

ITEM 12 - Information

October 15, 2014

Briefing on the Draft Call for Projects and Schedule for
the Air Quality Conformity Assessment for
the 2015 CLRP and FY 2015-2020 TIP

Staff Recommendation: Receive briefing on the draft call for projects document and schedule for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020 TIP.

Issues: None

Background: The Board will be asked to approve the final call for projects document at its November 19 meeting. This document is a companion brochure to the full draft Call for Projects document, which is available at www.mwcog.org/CLRP2015.

SCHEDULE FOR DEVELOPMENT AND ADOPTION OF THE 2015 CLRP UPDATE

November 19, 2014	TPB Approves and Issues Call for Projects
December 12, 2014	Deadline: Agencies Complete Online Submission of CLRP Forms and Inputs for the Air Quality Conformity Analysis
January 15, 2015	CLRP Project Submissions and Draft Scope of Work for the Air Quality Conformity Analysis Released for Public Comment at Citizens Advisory Committee (CAC) Meeting
February 18, 2015	TPB Reviews Public Comments and is Asked to Approve Project Submissions and Draft Scope of Work
April 3, 2015	Deadline: Agencies Complete Congestion Management Documentation Forms (where needed)
September 10, 2015	Draft CLRP, TIP Amendments, and Conformity Analysis Released for Public Comment at CAC Meeting
October 21, 2015	TPB Reviews Comments and Responses, and Considers the 2015 CLRP Update, FY 2015-2020 TIP Amendments, and Air Quality Conformity Analysis for Final Adoption

INSTRUCTIONS FOR SUBMITTING PROJECTS

- 1 Consider federal requirements and regional framework
- 2 Go to <http://itip.mwcog.org> to complete CLRP project description forms and Air Quality Conformity Inputs by December 12, 2014.
- 3 Complete Congestion Management Documentation and respond to follow-up questions by April 3, 2015.

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the Washington region. The TPB is responsible for directing the continuing transportation planning process carried out cooperatively by the states and the local communities in the region. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

ACCESSIBILITY

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NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Financially Constrained Long-Range Transportation Plan For the National Capital Region CLRP 2015

CALL FOR PROJECTS

Solicitation for Projects to Include in the 2015 Update of the CLRP and FY 2015-2020 TIP

UPDATING THE CLRP

Each year, the TPB updates the region's Constrained Long-Range Transportation Plan (CLRP) to include new transportation projects that area transportation agencies expect to build, operate, and maintain over the next 20 to 30 years. The TPB also makes changes to projects already in the plan.

The projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies consistent with local plans, usually with extensive input from the public.

Under federal law, the CLRP can only contain those projects for which funding is "reasonably expected to be available."

UPDATING THE TIP

In addition to the CLRP, the TPB also makes regular updates to the region's six-year Transportation Improvement Program (TIP). The TIP identifies those projects from the CLRP which are expected to receive funding for planning, engineering, or construction over the next six years.

The FY 2015-2020 TIP was approved by the TPB on October 15, 2014 and will remain the TIP of record for this update to the CLRP. Projects that need to be included in the FY 2015-2020 TIP will be amended into the TIP as required.

THE 2015 CALL FOR PROJECTS

This Call for Projects is a broad solicitation for any new projects that agencies wish to submit for inclusion in the 2015 CLRP, or for changes to any projects already included in the plan.

WHO: Counties, municipalities, and state, regional, and federal agencies with the fiscal authority to fund transportation projects.

WHAT: Any project deemed to be regionally significant for air quality purposes, which typically includes any project that adds or removes highway or transit capacity. Agencies may also submit any other projects that they wish to highlight at the regional level.

WHEN: The deadline to submit required documentation for projects deemed regionally significant for air quality purposes is December 12, 2014. All other documentation and submission of any other projects not required by the December deadline are due April 3, 2015.

HOW: Designated agency representatives should visit <http://itip.mwcog.org> to complete required project description forms and provide input information for the Air Quality Conformity Analysis.

The TPB strongly encourages agencies to consider the regional policy framework outlined in this document as they develop and select projects to submit for inclusion.

For more detailed information about the 2015 Call for Projects and the 2015 CLRP update, please visit:

www.mwcog.org/CLRP2015

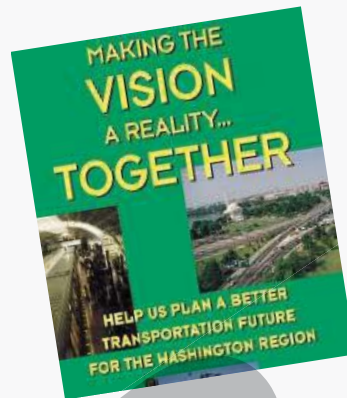
REGIONAL POLICY FRAMEWORK AND FEDERAL REQUIREMENTS

The TPB Vision and the Regional Transportation Priorities Plan make up the regional policy framework to help guide transportation planning and decision-making in the Washington region. A small number of other TPB and COG policy documents and studies provide additional policy context.

Development of the CLRP is also governed by a number of federal requirements which must first be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

THE TPB VISION

The TPB Vision, adopted by the TPB in 1998, is the central element of the TPB's regional policy framework. It provides a comprehensive set of policy goals, objectives, and strategies to help guide transportation planning and investment decisions. The Vision is the policy element of the CLRP and was developed collaboratively by TPB members and technical staff from throughout the region.



TPB 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.

Read the full TPB Vision at www.mwcog.org/TPBvision

REGIONAL TRANSPORTATION PRIORITIES PLAN



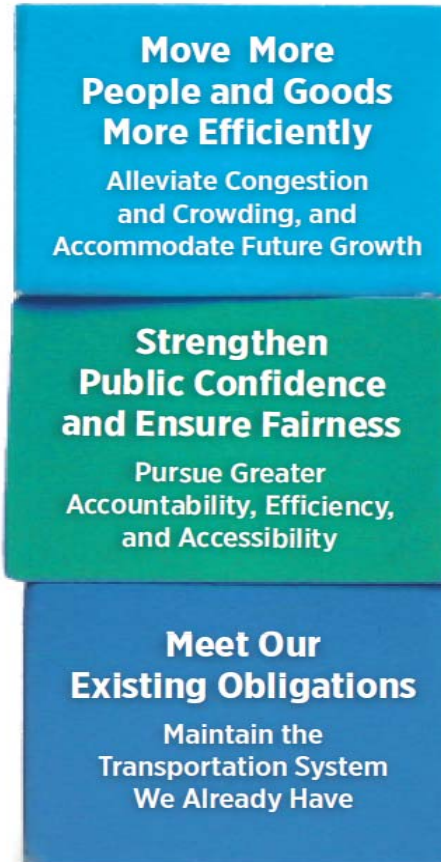
The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, is the other main element of the TPB's regional policy framework. It is meant to focus attention on specific transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision.

The top priority identified in the Priorities Plan is proper maintenance of the region's transportation system. The plan says that a well-maintained system is vital to ensuring traveler safety and in laying the groundwork for future improvements.

The Priorities Plan also calls attention to strategies to strengthen public confidence and ensure greater fairness throughout the region, mainly through efforts to improve accountability, efficiency, and accessibility during project planning, design, and implementation.

Finally, the Priorities Plan calls for a greater focus on moving more people and goods more efficiently. It emphasizes the role of regional Activity Centers and multimodal transportation options in alleviating roadway congestion and transit crowding.

Find more about the Regional Transportation Priorities Plan at www.mwcog.org/PrioritiesPlan.



ADDITIONAL POLICY CONTEXT

A small number of other TPB and COG policy documents and studies provide additional policy context to guide transportation planning and decision-making:

These policy documents and studies focus attention on additional policy goals for the transportation sector, including reducing mobile-source greenhouse gas emissions, reducing vehicle-miles traveled (VMT) per capita, increasing the construction of bicycle and pedestrian facilities, increasing the share of walking, bicycling, and transit trips, and ensuring that all regional Activity Centers will have bus or rail transit accessibility.

- National Capital Region Climate Change Report (2008)
- Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century (2010)
- CLRP Aspirations Scenario (2010)
- "What Would It Take?" Scenario Study (2010)

FEDERAL REQUIREMENTS

Development of the CLRP is governed by a number of federal requirements which must be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

Air Quality Conformity

Future vehicle-related emissions of four common air pollutants under the CLRP must remain below regional emissions budgets approved by the EPA.

Financial Constraint

Sufficient funding from existing or anticipated revenue sources must be reasonably expected to be available to build, operate, and maintain the region's transportation system.

Non-Discrimination and Equity

Transportation planning and funding decisions must not have disproportionate impacts on transportation-disadvantaged populations, including persons with disabilities and individuals with low incomes.

Congestion Management Documentation

The TPB must undertake efforts to identify the location, extent, and severity of congestion in the region for the purpose of identifying alternative ways to use existing and future transportation facilities efficiently and effectively.

Other Requirements

- Consideration of Federal Planning Factors
- Public Participation
- Interagency Consultation
- Environmental Mitigation Discussion
- Freight Planning Considerations

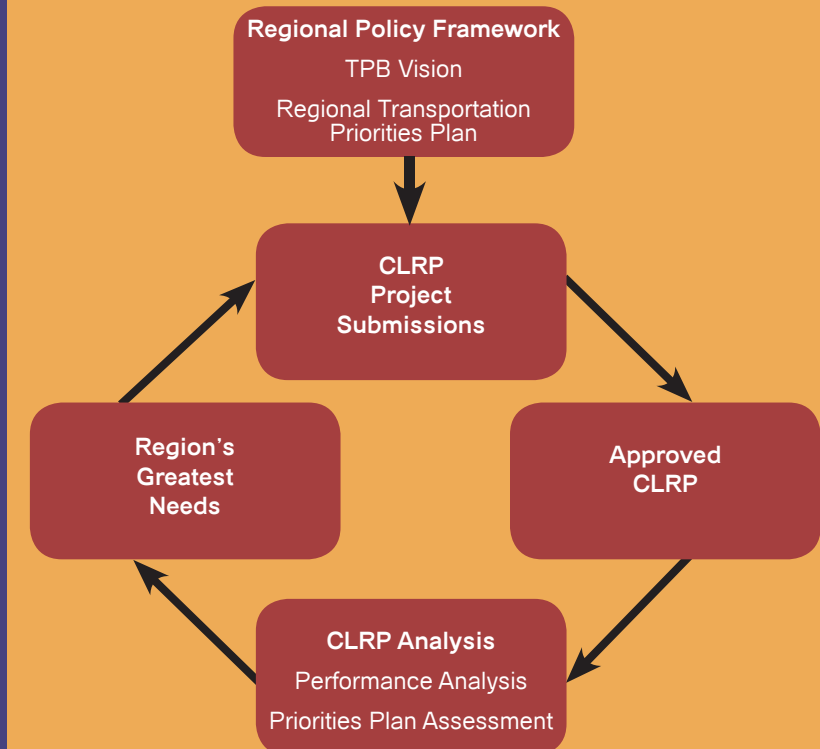
For the complete list of federal requirements related to the CLRP development process, please see the full 2015 CLRP Call for Projects at www.mwcog.org/CLRP2015.

SEEKING PROJECTS THAT ADDRESS THE REGION'S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2015 CLRP update, agencies should give priority to projects that address the greatest regional needs identified below.

These needs were identified in part through the recent Performance Analysis and Priorities Plan Assessment of the approved 2014 CLRP.

Agencies will specifically be asked to note how the projects they submit help support or advance these and other regional goals.



Agencies are encouraged to give priority to projects that are expected to do one or more of the following:

Reduce congestion on the roadway and/or transit system

Improve the operational efficiency of the existing roadway and/or transit system

Provide high-quality transportation options between and/or within Activity Centers

Reduce vehicle-miles traveled (VMT) per capita

Reduce emissions of criteria pollutants and/or greenhouse gases

Increase use of travel modes other than driving alone