



MORE RELIABLE METRO FUNDING NEEDED TO CURB CROWDING, AGENCY REP TELLS TPB

Crowding on the Metro system is set to worsen in coming years, Metro Board member Harriet Tregoning told the TPB at its meeting on December 16. And, she said, without a more reliable source of funding, the major capacity improvements that are necessary to alleviate that crowding are far less likely to be made.

Tregoning was at the December meeting to conclude a three-part series of Metro presentations meant to kick-start a TPB discussion about how best to help support the strained transit agency.

Dedicated funding was at the top of that list because,

without it, Metro will only be able to focus on safety and maintaining a state of good repair—not alleviating key bottlenecks in the system to make sure that it can keep up with rising demands.

“Metro has shaped the growth of our region... But that is something that we can’t do indefinitely without looking at addressing some of the choke points and the expansion needs that we have,” Tregoning told the TPB.

Unlike most other U.S. transit systems, Metro lacks a dedicated source of funding, which means the

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2016 CLRP AMENDMENT KICKS OFF

The next annual update of the region’s Financially Constrained Long-Range Transportation Plan (CLRP) is now underway following recent TPB approval of the official Call for Projects and schedule for Air Quality Conformity Analysis of the 2016 CLRP Amendment.

The TPB approved the Call for Projects and analysis schedule at its December 16 meeting. The annual update provides an opportunity for area transportation agencies to submit any new regionally significant

highway, transit, or bicycle and pedestrian projects they expect to build, operate, and maintain between now and 2040, for inclusion in the CLRP. It is also an opportunity to submit changes to projects that are already in the plan.

The Call for Projects includes a summary brochure that highlights the regional goals, priorities, and needs that the TPB is encouraging area transportation agencies to consider when developing and identifying projects to submit for inclusion.

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Upcoming meetings and items of interest:

TPB Meeting: January 20, 2016

- Approval of funding recommendations for the 5310 Enhanced Mobility program
- Briefing on COG Multi-Sector Working Group consensus recommendations on greenhouse gas emissions strategies

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TPB APPOINTS OFFICERS FOR 2016



Timothy Lovain,
City of Alexandria



Bridget Newton,
City of Rockville



Charles Allen,
District of Columbia

At its December 16 meeting, the TPB unanimously approved its new officers for 2016. Timothy Lovain, from the City of Alexandria, will serve as TPB Chairman. Lovain will be joined by Bridget Newton, of Rockville, who will serve as the First-Vice Chairman, and by Charles Allen, from the District of Columbia, who will serve as Second Vice-Chairman.

The 2016 officers were recommended by a nominating committee comprised of former TPB chairmen Patrick Wojahn and Scott York. The new TPB officers will serve a year-long term, which begins in January and ends in December.

Phil Mendelson, from the District of Columbia, served as TPB chairman in 2015. ♦

BOARD RECOGNIZES OUTGOING LEADERSHIP

At its meeting on December 16, the TPB recognized outgoing Board Chairman Phil Mendelson, Technical Committee Chairman Mark Rawlings, Citizens Advisory Committee Chairman Bob Summersgill, and Mike Zezeski, from Maryland's Coordinated Highways Action Response Team.

Mendelson, who represents the District of Columbia on the TPB, will be succeeded by Timothy Lovain, who represents the City of Alexandria.

Rawlings, from the District of Columbia, will be succeeded by Tim Roseboom, of Virginia's Department of Rail and Public Transportation.



Mark Rawlings, Phil Mendelson, and Bob Summersgill were acknowledged for their service to the TPB in 2015. Timothy Lovain will serve as the 2016 TPB Chairman.

Summersgill's successor as chair of the CAC will be appointed by incoming TPB Chairman Timothy Lovain at the January meeting. ♦

HOW CAN THE TPB HELP METRO?

(Continued from page 1)

agency has to negotiate the capital and operating budgets annually. “It’s not a number that we can know for certain that we have every year,” Tregoning said.

Tregoning called upon the TPB to take up the issue of dedicated funding. “The TPB is the metropolitan planning organization for the region,” she said. “If you aren’t thinking and acting regionally, who is?”

She reminded Board members that the TPB Vision, adopted in 1998, calls for achieving a dedicated source of funding for regional and local transportation priorities.

Beyond regional actions, Tregoning also highlighted a number of contributions that local jurisdictions can make to support Metro. Promoting more development near rail stations, building bicycle and pedestrian connections to stations, and implementing priority bus treatments were among the key local contributions she identified.

A few Board members asked Metro to be more proactive in working with local jurisdictions to make such improvements.

Linda Smyth, who represents Fairfax County, said that Metro has stood in the way of the county’s transit-oriented development and pedestrian access efforts at several



Orange and Silver line stations.

One example she highlighted was the McLean station in Tysons, where, she said, a landowner has been seeking approval from METro to construct a back door to connect to their side of the station to get people in and out easier. “That discussion has been going on for more than five years. We would love to work with Metro on these things, but we need a better partnership,” she said.

The TPB has planned no formal action related to dedicated Metro funding in 2016. ♦

TPB Acronyms

AFA	Access for All Advisory Committee	FHWA	Federal Highway Administration
CAC	Citizens Advisory Committee	MDOT	Maryland Department of Transportation
CLRP	Constrained Long-Range Transportation Plan	TIP	Transportation Improvement Program
COG	Metropolitan Washington Council of Governments	VDOT	Virginia Department of Transportation
DDOT	District Department of Transportation	WMATA	Washington Metropolitan Area Transit Authority

2016 CLRP AMENDMENT

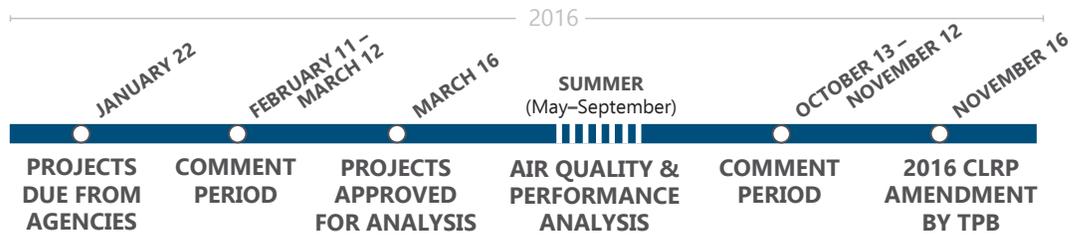
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In February, once agencies have submitted their projects, the TPB will invite comment from the public and any TPB member or stakeholder before advancing the projects into the federally required Air Quality Conformity Analysis to determine whether future vehicle-related emissions under the plan will remain below approved regional limits, known as

“mobile emissions budgets.”

In October 2016, the results of the Air Quality Conformity Analysis and the Performance Analysis will be presented for public comment. The draft 2016 CLRP amendment is expected to be finalized in November. ♦

2016 CLRP Schedule



DEADLINES FOR AGENCIES

To submit new projects or changes to existing projects, designated agency representatives must complete project description forms and provide inputs for the Air Quality Conformity Analysis.

DEADLINE 1: JANUARY 22, 2016 Complete online project description forms and Air Quality Conformity input information for projects deemed regionally significant for air quality purposes.

DEADLINE 2: MAY 6, 2016 Provide all other required project information, including Congestion Management Documentation, for regionally significant projects and funding for the FY 2017-2022 TIP.

COMMENT PERIODS

The 2016 CLRP amendment will include two 30-day comment periods during which the public and any TPB member or stakeholder can submit comments on the plan amendment.

FEBRUARY 11 – MARCH 12, 2016

Comment on the projects submitted for inclusion in the 2016 CLRP update. The comment period takes place before the projects are included in the federally required Air Quality Conformity Analysis.

OCTOBER 13 – NOVEMBER 12, 2016

Comment on the draft 2016 CLRP amendment, the results of the Air Quality Conformity Analysis, and any of the associated analyses of the 2016 CLRP amendment prior to adoption by the TPB.

TPB BRIEFED ON METRORAIL SAFETY OVERSIGHT

Reginald Bazile, DDOT Special Assistant for Policy and Planning, briefed the TPB at its December 16 meeting about the current operations of the Tri-State Oversight Committee (TOC) and changes planned for the agency in response to new federal requirements.

The TOC was created in 1997 in response to federal regulations that required states to develop and maintain a state safety oversight agency that oversees safety and security practices for rail transit systems that

are not regulated by the Federal Railroad Administration. The TOC is a cooperative effort between the District of Columbia, the State of Maryland, and the Commonwealth of Virginia to oversee the safety of the Washington Metropolitan Area Transit Authority’s (WMATA) Metrorail system.

The TOC’s primary objective is to ensure that WMATA develops federally required safety plans. To do this, the agency is staffed

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TRI-STATE OVERSIGHT COMMITTEE

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by four full-time TOC staff members that work with safety personnel at WMATA to develop the required safety plans. Those full-time staffers receive support from executives from the three state departments of transportation. They also receive policy guidance from the TOC policy group, which is staffed by the three state departments of transportation.

MAP-21, passed by Congress in 2012, set new standards that state safety oversight agencies, like TOC, need to meet. According to the law, existing safety oversight agencies need to become fully independent organizations. The law also specifies standards for staff qualifications and training. Most importantly, MAP-21 requires that state safety organizations have the ability to enforce directives.

In response to MAP-21, the District, Maryland, and

Virginia have committed to replacing the TOC with a new entity called the Metrop Safety Commission (MSC). The TOC policy group is currently planning this transition.

In order to replace the TOC with the MSC, Bazile said that the District, Maryland, and Virginia legislators have “the unique challenge of ratifying a tri-state compact” that describes agency governance and organizational structure as well as funding sources and how to avoid conflicts of interest. Once the states agree to the compact, it will need to be approved by Congress.

Bazile said that according to MAP-21 the MSC needs to be established by 2019, but he anticipates that the MSC for the Washington region will be in place by 2017, at the latest. ♦

UPCOMING JANUARY AGENDA ITEMS

The January 20 TPB meeting is expected to include the following items:

- Approval of 2016 appointments to the TPB Citizens Advisory Committee
- Approval of funding recommendations for the Section 5310 Enhanced Mobility for seniors and individuals with disabilities program and an amendment of the FY 2015-2020 Transportation Improvement Program (TIP)
- Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program
- Briefing on COG Multi-Sector Working Group (MSWG) Consensus Recommendations on Greenhouse Gas Emissions strategies
- Update on the Unfunded Capital Needs Working Group

Prior to the Board meeting there will be a TPB work session to discuss proposals to form a working group to explore approaches for improving the performance of the CLRP. ♦

OTHER DECEMBER AGENDA ITEMS

The TPB’s December 16 meeting also included the following items:

- Update on a draft agreement between the TPB and the Calvert-St. Mary’s Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland ♦

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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).

January 2016

- 7 Freight Subcommittee (1 pm)
- 8 TPB Technical Committee (9 am)
- 8 TPB Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 14 Citizens Advisory Committee (6 pm)
- 19 Employer Outreach Committee (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Public Transportation Subcommittee (noon)
- 28 Aviation Technical Subcommittee (10:30 am)

February 2016

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 11 Citizens Advisory Committee (6 pm)
- 17 Transportation Planning Board (noon)**
- 23 Regional Public Transportation Subcommittee (noon)

March 2016

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 9 Bike to Work Day Steering Committee (10 am)
- 9 Car Free Day Steering Committee (11:30 am)
- 10 Citizens Advisory Committee (6 pm)
- 15 Ridematching Committee (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Regional TDM Marketing Group (2 pm)
- 16 Transportation Planning Board (noon)**
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Regional Public Transportation Subcommittee (noon)

Dates and times subject to change. Please visit our website for up-to-date information:

www.mwcog.org/calendar

MEETING AUDIO

Stream live audio of TPB meetings and listen to recorded audio from past meetings at:

www.mwcog.org/TPBmtgLIVE

This document is available in alternative formats upon request. Please contact Bryan Hayes at (202) 962-3273 or bhayes@mwkog.org, or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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