



*District of Columbia  
Bowie  
College Park  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Manassas  
Manassas Park  
Prince William County*

## MEMORANDUM

December 28, 2004

**To:** TPB Technical Committee**From:** Wendy Klancher  
Transportation Planner IV**Re:** Draft Solicitation Document

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Attached you will find Section 1 of the draft Solicitation Document for the 2005 CLRP and FY 2006-2011 TIP. The entire Solicitation Document was mailed out and presented at the December 3, 2004 Technical Committee meeting. There are two changes to the document since the Committee reviewed it in early December:

- 1) Information on the regional activity centers and clusters (pages 1-8 to 1-12) has been revised based on comments from the Technical Committee.
- 2) The TPB requested at its December 15, 2004 meeting that three priority areas for project submissions be added to the document. These three priority areas are provided on page 1-17.

The entire draft Solicitation Document can be found on the TPB website with the January 7, 2005 Technical Committee meeting materials. (Go to [www.mwcog.org](http://www.mwcog.org), select "Transportation", then "Committees", then "Transportation Planning Board Technical Committee", and then "Documents")

The TPB will be asked to approve the Solicitation Document at its January 19, 2005 meeting.

# **SECTION 1: POLICY FRAMEWORK**

DRAFT

## THE TPB VISION

To guide the planning and implementation of transportation strategies, actions, and projects for the National Capital Region the TPB adopted a Vision in October 1998 that is a comprehensive set of policy goals, objectives, and strategies. The federal Transportation Efficiency Act for the 21st Century (TEA-21) was enacted in 1998 and the seven TEA-21 planning factors are incorporated in the Vision. The Vision and TEA-21 will guide the development of the CLRP and TIP.

The Vision includes:

- , a statement; and
- , eight policy goals with numerous objectives and strategies.

These components of the TPB Vision will be used to review and assess the strategies and projects under consideration for inclusion in the CLRP and TIP. **In developing proposed projects and strategies in the CLRP, or for inclusion in the TIP, each agency must consider their contributions to meeting the Vision's policy goals and objectives set by the TPB.** In this way, the TPB will be able to ensure and document that consideration of the required planning factors has taken place. Consideration of regional goals and objectives may also prove useful to agencies in selecting among proposed projects or actions when the desired level of investment exceeds the projected available revenues. Especially important are projects and strategies that contribute to meeting the required emission reductions and achieving air quality conformity.

The policy goals, objectives, and strategies are provided in the following pages.

## Policy Goals, Objectives, and Strategies

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### *Vision Statement*

In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

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**Policy Goal 1: The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.**

### Objectives:

1. A comprehensive range of choices for users of the region's transportation system.
2. Accurate, up-to-date and understandable transportation system information which is available to everyone in real time, and is user-friendly for first-time visitor and residents, regardless of mode of travel or language of the traveler.
3. Fair and reasonable opportunities for access and mobility for persons with special accessibility needs.
4. Convenient bicycle and pedestrian access.

### Strategies:

1. Plan, implement, and maintain a truly integrated, multi-modal regional transportation system.
2. Plan and implement a tourist-friendly system that encourages the use of transit and provides international signage and information.
3. Make the region's transportation facilities safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.
4. Plan and implement a uniform fare system for transit and commuter rail.
5. Adopt a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares.

**Policy Goal 2: The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.**

### Objectives:

1. Economically strong regional core.
2. Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
3. A web of multi-modal transportation connections which provide convenient access (including improved mobility with reduced reliance on the automobile) between the regional core

and regional activity centers, reinforcing existing transportation connections and creating new connections where appropriate.

4. Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.
5. Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

**Strategies:**

1. Define and identify existing and proposed regional activity centers, taking full advantage of existing infrastructure, for the growth and prosperity of each jurisdiction in the region.
2. Encourage local jurisdictions to provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures.
3. Encourage the federal government to locate employment in the regional core and in existing and/or planned regional activity centers.
4. Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another.
5. Identify and develop additional highway

and transit circumferential facilities and capacity, including Potomac River crossings where necessary and appropriate, that improve mobility and accessibility between and among regional activity centers and the regional core.

6. Intercept automotive traffic at key locations, encouraging "park once," and provide excellent alternatives to driving in the regional core and in regional activity centers.
7. Develop a system of water taxis serving key points along the Potomac and Anacostia Rivers.

**Policy Goal 3: The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.**

**Objectives:**

1. Adequate maintenance, preservation, rehabilitation, and replacement of existing infrastructure.
2. Enhanced system safety through effective enforcement of all traffic laws and motor carrier safety regulations, achievement of national targets for seatbelt use, and appropriate safety features in facility design.

**Strategies:**

1. Factor life-cycle costs into the transportation system planning and decision process.
2. Identify and secure reliable sources of funding to ensure adequate maintenance, preservation, and rehabilitation of the region's transportation system.

3. Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls.

**Policy Goal 4: The Washington metropolitan region will use the best available technology to maximize system effectiveness.**

**Objectives:**

1. Reduction in regional congestion and congestion-related incidents.
2. A user-friendly, seamless system with on-demand, timely travel information to users, and a simplified method of payment.
3. Improved management of weather emergencies and major incidents.
4. Improved reliability and predictability of operating conditions on the region's transportation facilities.
5. Full utilization of future advancements in transportation technology.

**Strategies:**

1. Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.
2. Improve incident management capabilities in the region through enhanced detection technologies and improved incident response.
3. Improve highway lighting, lane markings, and other roadway delineation through the use of advanced and

emerging technologies.

4. Establish a unified, technology-based method of payment for all transit fares, public parking fees, and toll roads in the region.
5. Utilize public/private partnerships to provide travelers with comprehensive, timely, and accurate information on traffic and transit conditions and available alternatives.
6. Use technology to manage and coordinate snow plowing, road salting operations, and other responses to extreme weather conditions, and to share with the public assessments of road conditions and how much time it will take to clear roadways.
7. Use advanced communications and real-time scheduling methods to improve time transfers between transit services.
8. Develop operating strategies and supporting systems to smooth the flow of traffic and transit vehicles, reduce variances in traffic speed, and balance capacity and demand.
9. Maintain international leadership in taking advantage of new technologies for transportation, such as automated highway systems and personal rapid transit.

**Policy Goal 5: The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.**

**Objectives:**

1. The Washington region becomes a model for protection and enhancement

of natural, cultural, and historical resources.

2. Reduction in reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives.
3. Increased transit, ridesharing, bicycling and walking mode shares.
4. Compliance with federal clean air, clean water and energy conservation requirements, including reductions in 1999 levels of mobile source pollutants.
5. Reduction of per capita vehicle miles traveled (VMT).
6. Protection of sensitive environmental, cultural, historical and neighborhood locations from negative traffic and developmental impacts through focusing of development in selected areas consistent with adopted jurisdictional plans.

**Strategies:**

1. Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies.
2. Develop a transportation system supportive of multiple use and higher density (commercial and residential) in the regional core and regional activity centers as a means of preserving land; natural, cultural and historic resources; and existing communities.
3. Support regional, state and federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air

pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures.

4. Develop a regional tourism initiative to encourage air and train arrival in the region, and additional transit access and automobile parking at the termini of Metrorail/rail services.
5. Provide equivalent employer subsidies to employees with the intent of "leveling the playing field" between automobile and transit/ridesharing.
6. Plan and implement transportation and related facilities that are aesthetically pleasing.
7. Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.
8. Reduce energy consumption per unit of travel, taking maximum advantage of technology options.

**Policy Goal 6: The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.**

**Objectives:**

1. A composite general land use and transportation map of the region that identifies the key elements needed for regional transportation planning--regional activity centers, principal transportation corridors and facilities, and designated "green space."
2. Region-wide coordination of land use and transportation planning in accordance with the recommendations of the Partnership for Regional Excellence report approved by the COG

Board of Directors in 1993.

**Strategies:**

1. Develop a regional process to notify local governments formally of regional growth and transportation policy issues, and encourage local governments to specifically address such issues in their comprehensive plans.
2. Identify an agreed-upon set of definitions and assumptions to facilitate regional cooperation.
3. Ensure that major corridor studies include options that serve the regional core and regional activity centers shown on the regional map.
4. Develop, in cooperation with local governments, model zoning and land use guidelines that encourage multiple use development patterns and reduce non-work automobile dependency.
5. Plan for development to be located where it can be served by existing or planned infrastructure.

**Policy Goal 7: The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.**

**Objectives:**

1. Consensus on a set of critical transportation projects and a funding mechanism(s) to address the region's growing mobility and accessibility needs.
2. A fiscally sustainable transportation system.

3. Users of all modes pay an equitable share of costs.

**Strategies:**

1. Conduct outreach and education activities to promote public participation.
2. Develop public support and approval for a specific set of regional and local transportation priorities and a funding mechanism(s) to supplement (and not supplant) priorities to be implemented with current and forecasted federal, state, and local funding.

**Policy Goal 8: The Washington metropolitan region will support options for international and inter-regional travel and commerce.**

**Objectives:**

1. The Washington region will be among the most accessible in the nation for international and inter-regional passenger and goods movements.
2. Continued growth in passenger and goods movements between the Washington region and other nearby regions in the mid-Atlantic area.
3. Connectivity to and between Washington Dulles International, National, and Baltimore-Washington International airports.

**Strategies:**

1. Maintain convenient access to all of the region's major airports for both people and goods.
2. Support efficient, fast, cost-effective operation of inter-regional passenger and freight rail services.
3. Support the development of a seamless regional transportation system.
4. Support coordinated ticketing and scheduling among Amtrak, MARC, VRE, WMATA, local bus and inter-city bus service.
5. Develop a regional plan for freight movement.

## **The Regional Activity Centers and Clusters**

### **Background**

Policy Goal 6 in the TPB Vision calls for “a composite map that identifies key elements needed for regional transportation planning—regional activity centers, principal transportation corridors and facilities, and designated ‘green space.’” In response to the TPB Vision, a regional committee of planning directors from the local jurisdictions undertook the task of developing composite regional maps. The two-year process produced six maps and a set of data tables describing 58 Regional Activity Centers and the 24 Regional Activity Clusters. “Green space” layers have not yet been developed, due to challenges in identifying a common set of regional definitions for green space.

On April 17, 2002, the TPB passed a resolution regarding the Regional Activity Centers and in the “resolved” clause stated that the TPB accepts the six maps and data, acknowledges and respects each local jurisdiction's authority to determine it's own future pursuant to powers, and that the maps have been developed for use by local jurisdictions to encourages mixed-use development and to significantly increase the percentage of jobs and households that are found in regional activity centers.

### **Definitions of Centers and Clusters**

The 58 Regional Activity Centers are based on local government growth forecasts and categorized according to similar employment, residential, and growth pattern characteristics. Recognizing that significant concentrations of residential and commercial development exist immediately adjacent to the tightly defined Activity Centers along the region's transportation facilities, the committee also designated 24 Regional Activity Clusters. The Clusters tend to be groupings of Centers and are a more conceptual, stylized depiction of development than the Centers. On the following pages, three figures are provided: Figure 3 shows the locations of the Regional Activity Centers; Figure 4 shows the locations of the Regional Activity *Clusters*; and Figure 5 shows the employment in the Clusters in 2005 and 2030<sup>1</sup>. The Regional Activity Centers and Clusters will be reviewed and amended following the adoption of the Round 7.0 cooperative forecasts which is anticipated in the fall of 2005.

### **Forecast Growth and the Regional Activity Clusters**

The 24 Regional Activity Clusters comprise about 455 square miles (13 percent) of the region's total land area and capture 71 percent of the region's employment and 40 percent of the region's households in both 2000 and 2030, based on Round 6.4a forecasts.

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<sup>1</sup>For more information and additional maps on the Regional Activity Centers and Clusters, see <http://www.mwcog.org/planning/planning/activitycenters/>

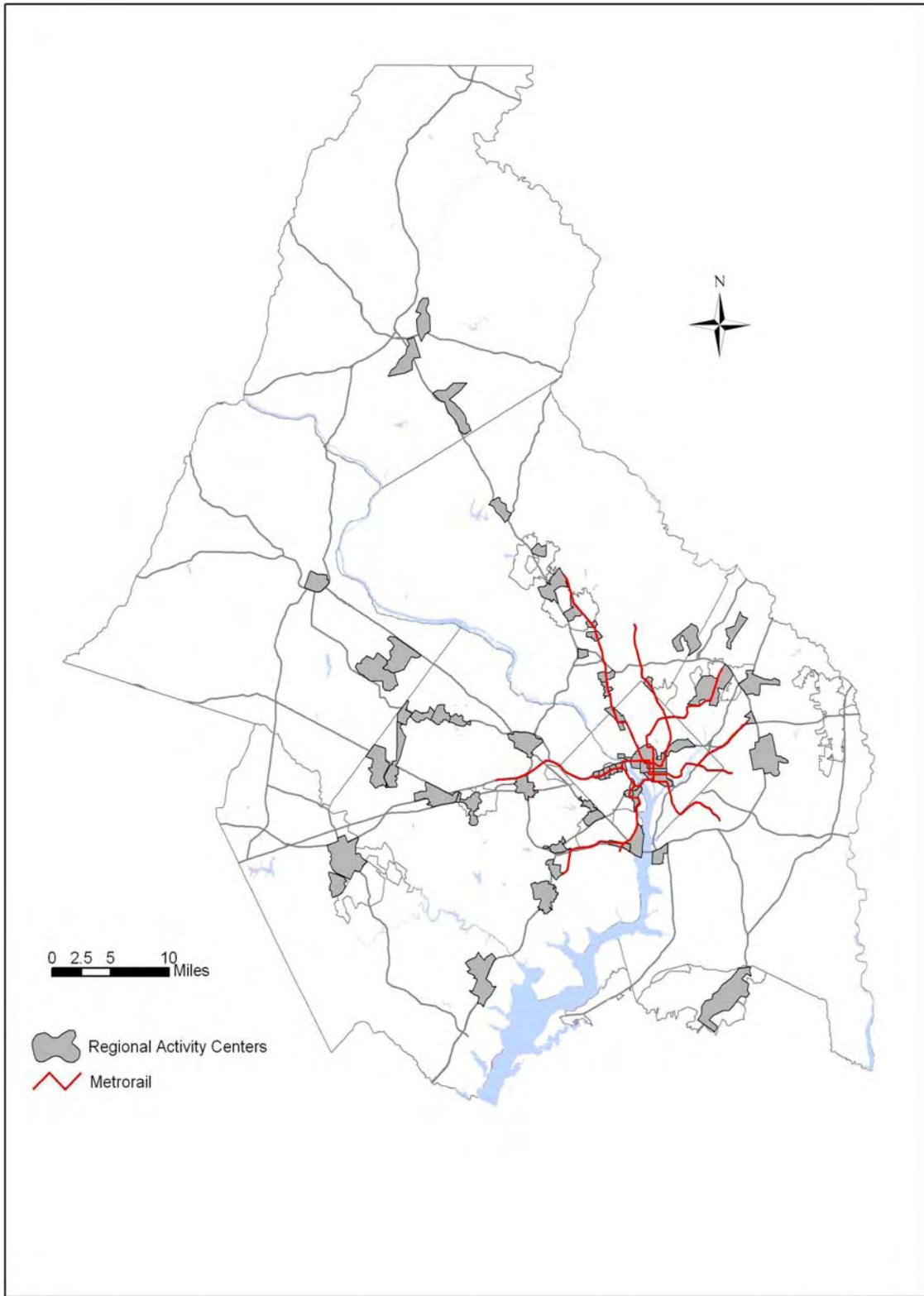
The percent of regional growth in employment and households that will occur within Regional Activity Clusters differs between jurisdictions. For some jurisdictions, such as the District of Columbia, Arlington County in Virginia, and Montgomery County in Maryland, a large majority of the growth will occur within Regional Activity Clusters. For other jurisdictions, such as Prince William County in Virginia and Prince George's County in Maryland, much of the growth will occur outside regional activity clusters.

It should be noted that the Regional Activity Clusters contain significant concentrations of both residential and commercial development, but the 58 Activity Centers include less development. Therefore, the percentage of growth captured by the Regional Activity Centers will be less than that captured by the Clusters. Figures on the growth captured in the Regional Activity Centers for Round 6.4a forecasts are not available, but estimates are under development<sup>2</sup>. The Activity Centers were first developed with Round 6.2 forecasts, and based on these forecasts the centers capture 55% of the employment and 11% of households in 2025.

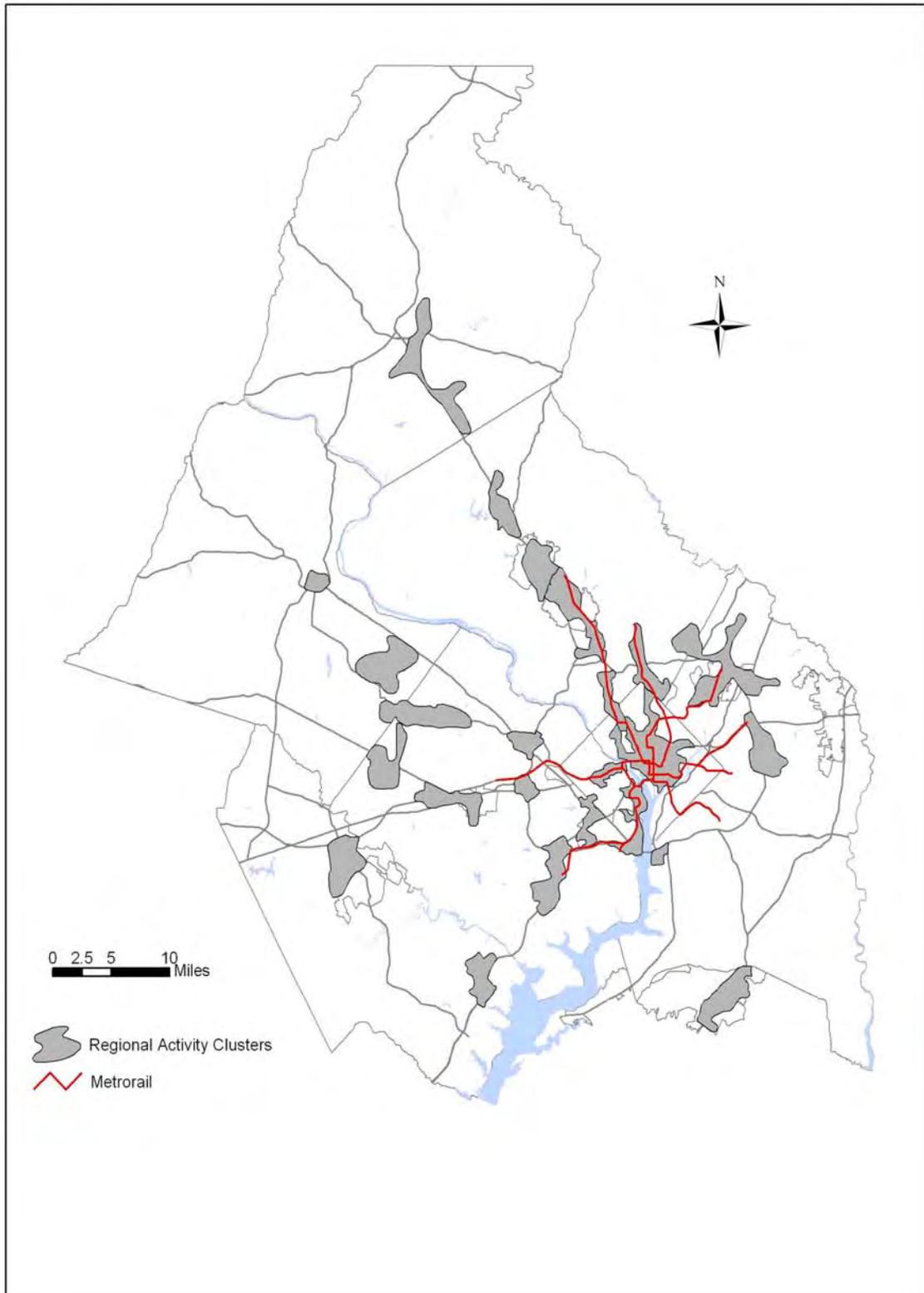
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<sup>2</sup>The COG Planning Department updated the growth figures for the Regional Activity Clusters for the 2004 CLRP, but not the Centers. Estimates for the Centers are under development. The Center boundaries were created by the local jurisdictions and do not match up with the transportation analysis zones as well as the Cluster boundaries.

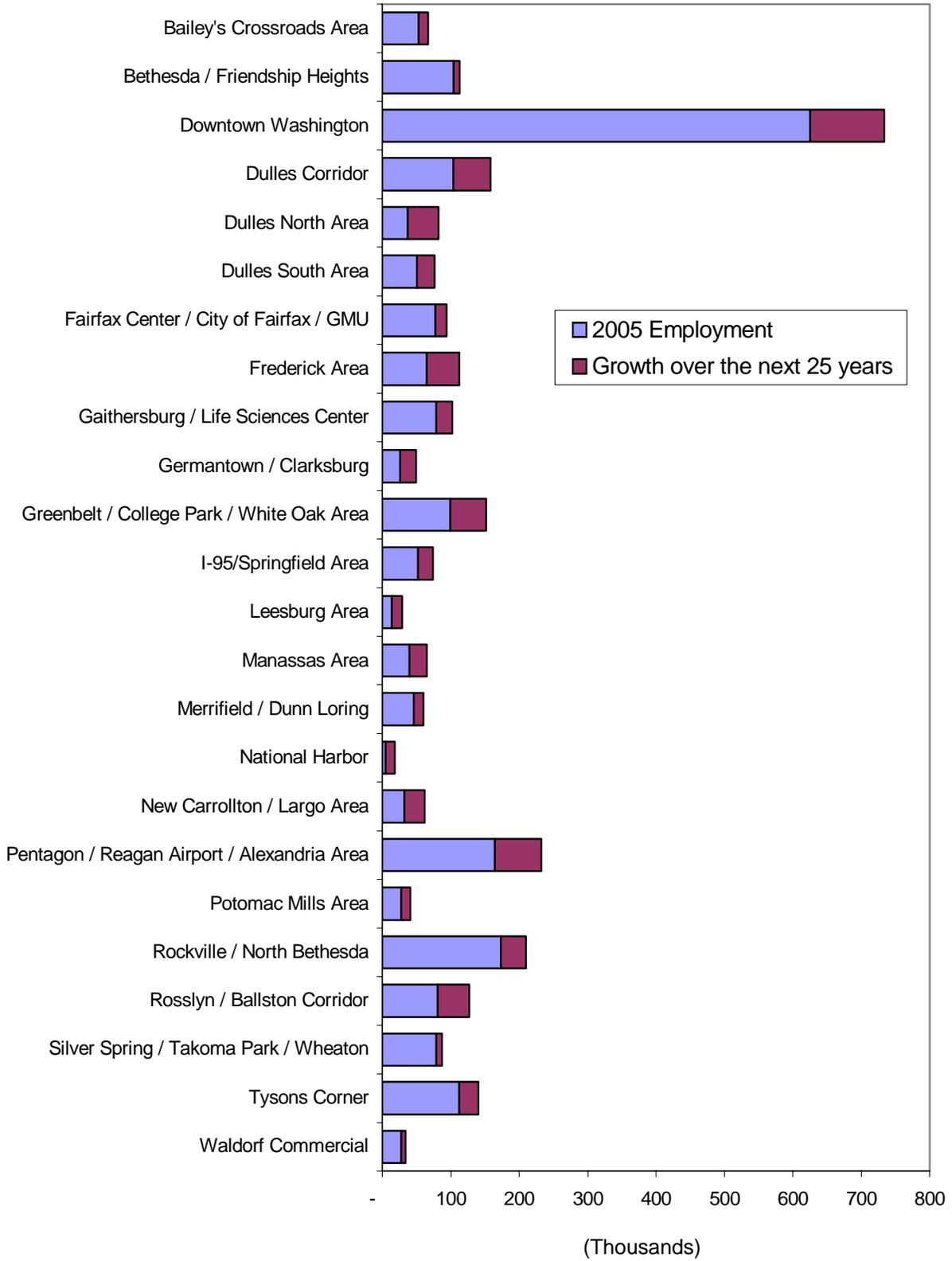
**Figure 3: Regional Activity Centers**



**Figure 4: Regional Activity Clusters**



**Figure 5: Employment in the Regional Activity Clusters, 2005 and 2030**



## THE PERFORMANCE OF THE CLRP AND THE TPB VISION

This section presents a brief overview of how the 2004 plan performs based on all the projects submitted to the CLRP and TIP, and relates the performance to TPB Vision goals. A similar, more extensive assessment of the last major three-year update to the plan, the 2003 CLRP, can be found in Chapter 5 of the 2003 CLRP document which can be found on the TPB website ([www.mwcog.org](http://www.mwcog.org)).

**Table 1: A Summary of the 2004 Plan Performance and Related TPB Vision Goal**

<b>Performance of the 2004 CLRP (Forecasts for 2005 to 2030<sup>3</sup>)</b>	<b>Related TPB Vision Goal</b>
<p>-The highway system’s capacity, measured in roadway lane-miles, will expand about 13 percent, while use of the highway system, measured in vehicle miles traveled (VMT), will increase 30 percent.</p> <p>-Transit trips for both work and non-work purposes will increase by approximately 30 percent, and Metrorail miles will expand by 24 percent.</p> <p>-The percentage of forecast jobs and households captured by the Regional Activity Clusters (71 percent and 40 percent, respectively) will remain constant<sup>4</sup>.</p>	<p><i>Policy Goal 2- Interconnected Transportation System and Dynamic Regional Activity Centers with a mix of jobs, housing and services in a walkable environment</i></p>

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<sup>3</sup>Forecasts are for the Washington, DC-MD-VA Metropolitan Statistical Area (MSA) which includes the District of Columbia; the counties of Arlington, Fairfax, Loudoun, Prince William, and Stafford and the cities of Fairfax, Falls Church and Alexandria in Virginia; and the counties Montgomery, Prince George's, Frederick, Calvert and Charles in Maryland.

<sup>4</sup>The COG Planning Department updated the growth figures for the Regional Activity Clusters for the 2004 CLRP, but not the Centers. Estimates for the Centers are under development. The Regional Activity Centers were first developed with Round 6.2 forecasts and based on these forecasts the Centers capture 55% of the employment and 11% of households in 2025. The Clusters are a more conceptual, stylized depiction of development than the centers and tend to be groupings of Center. Therefore, the percentage of growth captured by the Centers will be less than that captured by the Clusters. The Center boundaries were created by the local jurisdictions and do not match up with the transportation analysis zones as closely as the Cluster boundaries. The Regional Activity Centers and Clusters will be reviewed and amended following the adoption of the Round 7.0 cooperative forecasts anticipated in the fall of 2005.

(Table 1 Continued)

<b>Performance of the 2004 CLRP (Forecasts for 2005 to 2030)</b>	<b>Related TPB Vision Goal</b>
<p>-In its “Time to Act” brochure, the TPB identified short-term critical funding needs for rehabilitation, maintenance, and preservation of buses, rail, and bridges<sup>5</sup>.</p> <p>-WMATA and the state and local governments reached agreement on commitments for “Metro Matters” consisting of \$3.3 billion in local, state, and federal funding for WMATA’s near-term rehabilitation, preservation, and access and capacity needs through 2010.</p>	<p><i>Policy Goal 3-Priority to Management, Performance, Maintenance and Safety</i></p>
<p>-Vehicle miles traveled (VMT) per capita will increase from 23 in 2005 to 25 in 2030.</p> <p>-The share of commuting trips by single-occupancy vehicles is forecast to remain unchanged between 2005 and 2030.</p> <p>-Transit mode share for work trips will increase from 16% in 2005 to 17% in 2030.</p> <p>-Average auto occupancy will remain steady.</p> <p>-Vehicle ownership will increase at a faster rate than population, employment, and vehicle miles of travel (VMT).</p>	<p><i>Policy Goal 5 -Enhance and Protect the Region's Natural Environmental Quality, Cultural and Historic Resources and Communities</i></p>
<p>-The TPB has undertaken several activities to inform local, state, and federal representatives and the general public about the region’s short and longer term transportation funding needs but to date funding for transportation has not been significantly increased.</p> <p>-The COG Board, along with the Greater Washington Board of Trade and the Federal City Council, appointed 13 experts to serve on a panel established to research funding options for the region’s public transit system.</p>	<p><i>Policy Goal 7-Achieve an Enhanced Funding Mechanism(s) for Regional and Local Priorities</i></p>

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<sup>5</sup>The “Time to Act” brochure is at [www.mwcog.org](http://www.mwcog.org) under transportation publications and then planning documents.

## Funding Limitations

As part of the 2003 CLRP financial analysis, WMATA identified a need for a substantial ramp-up in preservation funding of \$1.5 billion beginning in 2006. To address short-term critical funding needs that involve cash flow and ramp-up issues, in fall of 2003 the TPB conducted a six-month study to quantify highway and transit funding needs and recommend specific sources of revenue over the period from 2004 to 2010. The study found that the region must double its anticipated transportation revenues in the next six years in order to fund key transportation priorities. This analysis was compiled in a brochure called "Time to Act." Released by the TPB in February 2004, this brochure was covered by major newspapers and the media and informed federal, state and local funding partners on critical regional transportation needs<sup>6</sup>.

In 2001, the TPB identified a long-term funding gap of \$43 billion over 25 years based on the projected revenues available for the 2000 CLRP. This gap was publicized in a brochure "A System in Crisis," which described regional unfunded transit and highway needs and identified a \$1.74 billion per year revenue gap. Also in 2001, the TPB passed a resolution that declared "unmet preservation, rehabilitation, and capacity expansion for the existing Metrorail system to be a regional priority" and urged that reliable sources of funding be identified by the federal, state, and local governments at the earliest possible time to address the unmet needs.

Resolutions adopted by the TPB on funding limitations related to regional priorities and emergency coordination and communication are summarized in Table 2 below. These resolutions were adopted by the TPB between October 2000 and November 2004.

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<sup>6</sup>To view the TPB brochure, go to [http://www.mwcog.org/publications/departmental.asp?CLASSIFICATION\\_ID=3](http://www.mwcog.org/publications/departmental.asp?CLASSIFICATION_ID=3), and then "Planning Documents"

**Table 2: TPB Resolutions Related to Funding Limitations**

<b>Resolution</b>	<b>Summary of Resolve Clause (Therefore be it resolved that:)</b>	<b>Date of TPB Adoption</b>
Funding Challenges in Meeting the Goals of the TPB Vision with the 2000 Update to the Financially Constrained Long-range Transportation Plan	The TPB commits to an in-depth dialogue and discussion on regional transportation needs, an outreach program to education and build consensus and to ensuring that air quality conformity requirements are met.	October 18, 2000
Recognizing the Tremendous Success of Metrorail on its 25th Anniversary, and Declaring Preservation, Rehabilitation, and Capacity Expansion for the Existing Metrorail System to Be a Regional Priority	The TPB urges that reliable sources of funding be identified by the federal, state, and local governments at the earliest possible time to address unmet needs.	April 18, 2001
Declaring Proposed Actions to Strengthen Transportation Emergency Response Policies and Procedures to Be Regional Transportation Priorities	The TPB adopts the concept and actions for improving emergency coordination and communication; and urges that reliable sources of funding be identified by federal, state, and local governments to address vital actions.	November 21, 2001
Declaring Funding must be Identified to Meet Preservation, Rehabilitation, and Capacity Expansion Needs of the Metrorail and Metrobus System	The TPB supports the efforts of the new panel to address dedicated funding sources for WMATA, and urges that dedicated and reliable sources of funding be identified by the federal, state, and local governments at the earliest possible time to address the unmet needs.	October 20, 2004
Declaring Funding must Be Identified to Meet Preservation, Rehabilitation, and Capacity Expansion Needs of the Region's Highways, Local Transit, and Commuter Rail System	Declares that funding must be identified to meet \$11 billion in unfunded preservation, rehabilitation, safety, security, and capacity expansion near-term needs of the region's transportation system and urges that dedicated and reliable sources of funding be committed by the federal, state, and local governments at the earliest possible time to address the unmet needs.	November 17, 2004

## 2005 PRIORITY AREAS FOR PROJECT SUBMISSIONS

At the December 15, 2004 TPB meeting the incoming chair of the TPB, Phil Mendelson, asked that the Solicitation Document highlight three specific priority areas related to the TPB Vision for consideration by the implementing agencies when submitting projects, proposals and strategies to be included in the 2005 CLRP and FY 2006-2011 TIP:

1. **Implement traffic signal optimization** as stated as part of Goal 3, Strategy 3 in the TPB Vision: *“Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls”*, and Goal 4, Strategy 1: *“Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate”*.

In 2002, the TPB adopted the traffic signal "optimization" program as a Transportation Emissions Reduction Measure (TERM) as well as a goal of optimizing 856 signals by 2005. Nearly 600 traffic signals had been re-timed and coordinated by 2003 as part of this regional program. In addition to cutting emissions, signal optimization has been recommended as a cost-effective way to reduce congestion.

2. **Further improve interagency coordination for incident management**, as stated in Goal 4, Objective 3: *“Improved management of weather emergencies and major incidences”* and Goal 4, Strategy 2: *“Improve incident management capabilities in the region through enhanced detection technologies and improved incident response”*.

On November 17, 2004, the TPB endorsed a concept for strengthening regional transportation coordination during incidents. The concept would build upon the existing partnership for the Capital Wireless Integrated Network (CapWIN). Although individual agencies would continue to be the responders to incidents, the “enhanced CapWIN” would keep transportation, police and other agencies across the region in the information loop so that they could make quick decisions to manage sudden transportation system surges or other effects from major incidences.

3. **Identify how projects or proposals support the regional core and regional activity centers**, as stated in Goal 2, Strategy 4 of the Vision: *“Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another”*.

In 2002, the TPB accepted the maps and data depicting the regional activity centers as a tool for linking land use and transportation planning. Maps of the regional activity centers and clusters are shown on pages 1-10 and 1-11. The resolution adopted by the TPB in 2002 stated that the maps and data “have been developed for use by local jurisdictions, the TPB and other regional bodies to encourage mixed-use development and to significantly increase the percentage of jobs and households that are found in regional activity centers”.

## DEVELOPMENT OF CIRCULATION SYSTEMS AND GREEN SPACE

The TPB was awarded a Transportation and Community and Systems Preservation (TCSP) grant in May 1999 to assist in the implementation of two key components of the adopted Vision for transportation in the Washington region:

- , circulation systems within the regional core and regional activity centers;
- , and integration of green space into a regional greenways system.

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

The TPB appointed representatives from government, non-profit, and business groups to serve on the Circulation Systems and Green Space/Greenways Advisory Committees to guide the implementation of the TCSP grant in September 1999. The committees completed their work in September 2000. The TPB was briefed on their comprehensive reports and recommended priority projects on December 20, 2000. On February 21, 2001, the TPB adopted resolutions receiving the reports and encouraging their use in future planning. The two reports, "Priorities 2000: Metropolitan Washington Greenways" and "Priorities 2000: Metropolitan Washington Circulation Systems" can be found at [www.mwcog.org](http://www.mwcog.org) under "Transportation" and "Featured Publications".

## REGIONAL BICYCLE AND PEDESTRIAN PRIORITIES

The TPB endorsed nine unfunded pedestrian and bicycle projects as regional priorities in December 2002 which were developed by the Bicycle and Pedestrian Technical Subcommittee and reflect the growing regional emphasis on pedestrian safety. The TPB will be presented an updated list of unfunded projects developed by the Subcommittee at its January 19, 2005 meeting<sup>7</sup>.

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

The nine priority projects are the following:

4. Metropolitan Branch Trail (D.C.) stretching 7.7 miles from Union Station to Silver Spring, parallel to the Metro's Red Line.
5. Matthew Henson Trail (Montgomery County) running four miles from Rock Creek Trail to the Northwest Branch Park.
6. Henson Creek Trail (Prince George's County) extending north and south of the existing trail.
7. Holmes Run Stream Crossing (Alexandria) connecting the north and south ends of Chambliss Street at the Holmes Run Trail. Regionally, the trail crossing will connect to Fairfax County's Stream Valley Trail system.
8. Pentagon Area Bicycle Access Improvements (Arlington County) including the East Wall of Arlington Cemetery. The improvements would provide access to the Route 110 Trail, the Washington Boulevard Trail, the Mount Vernon Trail, and Boundary Drive.
9. Route 1 Pedestrian and Bicycle Safety Improvements (Fairfax County) including sidewalks, pedestrian crossing, and other pedestrian safety improvements.

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<sup>7</sup>The updated priority list of unfunded bicycle and pedestrian projects can be found at <http://www.mwcog.org/transportation/committee/> under "Bicycle and Pedestrian Subcommittee".

10. Centreville Road Underpass at Dulles Airport Access Road (Herndon) connecting the existing sidewalk networks in Fairfax County and the Town of Herndon.
11. Trail construction parallel to Loudoun County Parkway (Loudoun County) from Route 7 to Waxpool Road, a distance of 4.4 miles.
12. Trail construction along Dumfries Road (Prince William County), 1.2 miles, from the Lake Jackson Drive intersection to the Prince William Parkway West intersection.

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