toll Road near Tysons Corner and Leesburg, and at the Capital Beltway, as well as a study of a new bypass of Manassas between VA 234 and I-66.

Most of the projects in the District would remove one travel lane in either direction from roads that currently have a total of four or six lanes. In most cases, the reductions are designed to make it safer and easier for bicyclists and pedestrians to travel along the route, usually by slowing traffic to a safer speed. The District's proposed updates also included changes to three bike-lane projects already in the CLRP.

Not all of the proposed additions and changes to the plan received full and final TPB approval, however.

Plans for two significant projects, both proposed by the Virginia Department of Transportation, will require further work before the transportation agency can allocate specific funding for the projects or move forward to construction.

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CAR FREE DAYS TO BE HELD SEPTEMBER 20-22

At the July 17 TPB meeting, Chairman Scott York signed a proclamation designating September 20-22, 2013 as Car Free Days throughout the Washington metropolitan region.

Car Free Days, hosted by TPB's Commuter Connections Program – a regional network of transportation organizations that provides information on a wide variety of options for commuters – invites Washington region citizens to pledge to get around without a car, and instead use transit, bicycle, carpool, or walk.

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Upcoming meetings and items of interest:

TPB Meeting: September 18, 2013

- Update on the Final Report "What Do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington"
- Briefing on Regional Highlighted Freight Projects

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EIGHTH ROUND OF TLC PROJECTS TO START

At its meeting on July 17, the TPB approved nine projects to receive \$380,000 in technical assistance as part of the FY 2014 Transportation/Land-Use Connections (TLC) Program. The TPB began funding technical assistance projects through the TLC Program in 2007 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level.

The FY 2014 project solicitation opened on March 8 and closed on May 15. TPB staff held an application workshop on March 15. In June, the TLC Selection Panel met to review the applications and develop a list of TLC technical assistance recipients recommended for funding. The review committee is chaired by Julia Koster, TPB member representing the National Capital Planning Commission.

In FY 2012, the TLC Program grew to include a new initiative: the Regional Peer Exchange Network (RPEN). The goal of the RPEN is to

provide a variety of opportunities and media through which to communicate information and best practices on TLC topics.

The TPB has hosted three RPEN events, including a kickoff networking event in September 2011, and two webinars. The first webinar, held in February 2012, explored the Development Potential of Commuter Rail Station Areas in February 2012. The second webinar focused on Mobility Hubs for Tysons Corner Metrorail Stations, and occurred in July 2013.

By the end of FY2013, the TPB had completed 65 technical assistance projects totaling \$2,050,000. Funding is provided by the TPB, with an annual allocation from MDOT since FY 2009, and a grant from VDOT in FY 2007. The TPB will conduct an evaluation of the TLC Program in FY 2014 to assess the impact of the program and provide ideas for improving technical assistance in the future. For more information about the TLC Program, please visit www.mwcog.org/tlc. ♦

FY 2014 TLC Projects

District of Columbia

Parking Demand Research (\$60,000) The DC Office of Planning requested technical assistance for data collection on parking demand at multi-family residential buildings throughout the District. The Office of Planning will contribute an additional \$100,000 to review variables associated with the parking data and analyze the factors that contribute to parking demand.

Sustainable DC: Healthy by Design Standards for Affordable Housing (\$30,000) The DC Office of Planning requested the development of design standards for 'Healthy by Design' style site design for affordable housing in conjunction with the District's Sustainable DC Plan.

Maryland

City of Frederick: Golden Mile Multimodal Access Enhancement Plan (\$35,000) The City of Frederick is seeking technical assistance to prepare a plan to enhance multimodal access and increase safety along the Golden Mile Corridor.

City of Gaithersburg: The Gaithersburg Connector – A Circulator Bus Network (\$45,000) The City of Gaithersburg is requesting technical assistance to develop a feasibility study for a city/corridor scale circulator network.

Montgomery County: Guidance for Bikeway Classifications (\$40,000) The Maryland-National Capital Park and Planning Commission is seeking guidance on the applicability

of bicycle facility implementation on suburban roadways, and specifically for two locations currently in the master planning process: Bethesda and Gaithersburg East.

City of Bowie: Bowie Heritage Trail Pedestrian Underpass of MD 197 (\$40,000) The City of Bowie is requesting 30% design plans for an underpass under MD 197 that would provide a critical linkage to the Bowie Heritage Trail system and the Bowie State MARC station and Bowie State University.

Virginia

Fairfax County: Bringing Capital Bikeshare to Reston, VA (\$30,000) Fairfax County is requesting technical assistance to develop a plan for successfully implementing bikeshare in a suburban location.

Loudoun County: Enhancing Bicycle/Pedestrian Connectivity around Future Metro Stations (\$30,000) Loudoun County is seeking technical assistance to identify missing and deficient bicycle and pedestrian facilities around the two future Silver Line Metrorail stations in the County.

30% Design Project

District of Columbia: Green Street – 19th Street Paving Removal Strategy (\$70,000) The District of Columbia Office of Planning is seeking 30% design and preliminary engineering for streetscape designs for 19th Street, NW, between K and L Streets. The design will propose removal of sidewalk paving materials and installation of permeable elements.

TPB APPROVES TRANSPORTATION ALTERNATIVES PROJECTS

On July 17, the TPB approved 15 projects for funding under the Transportation Alternatives (TA) Program, the first time the TPB has been involved in selecting and approving these types of regional projects. The TA Program is a new component of MAP-21, and provides funding to projects considered “alternatives” to traditional highway construction and that expand travel choices, and enhance the transportation experience by integrating modes and improving the cultural, historical, and environmental aspects of our transportation infrastructure. The TA Program consolidates several programs from earlier federal legislation: Recreational Trails, Transportation Enhancements, and Safe Routes to School.

Under the TA Program, large metropolitan planning organizations (MPOs) like the TPB play a new role in project selection for a portion of program funds that are suballocated to large metropolitan regions. Per federal guidance, the TPB conducted a competitive process for soliciting and selecting projects for FY 2013 and FY 2014 in the District of Columbia and Maryland, and for FY 2014 in Virginia. The TPB concurred with the Virginia Department of Transportation and used its FY 2013 suballocation to fund existing Transportation Enhancements projects already in the queue.

The TA Program offers the TPB an opportunity to support and enhance regional planning activities as outlined in the TPB Vision and the Regional Transportation Priorities Plan. The TPB framed the region’s TA Program as

REGIONAL CAR FREE DAYS

(Continued from page 1)

Car Free Day is a worldwide event that is part of International Mobility Week, and is celebrated in more than 1,500 cities in 40 countries. World Car Free Day is held on September 22, which this year falls on a weekend. In an attempt to reach a goal of 10,000 pledges, Car Free Days will be celebrated in the region on Friday, Saturday, and Sunday. Individuals who pledge to go car-free will be entered to win prizes, including gift certificates and an annual membership to Zipcar. Recognizing that some people may not be able to go totally car-free, Commuter Connections also encourages individuals to go “car-Lite,” using their automobiles only when alternatives are not available.

To learn more, visit www.CarFreeMetroDC.com. ◆

complementary to its Transportation / Land-Use Connections (TLC) Program, and two TA projects will implement recommendations from TLC studies. The regional application and selection criteria were based on goals in the TPB Vision, as well as strategies from the TLC Program and COG’s Region Forward initiative.

TPB staff worked closely with the state departments of transportation during this transitional year to develop a coordinated approach to soliciting and selecting projects for funding under the TA Program. The TPB is currently soliciting with VDOT for the FY 2015 solicitation for the Transportation Alternatives Program. The deadline for the Virginia solicitation is November 1, 2013. More information about the TA Program may be found at www.mwcog.org/tap. ◆

Regional Transportation Alternatives Projects

District of Columbia

Green Alleys, District Department of the Environment (DDOE), \$950,000

Hazard Tree Removal, DDOE, \$416,000

Permeable Sidewalks, DDOE, \$400,000

Planting Space Creation and Expansion, DDOE, \$327,928

Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive, National Park Service, \$206,072

The TPB committed all District FY 2013 and FY 2014 funds.

Maryland

Ethan Allen Gateway Streetscape, City of Takoma Park, \$1,255,123

Flower Avenue Green Street Project, City of Takoma Park, \$1,040,330

Roughly \$1 million in FY 2014 funds remain and will be used for an additional FY 2014 Maryland solicitation.

Virginia

Rosslyn-Ballston Corridor Accessibility Improvements, Arlington County, \$180,000

Improvements to the Mount Vernon Trail at Theodore Roosevelt Island Trailhead, National Park Service, \$400,000

Fairfax Mason to Metro Bicycle Route, City of Fairfax, \$40,000

Pickett Road Trail Underpass, Northern Virginia Regional Park Authority, \$149,840

Reston Bike Share Infrastructure Support, Fairfax County, \$400,000

Cross County Trail: Lorton, Fairfax County, \$280,653

Rt. 55 Washington Street Enhancement Project, Town of Haymarket, \$30,792

Powells Creek Pedestrian Footbridge and Sidewalk Connection on Jefferson Davis Highway (Route 1), Prince William County, \$568,000

Roughly \$400,000 in FY 2014 funds will carry over to the FY 2015 Virginia solicitation.

UPCOMING SEPTEMBER AGENDA ITEMS

The September 18 TPB Meeting is expected to include the following items:

- Briefing on the Results of the 2013 State of the Commute Survey for the Metropolitan Washington Region.
- Briefing on Regional Highlighted Freight Projects.
- Briefing on the Long Bridge Study.
- Update on the Final Report “What Do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington.”
- Briefing on the Comments Received on the Draft TPB Regional Transportation Priorities Plan (RTPP).
- Briefing on a Survey on Traffic Signal Timing in the Washington Region.

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. ♦

OTHER JULY AGENDA ITEMS

The TPB’s July 17 Meeting also included:

- Approval of Air Quality Conformity Determination of the 2013 CLRP and FY2013-2018 TIP.
- Certification of the Urban Transportation Planning Process for the National Capital Region.
- Approval of an Amendment to the FY 2013-2018 TIP to include project and funding updates for the Suburban Maryland Section.
- Approval of an Amendment to the FY 2013-2018 TIP to include Project and Funding Updates for the Northern Virginia Section. ♦

TPB APPROVES 2013 CLRP UPDATE

(Continued from page 1)

The first is a proposal to provide better access by car and truck to Dulles International Airport from Loudoun County on the airport’s western side, which planners and elected officials say will help support significant growth in passenger and air cargo traffic at Dulles in coming decades.

At its July meeting, the TPB approved a “no-build” option for this proposal, one of four alternatives put forward by the state last year when the TPB issued its call for proposed changes. The TPB approved the no-build option because state planners and officials had not yet agreed on one of the other three alternatives analyzed earlier this year by the TPB to meet federal air quality requirements.

The other major VDOT proposal that will need additional work before plans for construction move forward is the addition of two new local access lanes in either direction along a six-mile stretch of the Dulles Toll Road between Spring Hill Road and Wiehle Avenue in Fairfax County.

At the TPB’s June 19 meeting, Board member Linda Smyth of Fairfax County raised concerns about

the effects of the proposal on the nearby Wolf Trap National Park for the Performing Arts – which is protected from encroachment by Congress – and the difficulty of acquiring adjacent land owned by the National Park Service. During the public comment period that followed, the Wolf Trap Foundation submitted formal comments expressing its concerns about the proposal.

In July, the TPB gave the project conditional approval, provided that the various issues raised can be resolved. Any agreements that the parties reach, including any changes to the existing proposal or measures to mitigate the effects of the lane expansion, will be addressed in the next update to the CLRP in 2014.

The annual process of updating the region’s constrained long-range transportation plan, or CLRP, starts every fall when the TPB calls on state, local, and regional transportation agencies to submit proposed additions and changes. The TPB reviews the proposals, assesses future vehicle-related emissions expected given current transportation plans and trends in land-use, and opens the proposals to public comment. Final approval of any changes or additions typically happens in July. ♦

TPB REGIONAL TRANSPORTATION PRIORITIES PLAN

A draft Regional Transportation Priorities Plan that identifies strategies to address regional growth challenges – and the resulting demands that will be placed on the region’s transportation network – was released for public comment by the TPB over the summer. The public comment period lasted from July 24 through August 23.

The draft plan aims to pinpoint transportation strategies that best promote six regionally significant goals set forth by the TPB, including transportation choices, a strong economy with dynamic regional activity centers, system maintenance and safety, operational efficiency, environmental stewardship, and inter-regional and international travel.

The release of the plan represents the culmination of several years of development and refinement. As part of the process to develop the plan, the TPB this past spring conducted a public opinion survey of more than 600 randomly-selected individuals using a web-based public engagement tool. The results of this survey tool were then used to inform the TPB on strategies that are widely understood and could garner broad-based public support.

At the July 17 TPB meeting, Ron Kirby, Director of the Department of Transportation Planning, presented an overview of the results of this public opinion survey. According to the survey, Kirby said, the highest ranked challenges facing our region’s transportation system are transit crowding, Metro repair needs, roadway congestion, and roadway repair needs. Kirby added that the top priorities identified through the survey to address these challenges were better maintaining the region’s existing transit and highway systems, followed in the near term by the need to alleviate road bottlenecks, improve access to transit, focus on roadway management, provide for commute alternatives, and invest in pedestrian infrastructure. Long-term strategies that received public support included concentrating more growth in activity centers with supporting transit capacity, and expansion of express toll lanes with bus rapid transit.

Members of the TPB held a spirited discussion about the survey results, and the resulting implications for addressing the region’s transportation challenges through the draft plan. Some members focused on the need to improve connectivity in order to make the existing system more efficient. Dave Snyder, who represents the City of Falls Church, urged the TPB to focus on identifying and

addressing existing connectivity gaps: “I think there’s some value added that [the TPB] can provide in terms of relatively inexpensive, but very high return things you can do to make the existing system work better.”

Chris Zimmerman of Arlington County pointed out that improving connectivity could reduce congestion, particularly on the region’s major arteries and interstates. “If we had more effective local networks, we would be relieving traffic in the first place,” Zimmerman said. He also advocated for the need to pair up improving road congestion with investing in transit. “I think balance in our approach is really fundamentally important,” Zimmerman said.

Todd Turner of the City of Bowie raised the question of how we implement this as the TPB, given the limitations and the role that we have within the region. “Should the TPB have a role in the kind of public information developed and in getting the information out? And do we provide some kind of guidance to our elected officials in each of the states and the District of Columbia as well as our transportation agencies, saying the process by which you submit your applications should address how you meet these regional priorities?”

Harriet Tregoning of the District of Columbia Office of Planning pointed out that people are using transportation differently from ever before. She urged considering trends such as telecommuting and car-sharing when making regional planning decisions. “We’re living in a time of incredible change when it comes to how transportation is being used,” Tregoning said. She also suggested that it may be worth revisiting and evaluating some of the longstanding projects that have been programmed in the Constrained Long-Range Plan, or CLRP – the federally-required regional planning document that spans a 30-year time horizon – to see if they still remain relevant to transportation users.

Further TPB discussions about the draft Plan will continue at the September 18 TPB meeting. During the 30-day public comment period, the TPB hosted public involvement stakeholder sessions on the draft plan, including a special meeting of the Citizens Advisory Committee, as well as a “Dinner and Discussion” event for the Community Leadership Institute Alumni Network.

For more information, or to view the draft plan, visit <http://www.mwcog.org/transportation/priorities/>. ♦

CALENDAR OF EVENTS

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

September 2013

- 6 Technical Committee (9 am)
- 6 Steering Committee (noon)
- 10 Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee (12:30 pm)
- 11 Bike to Work Day Steering Committee (10 am)
- 11 Car Free Day Steering Committee (11:30 am)
- 12 Freight Subcommittee (1 pm)
- 12 Citizens Advisory Committee (6 pm)
- 17 Regional TDM Marketing Group (10am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle and Pedestrian Subcommittee (1 pm)
- 17 Commuter Connection Ridematching Committee (2 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 25 Regional Taxicab Regulators (1pm)
- 26 Aviation Technical Subcommittee (10:30 am)

October 2013

- 4 Technical Committee (9 am)
- 4 Steering Committee (noon)
- 10 Citizens Advisory Committee (6 pm)
- 15 Employer Outreach Committee (10 am)
- 15 TDM Evaluation Group (noon)
- 16 Transportation Planning Board (noon)**
- 22 Regional Bus Subcommittee (noon)
- 24 Access for All Advisory Committee (noon)

November 2013

- 1 Technical Committee (9 am)
- 1 Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 14 Aviation Technical Subcommittee (10:30 am)
- 14 Freight Subcommittee (1 pm)
- 14 Citizens Advisory Committee (6 pm)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle and Pedestrian Subcommittee (1 pm)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)

Dates and times subject to change.
Please visit our website at
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