



## PRIORITIES PLAN ASSESSMENT OF THE 2014 CLRP SHOWS MIX OF PROGRESS, ONGOING CHALLENGES

The Washington region is making notable progress implementing some of its key transportation priorities, according to a recent assessment of the region's Constrained Long-Range Transportation Plan (CLRP).

Among the good news highlighted in the assessment, which was presented to the TPB at its meeting on September 17, is a full financial commitment by local, state, and regional transportation agencies in the region to keep existing road, bridge, and transit systems in a state of good repair through 2040.

Maintenance and preservation of the existing transportation system was identified earlier this year as the region's top transportation priority in the Regional Transportation Priorities Plan.

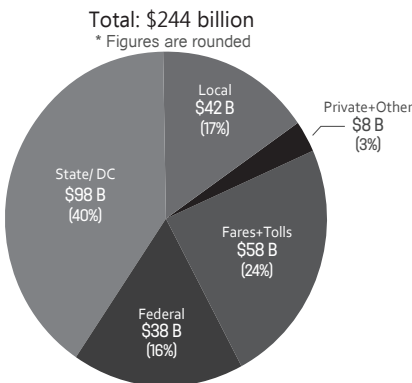
The Priorities Plan Assessment recognizes that agencies already prioritize maintenance of the existing system. However, it says that agencies have now committed all of the funding necessary to achieve a full state of good repair through 2040—at least \$79 billion in all.

*(Continued on page 3)*

## 2014 CLRP FINANCIAL ANALYSIS HIGHLIGHTS SHIFTING FUNDING ROLES, FULL MAINTENANCE COMMITMENTS

The Financial Analysis for the 2014 Constrained Long-Range Transportation Plan (CLRP), presented to the TPB at its September 17 meeting, highlighted shifting funding responsibilities for the region's transportation system thanks to newly available transportation revenues in Maryland and Virginia, and it showed full commitments to keep the region's existing highways and transit

### 2014 CLRP Revenue



systems in a full state of good repair through 2040.

The TPB prepares the CLRP Financial Analysis every four years in accordance with federal law. The analysis is required in order to demonstrate that funding is reasonably expected to be available to pay for all planned maintenance, operation, and expansion of the region's transportation spelled out in the CLRP.

*(Continued on page 2)*

### Upcoming meetings and items of interest:

#### TPB Meeting: October 15, 2014

- Approval of the 2014 CLRP
- Approval of the FY 2015-2020TIP
- Briefing on the draft Call for Projects and schedule for the Air Quality Conformity Analysis of the 2015 CLRP and FY 2015-2020TIP

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# 2014 CLRP FINANCIAL ANALYSIS

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In all, the Financial Analysis identified \$244 billion in local, state, federal, and private revenue available to cover the planned spending in the 2014 CLRP.

Of that, Maryland, Virginia, the District of Columbia, and the numerous counties and cities in the region are expected to contribute about \$140 billion, or 57 percent of the total, up from 51 percent in the last Financial Analysis, carried out in 2010.

This increase in state and local funding is attributable to two key factors: the declining availability of federal dollars for transportation, and newly available state and local transportation revenue in Maryland and Virginia.

In light of recent trends, the Financial Analysis assumed that federal spending would remain flat in coming decades rather than growing to keep pace with rising population and increased

needs. As such, federal spending is forecast to account for 16 percent of all spending in the region between now and 2040, down from 18 percent in the last financial analysis in 2010.

New state and local revenues also contributed to the expected shift in funding responsibilities. The new funding comes primarily from measures approved by the Maryland and Virginia state legislatures in 2013 that restructured how both states collect revenue to spend on transportation. The measures are already raising

hundreds of millions of dollars a year in new revenue in both states.

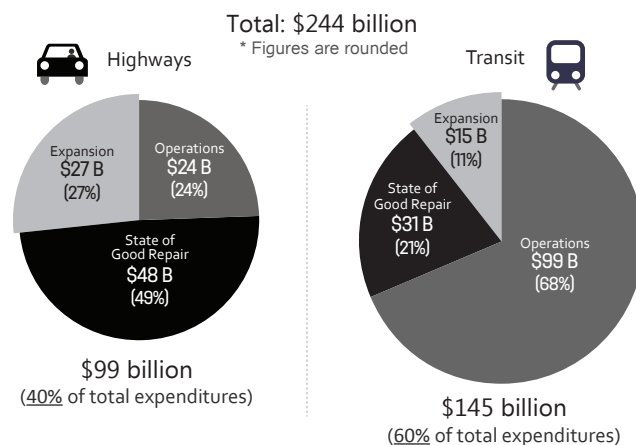
In Virginia, the changes included an increase in the existing state sales tax in northern Virginia counties to go toward projects in those areas. The new revenue is already flowing to the sub-regional Northern Virginia Transportation Authority (NVRTA), which has primary responsibility for identifying and funding projects with the new money.

The other significant change in this year's Financial Analysis is that area transportation agencies have committed the full funding necessary to keep the region's transportation system in a state of good repair through

2040. That means making significant capital investments to rehabilitate or completely replace aging infrastructure, including transit vehicles, as they near the end of their intended lifespan.

In all, the Financial Analysis identified \$79 billion—or 32 percent of all planned transportation spending over the next 26 years—to go toward state-of-good-repair needs for highways and transit. According to the analysis, an additional \$123 billion will cover day-to-day maintenance and operations, including repaving roadways, clearing snow and debris, servicing transit vehicles, and paying train and bus operators. About \$42 billion, or 17 percent of all spending, will go to planned highway or transit expansions. ♦

## 2014 CLRP Expenditure



# PRIORITIES PLAN ASSESSMENT OF THE 2014 CLRP

(Continued from page 1)

The other main piece of good news in the assessment is that the region is effectively using its 141 Activity Centers, designated by the Metropolitan Washington Council of Governments last year, to focus residential and job growth, enhance non-motorized travel, and improve regional connectivity.

According to the assessment, “jurisdictions throughout the region have embraced the concept of Activity Centers as engines for economic growth tailored to their local needs. Analysis of the CLRP finds that an increasing share of new jobs and housing will be located in Activity Centers, [and that] these locations will become more walkable and bikeable and more convenient for transit.”

The Priorities Plan Assessment highlights some less-good news, too, including the lack of full funding for Metro 2025, a proposal to expand the capacity of the existing transit system to alleviate crowding and accommodate future growth. In particular, Metro 2025 calls for running all eight-car trains, expanding core stations, and implementing the Metrobus Priority Corridor Network.

Also on the list of unfinished business is promoting more housing and job growth on the eastern side of the region—to alleviate economic disparities, alleviate transit crowding in the regional core, and take advantage of unused transit and road capacity in reverse commute directions.

Finally, the assessment ends with the finding that driving is expected to remain the dominant mode of travel in the region for at least the next few decades. It points out that 80 percent of all trips in 2040 are forecast to be made by car instead of transit, bicycling, or walking, compared to 82 percent today.

Board members were most interested in how best to use the information in the assessment to change the region’s course and achieve more of the identified priorities.

“We’re doing a lot to move this region forward, but all we seem to be doing is barely keeping pace with increases in population,” said David Snyder, who represents the City of Falls Church on the Board. “The fundamental question is, ‘How do we get ahead of that curve rather than just always trying to keep up with it?’”

Dan Emerine, who represents the District of Columbia Office of Planning, urged staff to dig deeper to really find out where the region should focus its attention to achieve more of its shared goals.

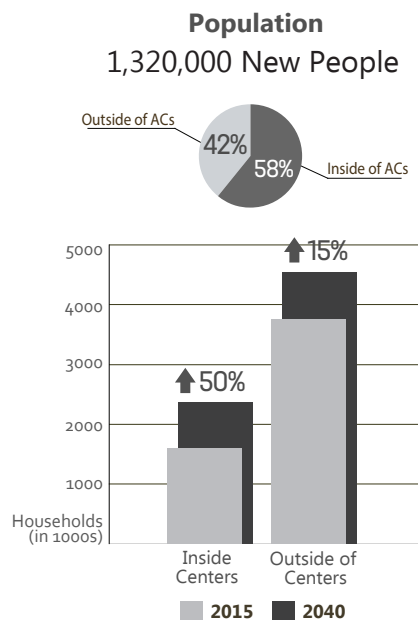
“Is there any way that we can start to show different levels of analysis that get down beyond the gross regional scale?” Emerine asked. “Greater use of maps, for example, can help highlight where we’re doing well, where we’re doing not so well, and what we might do differently,” he said.

Several Board members also recommended the use of scenario-planning exercises to help envision different courses of future action that might help the region better achieve desired outcomes.

“I think we as a region should continue to take leadership and develop scenarios that can really help us drill down on important issues and come up with real solutions,” said TPB Chair Patrick Wojahn.

Later this year, the TPB will issue the Call for Projects for the 2015 CLRP, which will encourage agencies submitting new projects for inclusion in the plan to consider the priorities identified in the Priorities Plan. ♦

## Growth in Activity Centers



## 2014 CLRP UPDATE NEARING FINAL APPROVAL

The 2014 update of the region's Constrained Long-Range Transportation Plan (CLRP) is nearing final approval by the TPB.

At its meeting on October 15, the Board is expected to approve the 2014 CLRP along with the updated FY 2015-2020 Transportation Improvement Program (TIP), the results of the Air Quality Conformity Analysis of both plans, and an updated financial analysis of available transportation revenues through 2040.

The 2014 CLRP includes hundreds of regionally significant highway, transit, bicycle, pedestrian, and other improvements that area transportation agencies expect to be able to afford to build, operate, and maintain over the next 26 years.

The TPB kicked off the 2014 CLRP update last November when it called on area transportation agencies to submit new projects or changes to existing projects to consider for inclusion in the update. This summer, the TPB carried out the federally required Air Quality Conformity Analysis to demonstrate that future vehicle emissions under the proposed plan would remain below approved limits.

Public comment on the results of that analysis, the proposed changes to the plan, or any other aspect of the update process is open until October 11. The 2015 update of the plan is tentatively set to kick off this November.

For more information on this year's CLRP update: [www.mwcog.org/CLRP2014](http://www.mwcog.org/CLRP2014). ♦

## BOARD RESPONDS TO MAP-21 RULES ON PUBLIC TRANSPORTATION REPRESENTATION

At its meeting on September 17, the TPB formally responded to new rules under MAP-21, the latest federal transportation authorization, requiring that public transportation providers be represented on the boards of metropolitan planning organizations (MPOs) like the TPB.

A formal resolution adopted by the Board explained that the TPB already includes voting seats for the Washington Metropolitan Area Transit Authority (WMATA) and for the elected representatives of jurisdictions that operate local transit services.

In the resolution, the Board committed

to discussing further enhancements to its process for ensuring adequate public transportation representation and to making any mutually agreed changes to the TPB's Board membership and/or its committee process.

One enhancement the Board has already agreed to make, and which was formalized in the resolution, is to expand the scope of its existing Regional Bus Subcommittee to include all public transportation modes, including commuter rail.

The deadline for responding to the new MAP-21 rule was October 1 of this year. ♦

## TPB APPROVES UPDATE TO PARTICIPATION PLAN

An update to the TPB Participation Plan, which identifies constituencies for TPB outreach and outlines public involvement activities that can be used to reach those constituencies, was approved at the September 17 TPB meeting. This plan update reflects changes to TPB public involvement procedures and includes input from TPB partners and stakeholders, like the federal government and the TPB's advisory committees.

Since the original 2007 plan was approved, TPB staff have added new outreach and engagement tools and activities. Examples include public opinion research conducted as part of the development of the Regional Transportation Priorities Plan, deliberative forums to study public attitudes toward congestion pricing, and the TPB's Community Leadership Institute, an educational program that explains the regional transportation decision-making process to emerging community leaders.

The updated Participation Plan also reflects a greater emphasis on communications activities—like the TPB Weekly Report and the Transportation Planning Information Hub—which summarize and explain Board responsibilities, processes, and actions to a non-technical audience. These communication efforts utilize enhanced visualization and a variety of platforms, including social media, to maximize audience and clarify the TPB's role in regional transportation decision making.

According to the updated plan, TPB staff will also conduct an annual evaluation of public involvement efforts that will inform the development of the Unified Planning Work Program (UPWP), the TPB's annual work plan.

Read the 2014 update to the TPB Participation Plan: [www.mwcog.org/participationplan](http://www.mwcog.org/participationplan) ◆

Get more news and information about TPB research, analysis, outreach, and planning in the Washington region in *TPB Weekly Report*: [mwcog.org/tpbweeklyreport](http://mwcog.org/tpbweeklyreport)

## REMEMBERING BOBBY COWARD

The TPB remembers Bobby Coward, a longtime advocate for accessible public transportation infrastructure and services in the Washington region.



**Bobby Coward demonstrates accessibility challenges in 2004.**

Coward served on the TPB's Access for All Advisory Committee from 2003 to 2014. He was also a member of the TPB's Human Services

Transportation Coordination Task Force from 2006 to 2014. While on the Task Force, Coward played a key role in the development and implementation of rollDC, the District's first-ever wheelchair-accessible taxicab program. In May 2011, the TPB gave Coward an Achievement Award for this instrumental role. ◆

## UPCOMING OCTOBER AGENDA ITEMS

The October 15 TPB meeting is expected to include the following items:

- Review of comments received and acceptance of recommended responses for inclusion in the Air Quality Conformity Analysis for the 2014 Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Plan (TIP)
- Approval of the Air Quality Conformity Determination of the 2014 CLRP and FY 2015-2020 TIP
- Approval of the 2014 CLRP
- Approval of the FY 2015-2020 TIP
- Certification of the Urban Transportation Planning Process for the National Capital Region
- Briefing on the draft Call For Projects and schedule for the Air Quality Conformity Analysis for the 2015 CLRP and the FY 2015-2020 TIP
- Briefing on the 2013 Regional Air Passenger Survey
- Update on the regional "Street Smart" pedestrian and bicycle safety education campaign ◆

# 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).

## October 2014

- 1 Regional Taxicab Regulators Task Force (1 pm)
- 2 Freight Subcommittee (1 pm)
- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 9 Citizens Advisory Committee (6 pm)
- 15 Transportation Planning Board (noon)**
- 21 Employer Outreach Committee (10 am)
- 23 Access for All Advisory Committee (noon)

## November 2014

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 12 Bike to Work Day Steering Committee (10 am)
- 13 Citizens Advisory Committee (6 pm)
- 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 Public Transportation Subcommittee (noon)

## December 2014

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 10 Regional Taxicab Regulators Task Force (1 pm)
- 11 Citizens Advisory Committee (6 pm)
- 16 Commuter Connections Ridematching Committee (10 am)
- 16 Regional TDM Marketing Group (noon)
- 17 Transportation Planning Board (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 Bryan Hayes at (202) 962-3273 or [bhayes@mwcog.org](mailto:bhayes@mwcog.org), or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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