



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting,
December 15:

- Briefing on Moving Metro Forward: Report of the Joint WMATA Governance Review Task Force
- Briefing on Light Rail and Streetcar Projects and Proposals for the Washington Region

More information may be found at:
www.mwcog.org/transportation

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TPB news

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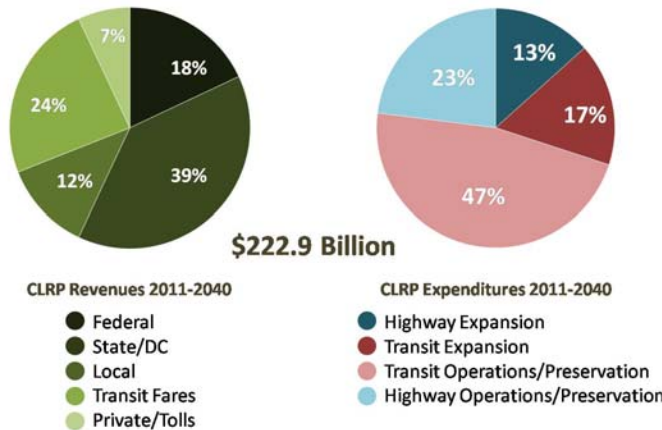
TPB ADOPTS NEW 30-YEAR TRANSPORTATION PLAN

On November 17, the National Capital Region Transportation Planning Board (TPB) adopted the 2010 Constrained Long-Range Transportation Plan (CLRP). This is the first TPB document with a planning horizon that extends to 2040. Federal transportation legislation requires metropolitan planning organizations like the

TPB to prepare a financially constrained long-range transportation plan that spans at least 20 years.

This document and the accompanying analysis highlight important themes in transportation planning for the Washington region. As in previous years, the TPB had to adopt a plan with fewer new projects and more projects that needed to be removed or delayed due to ongoing budget constraints.

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The graphic depicts the financial constraint exhibited in the CLRP's anticipated revenues and expenditures through 2040. Roughly 70 percent of the expenditures are planned for operations and preservation.

TPB HONORS GRADUATES OF COMMUNITY LEADERSHIP INSTITUTE

What happens when 21 citizens from around the region engage in an interactive and educational workshop on the regional transportation planning process?

"We learned just how difficult it is for people coming from totally different areas to arrive at some sort of solution," reflected Peter Pennington, a TPB Com-

munity Leadership Institute participant, in his remarks to the TPB at its November meeting.

The Community Leadership Institute (CLI) is a series of two half-day workshops for community leaders and activists, and aims to enhance citizens' ability to get involved in transportation decision-making whenever

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COMMUNITY LEADERSHIP INSTITUTE

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and wherever it occurs. The curriculum draws from a variety of interactive group exercises and discussions to help participants better understand regional challenges, strategies for change, and opportunities for successful public involvement. The CLI also fosters dialogue about how the interests of local communities connect with the planning issues facing the entire region. By providing this big-picture context, the CLI encourages participants to “think regionally and act locally.”

The CLI was held on November 4 and 6, and was facilitated by two former TPB chairs, Peter Shapiro and Kathy Porter. Twenty-one citizens representing diverse interests, ages, backgrounds, and geographies in Maryland, Virginia, and the District assembled to participate in this program.

At its November meeting, the TPB honored the November CLI graduates. As Chair David Snyder presented those graduates in

“We learned just how difficult it is for people coming from totally different areas to arrive at some sort of solution.”

*– Peter Pennington,
CLI participant*



Participants at CLI are guided through a variety of exercises designed to demonstrate regional transportation challenges and the financial constraint placed on the region's planning process.

attendance with certificates of completion, he declared that “this is a group of citizens who are willing to contribute their personal time to learning more about the transportation challenges and solutions in our region.” He further noted the significance of an informed and active citizenry, stating how “important it is to have knowledgeable citizens who understand challenges as well as potential opportunities to make things better.” ♦



CLI Participants honored at the November 17 TPB Meeting: Roger Diedrich (VA), Diana Zinkl (DC), Chair Snyder, Sylvia Brown (DC), and Peter Pennington (VA).



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In addition to the newsletter, readers can subscribe to other publications and TPB meeting materials. ♦

TPB TO VOTE ON AMENDING FY 2011 UNIFIED PLANNING WORK PROGRAM

The use of conservative estimates in approving the FY 2011 Unified Planning Work Program (UPWP) in March of 2010 has resulted in additional funding becoming available for expenditure during the remainder of this fiscal year, which ends on June 30, 2011.

The UPWP is a document that incorporates all federally assisted state, regional, and local transportation planning activities that are proposed to be undertaken each fiscal year by the TPB. Required as a basis for receiving federal transportation funding, the UPWP is, in effect, the guiding document for all work conducted by the TPB.

The TPB approved the FY 2011 UPWP using conservative budget estimates that were based on preliminary FY 2010 federal funding levels. When FY 2010 funding

was finalized six months later, on September 30, 2010, an additional \$730,000 was identified through allocations from DDOT, MDOT, and VDOT for use through the rest of FY 2011, increasing the total UPWP budget to \$13.2 million from \$12.5 million. In order to allocate this additional funding, the UPWP must be formally amended.

On December 15, the TPB will vote to amend the UPWP to reflect the allocation of the additional funding among certain work tasks. ♦

TPB News, 777 North Capitol St, NE, Suite 300
Washington, D.C. 20002-4290
202-962-3237; scrawford@mwkog.org
"TPB News" at www.mwkog.org/transportation

OTHER NOVEMBER AGENDA ITEMS

The TPB's November 17 meeting also covered the following items:

- Appointment of Nominating Committee for Year 2011 TPB Officers.
- Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment, the 2010 CLRP, and the FY 2011-2016 TIP.
- Certification of the Urban Transportation Planning Process for the National Capital Region.

- Approval of the Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2011 CLRP and FY 2012-2017 TIP.
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwkog.org/transportation/tpb. ♦

UPCOMING DECEMBER AGENDA ITEMS

The TPB's December 15 agenda is expected to include the following items:

- Report of Nominating Committee for Year 2011 TPB Officers.
- Approval of an Amendment to the FY 2011 Unified Planning Work Program (UPWP) to Revise the Budget and Certain Work Tasks.
- Briefing on Moving Metro Forward: Report of the Joint WMATA Governance Review Task Force.

- Briefing on Light Rail and Streetcar Projects and Proposals for the Washington Region.
- Briefing on Priority Regional Bicycle and Pedestrian Projects Recommended for the FY 2012-2017 TIP.
- Briefing on the 2010 Update of the Ground Access Element of the Regional Airport System Plan.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwkog.org/transportation/tpb. ♦

TRANSPORTATION PLAN

(Continued from page 1)

In adopting a new plan horizon of 2040, TPB staff used a new round of COG Cooperative Forecasts as part of the CLRP analysis that provides more information about household and employment projections for the region. From 2005 to 2040, households in regional activity centers will increase by 107 percent - more than twice the rate for

shooting the mark.” He questioned whether the same type of growth the region has experienced over the past 10-20 years would continue into the future. He noted that when the region is able to “invest in infrastructure again, we ought to take a really careful look at what’s really happening, and by that point it will be clear that changes [in trends] are occurring.”

Peak Hour Metrorail Passenger Loads

Line	Current	2040
Red	Satisfactory (<100 people per car)	Congested (100-120 people per car)
Blue	Satisfactory (<100 people per car)	Satisfactory (<100 people per car)
Orange/Silver	Congested (100-120 people per car)	Highly Congested (>120 people per car)
Yellow	Satisfactory (<100 people per car)	Highly Congested (>120 people per car)
Green	Satisfactory (<100 people per car)	Highly Congested (>120 people per car)

- Satisfactory (<100 people per car)
- Congested (100-120 people per car)
- Highly Congested (>120 people per car)

Loudoun County Supervisor Lori Waters disagreed with Mr. Zimmerman about projected growth patterns. She told the TPB that Loudoun is continuing to experience high rates of growth and expects that to continue over the next 30 years. She said, “this growth is not just about population but also employment. I think you will continue to see growth [in the outer jurisdictions] because we do have the land for development to happen. The local jurisdictions have to make sure it’s shaped in the best way, not only for the local communities but the region.”

Marc Elrich, Councilmember from Montgomery County, said jurisdictions should be more proactive about seeking the type of growth and development that would be most beneficial to their communities. He said officials should dictate: “This is what we can build, this is the amount of growth that we can allow here, given the amount of infrastructure.” He said jurisdictions need to shape the growth, “as opposed to just being driven wild with these numbers...and told how many people are coming here and...how much we need to do to accommodate them. I just think we’ve got this process backwards.”

The TPB heard a summary of the analysis conducted by staff detailing how the new CLRP impacts congestion, VMT, and air quality in the region for the next 30 years, and how it addresses other regional goals. Some of the key goals from the TPB’s

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The chart above shows projected peak hour passenger loads for Metrorail due to the ridership constraints resulting from lack of funding for system expansion.

the region as a whole. By 2040, 55 percent of the region’s jobs and 19 percent of the region’s households are forecast to be concentrated in the regional activity centers, which collectively make up less than 5 percent of the region’s total land area. The forecasts and plan performance show that the highest rate of growth will continue to occur in the outer suburbs. Some Board members questioned this forecast and how it relates to a regional body’s ability to plan for future transportation needs.

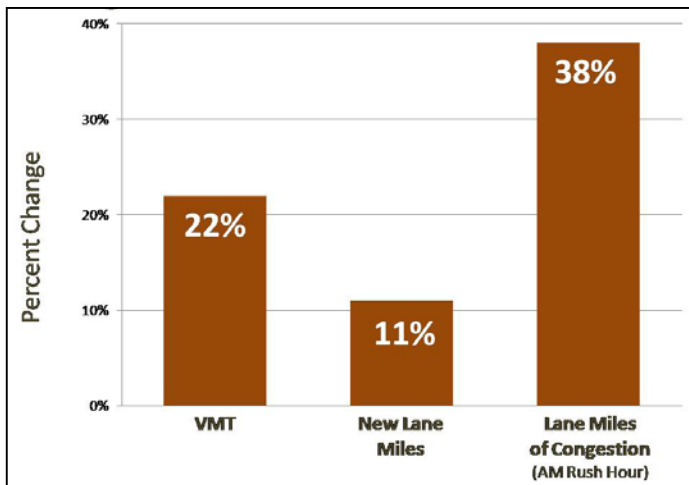
Chris Zimmerman of the Arlington County Board said that, “when you don’t see when a trend is changing, you wind up way over-

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Vision and COG’s Region Forward and Climate Change Reports include:

- Reduce Vehicle Miles Traveled (VMT) per capita;
- Reduce congestion on the region’s highway and transit systems;
- Meet federal air quality standards and reduce mobile-source NO_x, VOC and PM emissions; and
- Reduce mobile-source greenhouse gas emissions.

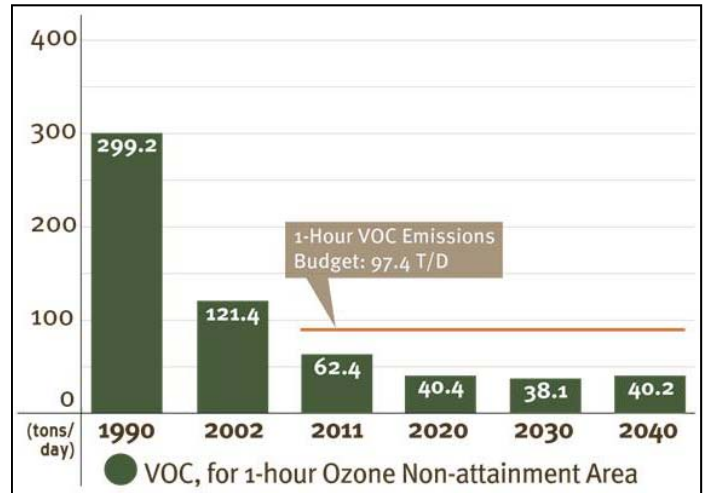
In presenting this information to the TPB, Director of Transportation Planning Ron Kirby noted, “there is a slight increase in the period between 2030 and 2040 for volatile organic compounds (VOC) that is the result of the fact that all of the emission control standards are at that time fully incorporated into the fleet. The only way we keep these emissions going down is having cleaner vehicles coming in as the fleet turns over. Once the whole fleet has been replaced with cleaner vehicles, VMT begins to take over and cause an uptick in the emissions. This is the first time we’ve projected out to 2040, and we’re starting to see that uptick.”



The chart shows the percent change from 2011-2040 in VMT, New Lane Miles, and Lane Miles of Congestion during the morning rush hour.

Kirby further summarized the plan’s performance related to congestion: “VMT per capita decreased by 4 percent from 2011 to 2040, which is fairly significant since all through the 1980s and 1990s, VMT per capita was increasing every time we looked at the plan.” He noted that this positive piece of information is overshadowed by the fact that congestion is forecast to increase, a point that will be much more visible to commuters. He said that “lane miles of congestion in

the morning rush hour will increase by 38 percent relative to where we are at the present time. So congestion is becoming more severe, and not only on the highway system, but also the transit system, which reflects our not having the money to add enough capacity to the transit system to accommodate growth.”



Greater levels of VMT begin to negatively impact annual emissions between 2030 and 2040. The downward trend through 2030 is the result of more fuel efficient vehicles entering the market.

Council member Rodney Roberts of the City of Greenbelt voted against the 2010 CLRP on the basis that “this document still represents the highway mentality and therefore there’s no way I can support it.” He referenced the billions of dollars being committed to the I-270 expansion and noted that “the people that really rely on public transportation the most, those people that maybe can’t afford a car or even worse, the people who are physically disabled and can’t drive a car, are losing a lot of their service.”

TPB Chair David Snyder of the City of Falls Church closed the discussion on a somber note: “I would hasten to say that approval of [the CLRP] does not suggest satisfaction or happiness. I think we’ve all got that message pretty clearly, whatever our perspectives are. We’re doing what we have to do, but the resources aren’t there to do what really needs to be done.” ♦

Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit “Doing Business with COG:” www.mwcog.org/doingbusiness/cogbid/



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 N. Capitol St., N.E. (Enter from 1st St., N.E.).

December 2010

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 9 Human Service Transportation Coordination Task Force (12:30 pm)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (10 am)
- 15 Task Force on Regional Priorities Planning (10 am)
- 15 Transportation Planning Board (noon)**
- 21 Ridematching Committee (10 am)
- 21 MOVES Task Force (10 am)
- 21 Regional TDM Marketing Group (noon)
- 22 Regional Taxicab Regulators Task Force (1 pm)

January 2011

- 6 Freight Subcommittee (1 pm)
- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 Bike to Work Day Steering Committee (10am)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 MOVES Task Force (10 am)
- 18 Employer Outreach Committee (10 am)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 Transportation Planning Board (noon)**
- 20 Aviation Technical Subcommittee (10:30 am)
- 21 Travel Forecasting Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (noon)
- 27 TPB Access for All Committee (noon)

February 2011

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (10 am)
- 10 TPB Citizens Advisory Committee (6 pm)
- 16 Task Force on Regional Priorities Planning (10 am)
- 16 Transportation Planning Board (noon)**
- 22 MOVES Task Force (10 am)
- 22 Regional Bus Subcommittee (noon)
- 23 Regional Taxicab Regulators Task Force (1 pm)



Dates and times subject to change.
Please visit our website at
www.mwcog.org
for up-to-date information.

This document is available in alternative formats upon request. Please contact Sarah Crawford at scrawford@mwcog.org, (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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

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