



TPB BRIEFED ON CLRP PROJECT SUBMISSIONS, AIR QUALITY CONFORMITY ANALYSIS

At its March 19 meeting, the TPB received a briefing on project submissions for the 2014 Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP). Earlier this year, the region's transportation agencies submitted 11 new projects to be added to the CLRP, which includes more than 750 regionally significant highway, transit, and other projects.

The TPB also received a summary of the scope of work for the technical approach for conducting the air quality conformity assessment for the CLRP and TIP. The TPB is required by federal law to test the projects in the CLRP to ensure that, when considered collectively, they contribute to the region's air quality goals required by the Clean Air Act of 1990. This analysis uses travel

and emissions forecasting models to predict how much air pollution will be generated through 2040.

Project submissions for the two year air quality conformity assessment of the 2014 Update to the CLRP were released on March 13 for a 30-day public comment period. The TPB will be asked to approve the project submissions at its April 16 meeting, at which point the TPB staff will begin the air quality analysis.

Of the 11 new projects submitted for inclusion in the 2014 CLRP update, five are in the District of Columbia, two are in Maryland, and three are in Virginia. A brief listing of the 11 projects can be found on Page 4, and more detailed information may be found on the CLRP website: www.mwcog.org/clrp.

WITH MOVEDC, DISTRICT SPELLS OUT TRANSPORTATION PLANS THROUGH 2040

The District of Columbia Department of Transportation (DDOT) briefed the TPB on the District's new transportation vision plan, called moveDC, during the March 19 TPB meeting. The federally mandated plan addresses expected growth in population, employment, and congestion, while promoting economic development, offering easier and safer travel options, supporting vibrant neighborhoods, and mitigating environmental impacts of the

city's transportation network.

Colleen Hawkinson, from DDOT, described the expected impacts that 170,000 new residents and 199,000 new jobs will have on the District's transportation network, likely causing increasing roadway and transit congestion. She said the projects and policies included in moveDC will prepare the District to effectively accommodate the growth.

(Continued on page 6)

Upcoming meetings and items of interest:

TPB Meeting: April 16, 2014

- Approval of Regional Bike to Work Day 2014 Proclamation
- Briefing on a draft Initial Assessment of the 2014 CLRP Update of the CLRP and Regional Transportation Priorities Plan

Inside this issue of *TPBnews*:

- | | | | |
|---|--|---|---|
| 2 | Board Discusses Plan for Assessing CLRP in Relation to Priorities Plan | 4 | Significant Additions and Changes to the CLRP |
| 3 | TPB Work Programs Approved | 7 | Upcoming April Agenda Items |

BOARD DISCUSSES PLAN FOR ASSESSING CLRP IN RELATION TO PRIORITIES PLAN

On March 19, TPB staff presented a proposal for assessing the degree to which the projects and programs in the region's Constrained Long-Range Transportation Plan (CLRP) support the strategies and priorities outlined in the Regional Transportation Priorities Plan, adopted by the TPB in January.

At its February meeting, the TPB asked staff to develop a proposal for evaluating the region's progress in meeting the objectives spelled out in the Priorities Plan.

John Swanson, of TPB staff, gave an overview presentation of staff's proposed approach, which he said would be carried out in phases, to yield a preliminary assessment in April, and a more detailed assessment in September, before the Board acts on final updates to the CLRP in October. "We want to provide as much information to you as quickly as possible that you will find useful and informative as you go through this year's CLRP update and approval process," he said.

Swanson told Board members that the assessment would be largely qualitative but would draw on any data and information already available, especially the results of the performance analysis of the 2013 CLRP. "We think this is a good data source and can show us

broad trends relative to where we want to go," Swanson explained.

The Priorities Plan outlines three key priorities for the region to pursue: maintaining the existing transportation system; ensuring fair-

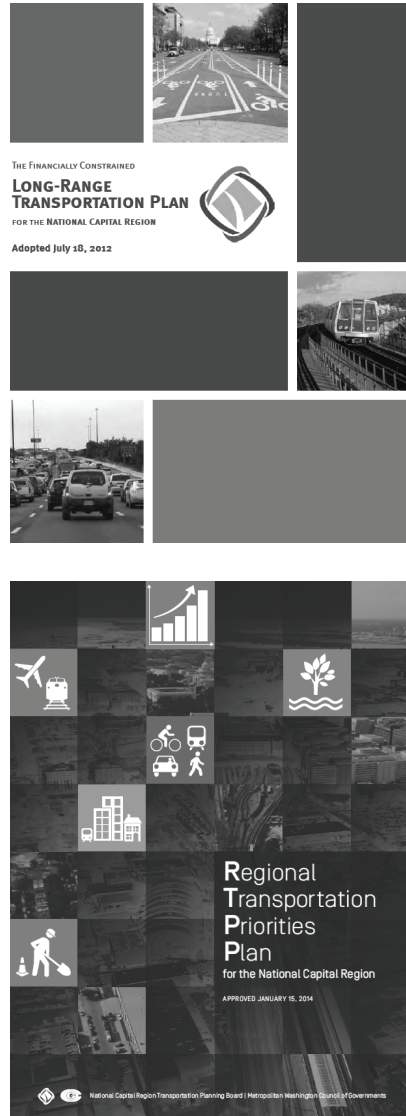
ness, transparency, and efficiency; and moving more people and goods more efficiently. Within each priority area are a number of more specific strategies to realize the larger priority.

Swanson told Board members that the assessment would look at each of the priority areas individually, with a particular focus on maintenance and on the strategies in the third priority area that are most likely to be reflected in projects submitted for inclusion in the CLRP. According to Swanson, these include expanding the capacity of the existing transit system, implementing bus rapid transit and other cost-effective transit alternatives, using road-use pricing and tolling to manage demand, and alleviating key roadway bottlenecks.

"These are things that we can actually look at in the CLRP and identify successes, and in some cases see some things that aren't happening," he said.

Board member Vic Weissberg, from Prince George's County, urged staff to look at

(Continued on page 7)



TPB WORK PROGRAMS APPROVED

At its meeting on March 19, the TPB voted to approve the annual work programs and budgets for the TPB and for the TPB's Commuter Connections program for FY 2015, which starts July 1 of this year. The Board was briefed on drafts of the work programs in February.

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 transportation and WMATA.

Gerald Miller, Acting Co-Director of Transportation Planning at the TPB, briefed the Board on the proposed FY 2015 UPWP and noted that it assumes the same budget levels as the previous year's work program—about \$12.7 million in all.

He also explained that the work program elements remained essentially unchanged, with the exception of about \$1.8 million in "carryover" funding from the FY 2014 UPWP. Among the funding carried over to the coming year was approximately \$800,000 to carry out household travel surveys of 2,400 households in the region, which had been scheduled for Spring 2014, and about \$600,000 in technical assistance work for each of the three states and WMATA.

He also said that staffing fluctuations and delays in the release of new planning requirements under MAP-21 resulted in additional funding that would be carried over.

Nicholas Ramfos, who directs the TPB's Commuter Connections program, briefed the Board on that program's proposed work program and budget for FY 2015, which is separate from the UPWP.

In all, the Commuter Connections Work Program (CCWP) outlines \$5.2 million in spending on the Commuter Connections Operations Center, the Guaranteed Ride Home (GRH) program, and mass marketing and employer outreach, among other activities to promote commute alternatives in the region.

In his presentation, Ramfos reminded Board members that 2014 is the 40th anniversary year of Commuter Connections, and that staff are planning a number of commemorative events throughout the year.

Ramfos gave Board members an overview of the program's history, how it has grown over the years, and how the program's use of technology to help commuters has evolved. He announced that Commuter Connections will soon be releasing a new application for mobile devices that would allow commuters already in the regional ridematching database to access their accounts, find rideshare partners, and locate the nearest park-and-ride lots using their smartphones or tablets. ♦

Highlights

- The Unified Planning Work Program is the TPB's federally required work program
- The FY 2015 UPWP includes \$12.7 million in funding for six core work elements. It remains essentially unchanged from the previous year.
- The FY 2015 Commuter Connections Work Program includes \$5.2 million in funding, up 3.4% from the previous year
- Commuter Connections provides ridematching and other services for commuters in the Washington region

TPB Acronyms

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

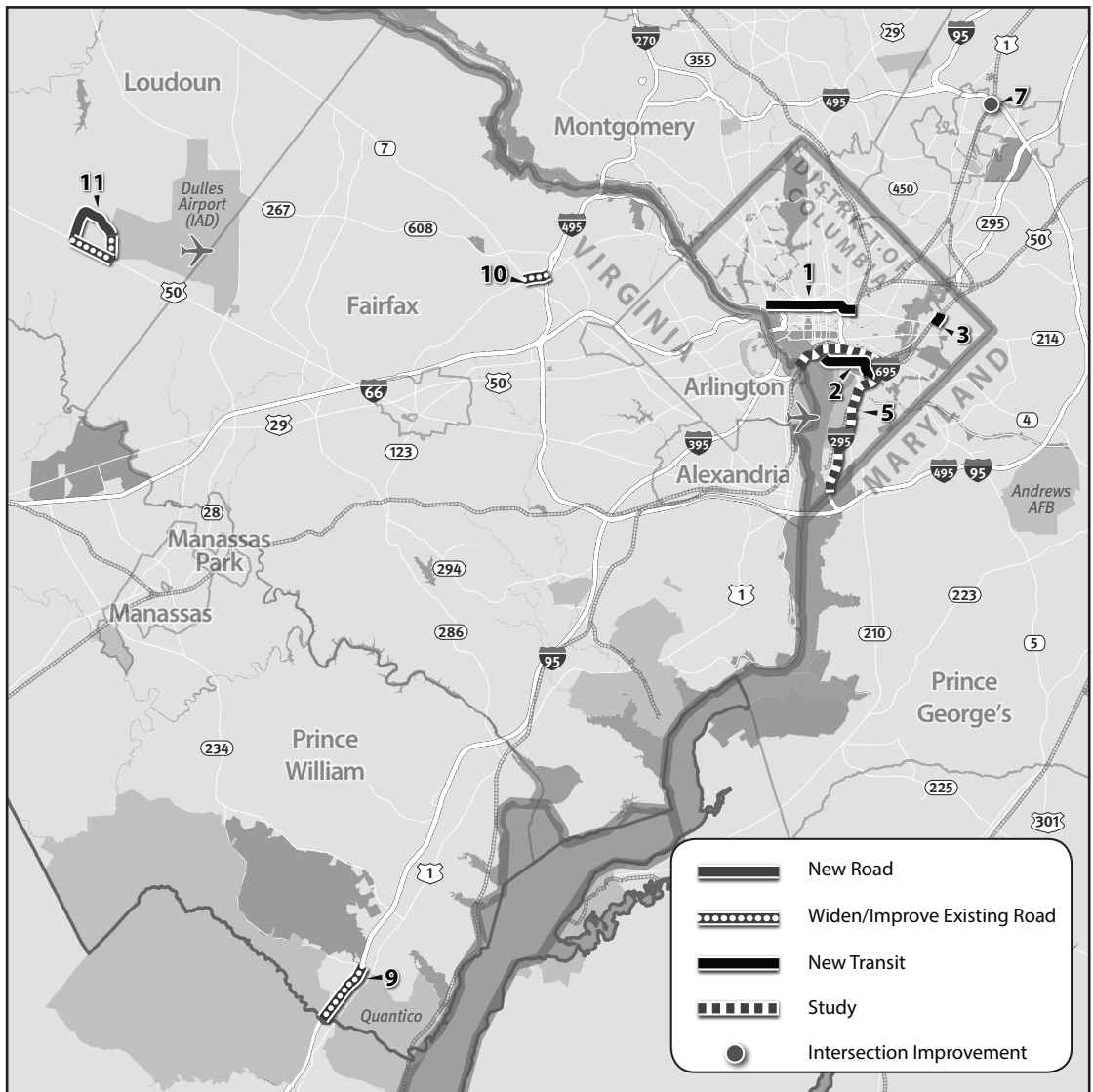
For more TPB acronyms and terms, visit the Transportation Planning Information Hub: www.transportationplanninghub.org/glossary-list

Significant Additions and Changes to the CLRP

The Washington region's transportation agencies submitted 11 new projects to be added to the CLRP, which includes more than 750 regionally significant highway, transit, and other projects. Of the 11 new projects submitted for inclusion in the

2014 CLRP update, five are in the District of Columbia, two are in Maryland, and three are in Virginia.

More detailed information may be found on the CLRP website: www.mwcog.org/clrp.



DISTRICT OF COLUMBIA

1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Construct a streetcar line connecting Benning Road NE to Georgetown.

Complete: 2020 Cost: \$348 million

2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Construct a streetcar line that connects Southwest D.C. to the Anacostia Initial Streetcar Line.

Complete: 2020 Cost: \$250 million

3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Construct a spur connecting the Benning Road Streetcar Line to the Minnesota Avenue Metro Station.

Complete: 2018 Cost: \$40 million

4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

These projects will be removed from the CLRP, pending further study. (Not on map)

Complete: n/a Cost: n/a

5. Studies: Managed Lanes on 14th Street/Rochambeau Bridge, I-395 / I-695, and I-295

Complete: 2015 Cost: \$5.9 million

A. 14th Street/Rochambeau Bridge

A study to convert two north- and south-bound lanes on the 14th Street/Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during peak commute hours. The study will also consider a subsequent conversion of HOV lanes into High Occupancy/Toll (HOT) lanes.

B. I-395/I-695, Southeast-Southwest Freeway

A study to implement HOV lanes on the Southeast/Southwest Freeway, and subsequent conversion to HOT.

C. I-295

A study to consider implementing HOV and then HOT lanes on I-295.

MARYLAND

6. MARC Growth and Investment Plan

This update to MARC's Growth and Investment Plan aims to add capacity on Maryland's commuter rail system, by increasing passenger-carrying capacity and the number of trips during peak travel periods. (Not on map)

Complete: 2040 Cost: \$1.06 billion

7. I-95/495 Interchange at Greenbelt Metro Station

Construct a full interchange along I-95/495, including auxiliary lanes.

Complete: 2020 Cost: \$78.21 million

VIRGINIA

8. Virginia Railway Express System Plan

This update to the VRE System Plan provides a framework for service expansion through 2040, including the additional service during peak and off-peak times, and a service extension to the Gainesville-Haymarket area. (Not on map)

Complete: 2040 Cost: \$977.4 million

9. Widen US 1 from Fuller Road to Russell Road Interchange

Widen US 1 from 4 to 6 lanes.

Complete: 2025 Cost: \$76 million

10. Widen VA-123 from VA-7, Leesburg Pike to I-495, Capital Beltway

Widen VA Route 123 from 6 to 8 lanes.

Complete: 2021 Cost: \$22 million

11. Dulles Air Cargo, Passenger, Metro Access Highway Alternatives

VDOT is proposing three alternatives to improve access to the western side of Dulles Airport. VDOT will select one of the following alternatives by April 16.

Alt. 2: New Dulles Air Cargo, Passenger, Metro Access Highway (North Star alignment)

Construct a new four-lane facility from US 50 to VA 606.

Complete: 2025 Cost: \$240 million

Alt 3B: Convert US 50 and VA 606 to Limited Access

Convert US 50 to limited access and widen from 4 to 6 lanes. Convert VA 606 to limited access and widen from 4 to 8 lanes.

Complete: 2025 Cost: \$330 million

Alt. 3C: Airport Express Lanes on US 50 and New Limited Access VA 606, Loudoun County Parkway

Construct two Airport Express Lanes in the median of US 50. Upgrade and widen VA 606 from 4 to 8 lanes.

Complete: 2025 Cost: \$250 million

DISTRICT'S TRANSPORTATION PLAN

(Continued from page 1)

The plan was developed through an intensive public involvement process that sought input from thousands of Washington area residents, in addition to institutional stakeholders. Throughout the process DDOT engaged participants in discussions of the funding constraints and trade-offs of proposed projects found that people who live and in the District place a particularly high value on time and reliability in a transportation system. They also expressed strong interest in strengthening connections between District neighborhoods.



By 2040, moveDC envisions adding 200 miles of new bicycle facilities and trails, 22 miles of new streetcar lines, and 45 miles of additional bus-rapid or light rail transit. Additionally, moveDC preserves designated freight routes to improve freight circulation within the city. The plan also envisions a future in which pricing and management of the freeway system, or a cordon charge on the central employment area, will be used to raise revenue and reduce driving.

The plan acknowledges that maintaining existing infrastructure is a necessary part of supporting future growth, calling for major infrastructure repairs to aging bridge crossings, roadways, sidewalks, and trails.

In addition to specific projects, moveDC includes policy components related to managing, operating, and investing in the District's transportation network. The plan supports major regional core-capacity projects in the District, like the

implementation of WMATA's Regional Transportation Systems Plan, increased commuter rail service, and capacity enhancements to the Long Bridge.

Members of the TPB focused their discussion on the regional implications of the moveDC plan.

Marc Elrich, from Montgomery County, and David Snyder, from the City of Falls Church, both asked about ways that surrounding jurisdictions could support moveDC's mode share goals.

Sam Zimbabwe, representing DDOT on the TPB, responded that moveDC relies on the shared COG population projections and assumes that the plans and aspirational goals of the nearby jurisdictions will be realized.

The moveDC plan is the District's first long-range transportation plan since 1997.

DDOT is currently in the process of completing the prioritizing and grouping projects, as well as developing financial projections and assumptions. A final draft of the plan will be made available this spring for public comment. DDOT's goal is to have the plan finalized and approved by the end of May. ♦

Search Continues for New Transportation Planning Director

The Council of Governments continues its search for the next Director of Transportation Planning. COG is looking for an expert, forward-thinking leader who's up to the challenge of guiding regional transportation planning in the National Capital Region.

mwcog.org/dtpdirectorsearch

ASSESSING CLRP IN RELATION TO PRIORITIES PLAN

(Continued from page 2)

regional imbalances in transportation demand in carrying out the assessment. “We are hopeful that this analysis can look at how the region can be better balanced, how there are opportunities in addressing transportation demand through balancing the region, taking advantage of underutilized Activity Centers and Metro stations to reduce congestion without adding capacity,” he said.

Rosalynn Hughey, of the District of Columbia Office of Planning, asked staff about the possibility of taking up a recommendation by the Citizens Advisory Committee (CAC) to rate the degree to which the CLRP as a whole, or individual projects within it, are aligned with the strategies and priorities in the Priorities Plan.



Swanson responded that such a rating effort could be difficult for April, given limited data and time to analyze, and given that the Priorities Plan was not established to support that kind of more robust analysis.

Overall, Board members were supportive of the proposed approach and said they looked forward to seeing the results of the preliminary assessment in April. Shyam Kannan, of the Washington Metropolitan Area Transit Authority,

stressed the importance of making the results of the assessment available to Board members well in advance of the October meeting, to allow enough time for proper review and discussion before approving the final projects to be included in the 2014 CLRP update. ♦

UPCOMING APRIL AGENDA ITEMS

The April 16 TPB meeting is expected to include the following items:

- Approval of Regional Bike to Work Day 2014 Proclamation
- Review of comments received and approval of project submissions for the Air Quality Conformity Assessment for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)
- Approval of scope of work for the Air Quality Conformity Assessment for the 2014 CLRP and the FY 2015-2020 TIP
- Briefing on the requirement that a portion of Fauquier County, Virginia now be included in the TPB planning area, and approval of a letter inviting the County to join the TPB
- Briefing on the Virginia Railway Express (VRE) Systems Plan
- Briefing on a draft Initial Assessment of the 2014 CLRP Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)
- Briefing on the COG Cooperative Forecasting process ♦

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 2014

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 10 Citizens Advisory Committee (6 pm)
- 15 Employer Outreach Committee (10 am)
- 16 Transportation Planning Board (noon)**
- 22 Regional Bus Subcommittee (noon)
- 24 Joint Human Service Transportation Coordination Task Force & Access for All Committee (noon)

May 2014

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 7 Bike to Work Day Steering Committee (10 am)
- 7 Car Free Day Steering Committee (11:30 am)
- 15 Human Service Transportation Coordination Task Force (noon)
- 15 Citizens Advisory Committee (6 pm)
- 16 Bike to Work Day (all day)
- 20 Annual Transit Forum (11 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle and Pedestrian Subcommittee (1 pm)
- 22 Aviation Technical Subcommittee (10:30 am)
- 21 Transportation Planning Board (noon)**
- 23 Travel Forecasting Subcommittee (9:30 am)

June 2014

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 12 Human Service Transportation Coordination Task Force (noon)
- 12 Citizens Advisory Committee (6 pm)
- 17 Commuter Connections Ridematching Committee (10 am)
- 17 Regional TDM Marketing Group (noon)
- 18 Transportation Planning Board (noon)**
- 24 Regional Bus Subcommittee (noon)
- 27 TPB Technical Committee (9 am)
- 27 TPB Steering Committee (noon)

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 Bryan Hayes at (202) 962-3273 or bhayes@mwkog.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