



ROUND 8.4 COOPERATIVE FORECASTS WILL FEED ANALYSES OF 2015 CLRP UPDATE

Before the TPB votes later this year to approve an annual update to the region's Constrained Long-Range Transportation Plan (CLRP), it will conduct two detailed analyses, one that forecasts future changes in travel patterns under the proposed update, and another that quantifies the air quality impacts of those changes.

The analyses will rely heavily on recent updates to regional population and job growth forecasts developed by the Metropolitan Washington Council of Governments (COG) in close consultation with the local planning departments of its member jurisdictions.

Those forecasts, known as the Round 8.4 Cooperative Forecasts, spell out how much total growth is expected in the region through 2040, as well as where that growth is expected to occur. The forecasts are informed largely by existing or anticipated residential and commercial construction permits, and by longer-term aspirations reflected in locally adopted comprehensive plans.

At the TPB's March 18 meeting, Paul Desjardin, who oversees COG's Cooperative Forecasting program, briefed the Board on the Round 8.4 forecasts. He told Board members that the forecasts call for a 26 percent

(Continued on page 4)

TPB APPROVES FY 2016 WORK PROGRAMS

On March 18, the TPB approved the work programs that fund its operations and programs, as well as those for Commuter Connections, for fiscal year 2016, which begins July 1.

The TPB's federally required work program, known as the Unified Planning Work Program (UPWP), outlines planned work activities in six major areas, including, among other things, development of the CLRP and TIP, modeling of future travel demand, and providing technical assistance to the state departments of transporta-

tion and WMATA. Tasks outlined in the FY 2016 UPWP also include: geographic focus area surveys component of the Household Travel Survey, the Transportation/Land-Use Connections Program (TLC), and the Multi-Sector Working Group to Examine Greenhouse Gas Reductions.

Kanti Srikanth, Director of Transportation Planning at the TPB, briefed the Board on the \$15-million UPWP for FY 2016, and noted that this total includes \$1.7 million in funds carried over from FY 2015. Of those

(Continued on page 5)

Upcoming meetings and items of interest:

TPB Meeting: April 15, 2015

- Approval of Regional Bike to Work Day 2015 Proclamation
- Approval of Projects for Funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Virginia

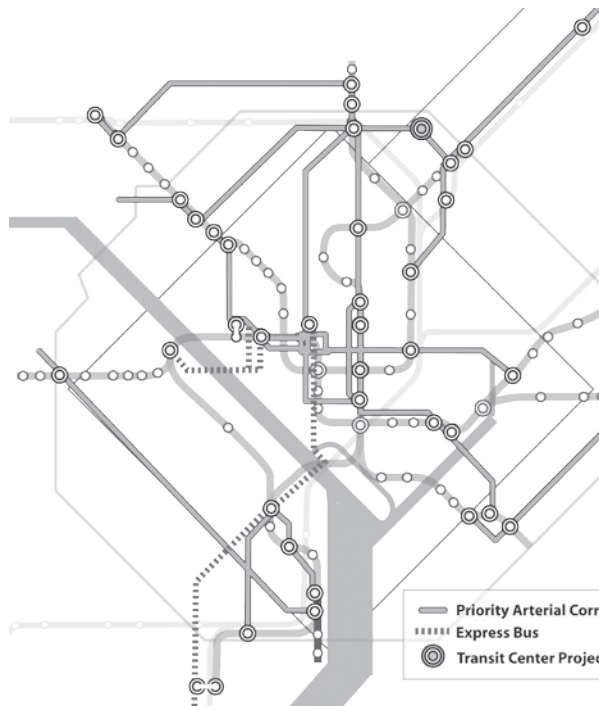
Inside this issue of TPBnews:

- | | | | |
|---|---|---|--|
| 2 | Regional Priority Bus Network Continues Under TPB's TIGER Grant | 4 | Use of Round 8.4 Cooperative Forecasts |
| 3 | Study Sets Stage for Improved Commuter, Tour Bus Parking | 5 | Other March Agenda Items |

REGIONAL PRIORITY BUS NETWORK IMPLEMENTATION CONTINUES

At the March 18 Board meeting, TPB staff presented a progress report on the TPB's Regional Priority Bus Project funded through a \$58-million federal grant to make bus transit a more reliable and convenient travel option in the Washington region.

Priority Bus Network



The project, managed by TPB staff and funded under the Transportation Investment Generating Economic Recovery (TIGER) Program, coordinates five local agencies as they implement 16 individual project components. All components must be completed by June 2016, to allow time for invoicing and federal reporting requirements before the grant funds expire in September 2016.

To date, the TPB has expended 42 percent of grant funds. Completed projects include the Potomac Yard Bus Transitway in Alexandria and 13 new buses with technology upgrades for the Potomac and Rappahannock

Transportation Commission (PRTC).

Projects slated for completion later this year include the Takoma-Langley Crossroads Bus Transfer Center in Takoma Park, and the installation of • and the installation of electronic arrival signs telling passengers in real time when their bus is due to arrive around the region. Later this year, projects that will commence include bus stop improvements at the Franconia-Springfield and Pentagon Metrorail stations, a region-wide transit signal prioritization project, and installation of bus-only lanes in the District of Columbia.

Members of the Board expressed concern about the work that remains to be completed within the available time.

Eric Randall, of TPB staff, noted that the coordination of the grant is complex—requiring several agencies across different states with varying internal capacity and management to handle procurement, training, and agreement for new technologies. Randall said that to keep things on track he meets monthly with implementation agencies and has created detailed

project management plans and utilizes technical assistance from the Federal Transit Administration to maintain the project schedule.

The TPB directed staff to provide regular updates on implementation progress on the remaining projects.

Staff will brief the Board in May and July on progress of the project.

Learn more about the TPB's TIGER grant at www.mwcog.org/transportation/tiger/. ♦

STUDY SETS STAGE FOR IMPROVED COMMUTER, TOUR BUS PARKING

Every day, more than 200 commuter buses ferry workers between downtown offices and suburban communities that lie beyond the reach of Metro. More than 1,000 tour and charter buses enter the downtown core to carry many more tourists and visitors to sites on or near the National Mall.



Photo by PRTC

On March 18, the TPB heard the results of a study it funded last year to identify suitable locations for more on-street afternoon staging for commuter buses and more mid-day, off-street parking for tour and charter buses. Commuter buses, which often arrive downtown well ahead of their first scheduled pick-up to ensure an on-time arrival, need areas to park and wait to avoid driving around unnecessarily, wasting time and fuel, adding to congestion and localized air pollution, and increasing chances of traffic collisions. Tour buses, on the other hand, need longer-term places to park during the middle of the day while their passengers are visiting museums and other tourist sites.

The TPB's recent study identified 14 potential on-street staging areas for buses and 15 off-street parking locations for tour and charter buses.

The potential staging areas for commuter buses are mostly located in Foggy Bottom near the State Department and near the federal Bureau of Engraving and Printing just south of the National Mall. The sites ranked highly on measures of travel time to the first stop of afternoon pick-up routes and four other evaluation criteria.

The most promising mid-day parking areas for tour buses identified in the study are mostly located just south of Capitol Hill near the Southeast Freeway. The study also highlighted the possibility of a new underground parking garage beneath the National Mall, though the project cost and scale make it a longer-term option, the study says.

The TPB study sets the stage for further investigation of the feasibility of implementation, including an evaluation of costs, site layouts, potential environmental impacts, traffic impacts, and public and community support. Bus operators and District officials will be responsible for the additional study and eventual action to improve staging and parking.

Several Board members from the region's outer jurisdictions thanked staff for their work on the study, emphasizing its importance to commuters and bus operators from their jurisdictions.

"This study is very important to us," said Jonathan Way, who represents Manassas on the Board and also serves on the board of the Potomac and Rappahannock Transportation Commission (PRTC), one of four main commuter bus operators in the region. "The most important part is yet to come, however, which is what can be done and when. That will very much depend upon cooperation between the bus companies and the District government," he said.

Rick Canizales, of Prince William County, echoed Way's sentiments. "This is an issue that our commuter buses deal with on a daily basis," he said. "It needs to be solved."

Charles Allen, who represents the District of Columbia, also highlighted the need for close cooperation and closer study of the candidate sites for on-street staging. "There seems to be a lack of coordination between development plans and these recommendations," he said, citing the study's recommendation of off-street parking sites at Buzzard Point, where plans are underway to build a new soccer stadium. "And the impact on neighborhoods should be studied further, too," he said, pointing out that some of the recommended sites are near elementary schools and parks. ♦

COOPERATIVE FORECASTS

(Continued from page 1)

increase in the region's population over the next 25 years, and a 36 percent increase in the total number of jobs. The fastest growth, he said, is expected to occur in the region's outer suburban jurisdictions, including Loudoun, Prince William, Frederick, and Charles counties, while the greatest absolute growth is expected in the inner suburban jurisdictions, including Montgomery, Fairfax, and Prince George's counties.

quality impacts under the changes to the transportation network proposed in the 2015 CLRP update. Using the forecasts, the TPB will model future travel demand to predict where, when, and how people will travel around the region in coming decades. Then, it will use those anticipated changes to forecast future vehicle-related emissions of four key air pollutants regulated by the federal government.

Use of Round 8.4 Cooperative Forecasts

2015 Air Quality
Conformity Analysis

TPB CLRP
Performance Analysis

Activity Center
Growth Trends

In addition to changes in travel patterns, the emissions forecasts take into account how new vehicle technologies, like on-board emissions controls, more efficient energy systems, and cleaner-burning fuels, are expected to evolve, and how quickly those changes are expected to occur.

The TPB will invite public comment on the results of the air quality

Desjardin explained to Board members that the Round 8.4 update includes revisions to population and job growth forecasts for Arlington and Prince William counties and the City of Alexandria, and to population forecasts for Fairfax County. The biggest changes were downward revisions of employment forecasts in Arlington and population forecasts in Prince William County. Jurisdictions were not required to submit new forecasts as part of the latest update, he told the Board, though they will be required to do so in the next major update, Round 9.0.

The Round 8.4 forecasts will be a key input for forecasting future travel patterns and air

analysis later this year before it approves the 2015 CLRP update in October.

For more information about the 2015 CLRP update, go to www.mwcog.org/CLRP2015.

For more information about COG's Cooperative Forecasting process, go to www.mwcog.org/planning. ♦

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

FY 2016 WORK PROGRAMS

(Continued from page 1)

carryover funds, \$1.1 million cover ongoing planning work, including a series of region wide household travel surveys scheduled to start in 2016. The carryover funds also include \$629,000 that is carried over for technical assistance to the state DOTs and WMATA.

Nicholas Ramfos, who directs the TPB's Commuter Connections program, briefed the Board on that program's work program and budget for FY2016, which is separate from the UPWP. In all, the Commuter Connections Work Program (CCWP) outlines \$5.8 million in spending on Commuter Connections activities including ridematching services, the Guaranteed Ride Home program, and mass marketing and employer outreach. The FY 2016 CCWP was increased by 11 percent so that Commuter Connections can revise its data collection methodology and to support

data collection in 2016, including the triennial State of the Commute Survey, applicant surveys for Guaranteed Ride Home, and applicant retention surveys. ♦

Highlights

- The FY 2016 Unified Planning Work Program (UPWP) includes \$15 million in funding
- The FY 2016 UPWP includes \$1.7 million carried over from FY 2015 to FY 2016
- For more on the FY 2016 UPWP, go to: www.mwcog.org/UPWP
- The FY 2016 Commuter Connections Work Program (CCWP) includes \$5.8 million in funding
- The FY 2016 CCWP is an 11-percent increase from FY 2015 to cover the cost of new data collection

UPCOMING APRIL AGENDA ITEMS

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

- Approval of Regional Bike to Work Day 2015 Proclamation
- Approval of an update to the Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP to use MOVES2014
- Approval of projects for funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Virginia
- Briefing of COG/WMATA actions in regard to the January 12, 2015 Metrorail smoke incident near the L'Enfant Plaza train station
- Briefing on the activities of the Transportation Sector Group of the COG Multi-sector Working Group to Examine Greenhouse Gas Reductions
- Briefing on a study to identify pedestrian/bicycle access improvements at select rail stations in the Washington region and on the FY 2016 solicitation for projects for the Transportation/Land-Use Connections (TLC) Program ♦

OTHER MARCH AGENDA ITEMS

The TPB's March 18 meeting also included the following items:

- Approval of an amendment to the FY 2015 Unified Planning Work Program (UPWP), and approval of FY 2015 UPWP Carryover Funding to FY 2016
- Approval of an amendment to update projects and funding in the District of Columbia section of the FY 2015-2020 TIP ♦

Subscribe Online

Readers of the *TPBnews* can subscribe online to get this newsletter, the *TPB Weekly Report*, and other TPB-related materials.

Visit our website at www.mwcog.org/subscribe and enter your name and e-mail address to sign up. Monthly notifications are sent out directing readers to find the *TPBnews* on the web. ♦

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).

April 2015

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 9 Citizens Advisory Committee (6 pm)
- 15 Transportation Planning Board (noon)**
- 16 Joint meeting: Access for All Advisory Committee & Human Service Transportation Coordination Task Force (noon)
- 21 Commuter Connections Employer Outreach Committee (10 am)
- 28 Regional Public Transportation Subcommittee (noon)

May 2015

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 6 Bike to Work Day Steering Committee (10 am)
- 6 Car Free Day Steering Committee (11:30 am)
- 7 Freight Subcommittee (1 pm)
- 14 Human Service Transportation Coordination Task Force (noon)
- 14 Vehicle Probe Data Users Group – Management, Operations and ITS (MOITS) Subcommittee Joint Meeting (12:30 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)
- 28 Aviation Technical Subcommittee (10:30 am)

June 2015

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 11 Human Service Transportation Coordination Task Force (noon)
- 11 Citizens Advisory Committee (6 pm)
- 16 Commuter Connections Ridematching Committee (10 am)
- 16 Regional TDM Marketing Group Meeting (noon)
- 17 Transportation Planning Board (noon)**
- 23 Regional Public Transportation Subcommittee (noon)
- 24 Regional Taxicab Regulators (1 pm)

Dates and times subject to change.

Please visit our website at

www.mwccog.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@mwccog.org, or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

Printed on Recycled Paper

FIRST CLASS MAIL
U.S. Postage Paid
Washington, D.C.
Permit # 9770

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290