



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** November 10, 2016

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The attached materials include:

- Letters Sent/Received
- Announcements and Updates





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** November 10, 2016

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The attached letters were sent/received since the last TPB meeting.





National Capital Region  
Transportation Planning Board

October 24, 2016

The Honorable Gregory G. Nadeau  
Administrator  
Federal Highway Administration (FHWA)  
U.S. Department of Transportation (USDOT)  
1200 New Jersey Avenue SE  
Washington, DC 20590

Carolyn Flowers  
Acting Administrator  
Federal Transit Administration (FTA)  
U.S. Department of Transportation (USDOT)  
1200 New Jersey Avenue SE  
Washington, DC 20590

**Re: Follow-up Comments as Requested on Proposed Metropolitan Planning Organization  
Coordination and Planning Area Reform Rule [Docket No. FHWA-2016-0016]**

Dear Administrator Nadeau and Acting Administrator Flowers:

Thank you for reopening the comment period on the Notice of Proposed Rulemaking (NPRM) on "Metropolitan Planning Organization Coordination and Planning Area Reform." As the TPB conveyed in its earlier comments (dated 8/26/16) on this proposed change, the negative unintended consequences of the new requirements would significantly outweigh their real or perceived benefits. At that time, the TPB respectfully requested that USDOT withdraw the NRPM and work with individual MPOs and States to remedy specific instances in which a lack of coordination might be hindering the metropolitan transportation planning process. The TPB appreciates this opportunity to further quantify and assess the negative consequences of these proposed changes.

The follow-up comments that TPB staff is providing today provide additional information on the following three points as jointly requested by FHWA and FTA on September 23, 2016:

- Potential impacts of the proposed requirements on unified planning products where multiple metropolitan planning organizations (MPOs) serve the same urbanized area.
- Suggested criteria for applying exceptions to the proposed requirements.
- Quantification of the expected costs of implementing the proposed rule.

The comments provided in this letter reflect the TPB's unique perspective as an MPO made up of state and local transportation officials and elected representatives from three state-level jurisdictions, 22 city and county governments, and a handful of regional agencies. The TPB spends roughly one-third of its annual \$15 million MPO budget on coordinating the input, review, and approval of its members in developing the three federally required planning documents: the Financially Constrained Long-Range Plan (CLRP) which is the TPB's Metropolitan Transportation Plan, the Transportation Improvement Program (TIP), and the air quality conformity determination. It also coordinates with several nearby MPOs in accordance with formal coordination agreements and

arrangements established to ensure that the metropolitan transportation planning process meets federal requirements for being continuous, cooperative, and comprehensive.

For the purposes of the TPB's assessment of the impacts and costs of USDOT's proposed rulemaking, the following assumptions were made about how the rules would most likely be carried out in the National Capital Region:

- ***Assumption #1:** The nine existing MPOs that currently serve what would become a new Washington-Baltimore-Philadelphia "Super-MPA" would remain intact.*

The new federal rules could require the creation of a new metropolitan planning area (MPA) spanning at least six state-level jurisdictions from Virginia to New Jersey (see Attachment 1). Depending on one's interpretation of the new rules, the new "Super-MPA" could stretch north all the way to Massachusetts. The mobility needs, local transportation and land use planning policies and priorities, and availability and appropriateness of different travel modes would vary immensely across a region of this size. Given this variation, the TPB staff is confident that the Governors and MPOs would agree to keep the multiple MPOs that currently exist intact. Agreements already exist among state DOTs in this region to address overlapping urbanized areas, and TPB staff would expect that to continue.

- ***Assumption #2:** The nine MPOs would have to develop a process for a single, unified Financially Constrained Long-Range Transportation Plan (CLRPT), Transportation Improvement Program (TIP), and air quality conformity determination.*

The proposed rule requires a unified set of planning products from multiple MPOs in a super-MPA. This coordination and consultation would have to occur among these MPOs and its localities to develop a process for a single set of planning documents. The nine MPOs within the "super-MPA" would then need to jointly develop a single Financially Constrained Long-Range Plan (CLRPT) and Transportation Improvement Program (TIP) for the MPA, jointly establish a set of performance targets for the MPA through the Performance-Based Planning and Programming (PBPP) requirements, and jointly agree on a process for making a single air quality conformity determination on the joint CLRPT and TIP.

- ***Assumption #3:** The TPB, in the spirit of the new rule, would endeavor to maintain a similar level of coordination with the state and local members and agencies of the new "Super-MPA" as it does today.*

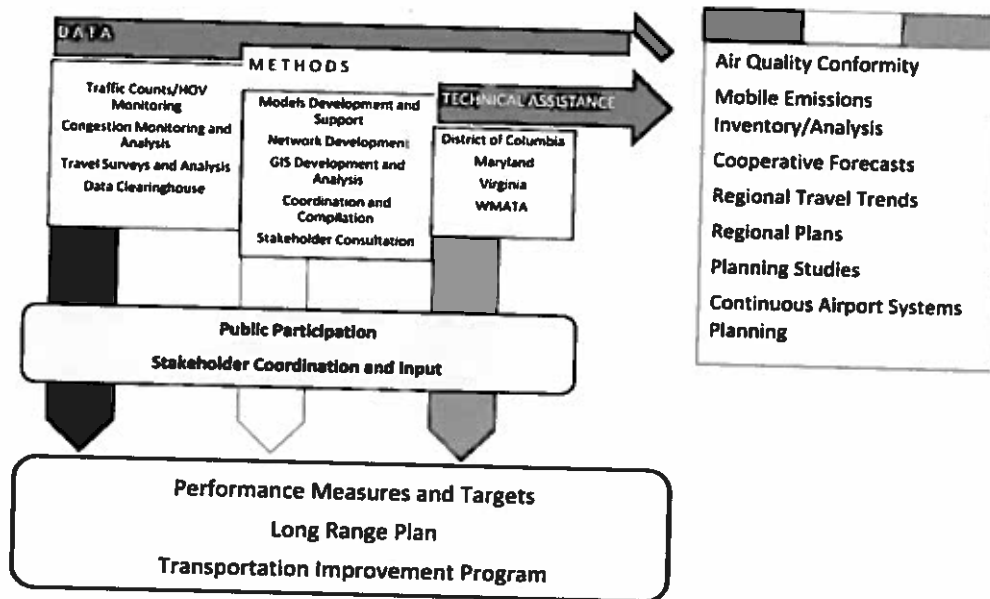
As a multi-state MPO since 1966, the TPB has an established coordination process with the District of Columbia, Maryland, and Virginia that is both extensive and comprehensive. In addition to the three state-level jurisdictions, this process also includes 22 local jurisdictions and numerous other state and regional agencies. The TPB's existing level of coordination required the development of a thorough understanding of the planning and programming authorities, and the TPB established processes within each member jurisdiction, the state agencies, and the MPO to carry out the MPO activities. Relationship building with dozens/hundreds of individual staff at the state and local level has occurred over time, which includes the establishment and maintenance of comfortable working relationships and the development of mutual respect and trust. These relationships require daily and weekly efforts to organize and attend regular meetings, and to devote extra time to the "back-and-forth" it takes to address any given concern or issue, for each member. Good coordination requires extensive staff time to prepare materials for meetings, and to conduct phone calls

and webinars. While this investment of relationship-building has been effective, including enabling the TPB to develop its key policy frameworks (the TPB Vision and the Regional Transportation Priorities Plan) and to regularly develop a regional CLRP and TIP, it requires a significant commitment of human and fiscal resources from all parties involved. Under the new proposed rule, the TPB would expect to maintain a similar level of coordination with the state and local members and agencies of the new "Super-MPA."

- **Assumption #4:** Every element of the Unified Planning Work Program (UPWP) would support the development of the three unified planning products for the "Super-MPA."

Every element of the TPB's existing Unified Planning Work Program supports the development of the CLRP, TIP, air quality conformity determination, and performance-based planning and programming activities for the National Capital Region. This includes data collection, methods development, public participation, stakeholder involvement, management of 15 standing committees, and development of six functional plans (see Figure 1). Under the new rules, every element of the UPWP would support the development of a unified Metropolitan Transportation Plan, TIP, and air quality determination for the "Super-MPA."

**Figure 1**  
**Overview of Planning Products and Supporting Processes in the TPB's Unified Planning Work Program (UPWP)**



- **Assumption #5:** Implementation of the new rules would require one-time start-up costs as well as ongoing annual costs.

The cost of the new activities and development of the new processes necessary to meet the requirements would be significant. Once the processes and agreements to proceed were in place, the costs would then decrease and become more consistent on an annual basis.

## POTENTIAL IMPACTS OF THE PROPOSED REQUIREMENTS

The potential impacts of the new requirements under this proposed rule focus primarily on the difficult task of convening and coordinating the input of large, diverse groups of people, including the public, to develop projects, programs, and priorities in a way that conforms with applicable laws and enables progress to achieving needed improvements. The metropolitan planning products required under federal law contain a seemingly infinite number of moving parts, all intricately timed and woven together by professional transportation staff who then have the job of educating the elected officials who formally act to approve the products. Consensus-building is a delicately balanced dance, and adding new performers to the act can add an exponential degree of complexity to an already complicated process. This added complexity has the immediate and direct consequence of slowing the delivery or compromising the quality of the planning products themselves. It is wholly unclear to the TPB what if any improvements such changes to the process would actually yield.

Below are the potential impacts of the proposed requirements as they relate to the development of specific planning products:

- The CLRP and TIP would have to be “unified” with at least eight other MPOs and up to 400 localities all with different product timeframes, planning horizons, travel patterns, political boundaries, policy guidance and different State and local budget cycles, with little value added to the process.
- At least seven Governors and the Mayor of DC would have to sign agreement(s) for unifying the planning products as well as coordinating data collection methods and planning assumptions. Agreements, especially complex agreements, can take years to develop and approve.
- Development of an agreement or agreements for unifying the inputs and data assumptions necessary to conduct a minimum of eight different conformity determinations would be extremely challenging and impractical.
- A “Super-MPA” would create areas with different attainment statuses for different pollutants, and different timeframes for conformity.
- Developing a common investment strategy for the current TPB area as required under performance-based planning and programming is challenging enough as it is; expanding this to eight other MPOs and possibly 400 localities would significantly delay implementation of this USDOT priority.

Below are additional potential impacts not directly related to the development of specific planning products:

- Implementation of the rule would overwhelm staff at State DOTs, FHWA, and FTA offices, MPOs, State air agencies, local jurisdictions, and elected officials, with little value added to the metropolitan planning process.
- Due to the length of time that coordination on a large scale would add to the process, slow MPO approvals could delay the implementation of key transportation investments and improvements critical to each region’s economy.



- The extra work created through this process would distract MPOs and State DOTs from focusing on achieving the goals set forth in the FAST Act, including performance-based planning and programming, and other USDOT priorities such as Ladders of Opportunity.
- This rule would create an unpredictable planning boundary that could change significantly every ten years, potentially undermining the 20-year long-range transportation planning process.

Table 1 below provides a description of each of the planning products or process that the proposed rule would require a “Super-MPA” to unify. A description of the complexity involved in each product/process and the challenges to creating unified products is also provided. Table 1 further demonstrates the difficulty in unifying products given that these products are dependent upon so many other elements in the TPB’s Unified Planning Work Program (UPWP).

**Table 1**  
**Description of Planning Products and Challenges to Unifying for a “Super-MPA”**

	Financially Constrained Long-Range Transportation Plan (CLRP)	Transportation Improvement Program (TIP)	Conformity Determination	Performance-Based Planning and Programming (PBPP)
<b>Description</b>	The TPB’s Plan includes over 500 projects for highway, transit and bike/pedestrian improvements totaling more than \$240 billion (including operations and maintenance funding).	The TPB’s TIP identifies a total of \$11 billion in funding commitments from 75 different sources for more than 300 projects. Twelve state and local Federal-aid recipients depend upon the TIP. The TPB does not receive federal funding to improve infrastructure (few exceptions).	An analysis of mobile source emissions for the Plan and TIP for each criteria pollutant the region is in nonattainment for based on the federal standards to ensure pollutants remain below approved regional limits.	Development of performance measurements and targets with three State DOTs and multiple transit agencies for areas such as safety, bridges, congestion, and transit assets. The PBPP will report and integrate into the TIP and CLRP.
<b>Timeframe</b>	The TPB’s Plan covers 2016 to 2040	6-year period; 2017 to 2022	2017, 2025, 2030, and 2040	2018, with 1-year, 2-year, and 4-years goals.
<b>Update or Amendment Cycle</b>	Updated every 4 years and usually amended annually	Updated every 2 years; amended or modified 30 to 80 times a year	Analysis is conducted annually (every time the CLRP is amended)	Annual and biennial updates for measurement and target-setting
<b>Coordination Occurring in National Capital Region</b>	The TPB engages with multiple levels of decision-makers in three state-level jurisdictions, with the regional transit agency (WMATA), and 22 local governments to identify CLRP and TIP		The TPB coordinates with a regional air quality committee that includes three state air agencies and three state DOTs on	Agreement on PBPP responsibilities and target-setting process with three States.

	<p>projects (the TPB does not typically receive direct funding for infrastructure improvements).</p> <p>Building consensus around TPB policy principles and transportation priorities for the CLRP and TIP took more than three years.</p> <p>Ongoing coordination must occur because the twelve funding agencies operate under different budget cycles which triggers ongoing amendments or updates.</p>	<p>federally mandated plans and the analysis.</p> <p>An established interagency consultation process is used to agree on the inputs, assumptions, analysis tools.</p>	
<p><b>Impacts and Challenges for Unifying Product within a Super-MPA</b></p>	<p>The CLRP and TIP would have to be “unified” with at least eight other MPOs and up to 400 localities all with different product timeframes, planning horizons, travel patterns, political boundaries, policy guidance and different State and local budget cycles, with little value added to the process.</p> <p>At least seven Governors and the D.C. Mayor would have to sign agreement(s) for unifying the planning products as well as coordinating data collection methods and planning assumptions, agreements which would take years to develop.</p>	<p>A “Super-MPA” would create areas with different attainment statuses for different pollutants, and different timeframes for conformity.</p> <p>Development of an agreement for unifying the inputs and data assumptions necessary to conduct a minimum of eight different conformity determinations would be extremely challenging and impractical.</p>	<p>Developing a common investment strategy for the current TPB area as required is challenging enough as it is; expanding this to eight other MPOs and possibly 400 localities would significantly delay implementation of this USDOT priority.</p>

*(Comments continue on following page)*

## **EXCEPTIONS THAT SHOULD BE INCLUDED IN A FINAL RULE**

The TPB maintains its earlier request that the proposed rule be withdrawn. However, should USDOT move towards implementation, the TPB recommends the following criteria to apply for exceptions to the rule. The criteria could apply to both the proposed requirement for a single MPO and a single MPA, as well as for the unified planning product requirements.

An MPO or MPA would be exempt from the proposed rule if any of the following criteria are met:

- The population of an Urbanized Area is greater than 300,000 based on current data or 20-year forecasts;
- The population contained in an Urbanized Area that overlaps into another MPA is less than 10 percent of the total population in an MPO's MPA; and/or
- Coordinated planning arrangements, which could be in the form of agreements or letters, exist and define roles and responsibilities for MPOs serving an Urbanized Area.

In regards to the process for exceptions, the TPB recommends that the relevant Governor(s) and MPO(s) would submit letters to FHWA district and FTA region offices describing how the MPO or MPA meets one or more the criteria for exceptions and that these FHWA and FTA offices acknowledge the exception.

## **EXPECTED COSTS OF IMPLEMENTING THE PROPOSED RULE**

The TPB's Unified Planning Work Program (UPWP) is developed and approved annually by FHWA and FTA. The FY 2017 UPWP budget is \$15.6 million and of that, approximately \$5 million (or 30 percent of the annual budget) is estimated to pay for coordination activities and to develop and maintain current multi-state unified planning products.

The TPB estimates that the start-up costs to meet the new requirements could range from \$3.5 to \$5 million per year, in addition to the normal annual MPO business costs. Depending on how long it takes to establish the new processes—and the TPB's experience is that it can take up to three years to accomplish large consensus-based efforts—the start-up cost could be \$10- to \$15 million. Once established, the TPB estimates that maintaining and carrying out the new processes could require a 10- to 15-percent increase in costs, or \$1.5 to \$2 million annually.

For TPB members, stakeholder participation is not reimbursed using Metropolitan Planning funds. Therefore, these costs do not reflect stakeholder time spent in coordination efforts. This is a hidden, additional burden that all TPB members would have to shoulder when participating in the metropolitan planning process of a larger and more complex MPA. This would effectively reduce their ability to be fully involved in the metropolitan planning process.

Mr. Nadeau and Ms. Flowers  
October 24, 2016

## SUMMARY

In summary, the TPB has been a leader in coordination for over 50 years across political boundaries in a large metropolitan area. However, the proposed rule would create a super-metropolitan planning area (MPA) with planning products that would have to be coordinated from southern Virginia to New Jersey or even Massachusetts. The impacts of implementing this rule would be far-reaching, its new requirements would add very little if any value to the metropolitan planning process, and the price-tag would be significant. The new rule could even unintentionally hinder the ability of the affected MPOs to effectively and efficiently conduct metropolitan planning and facilitate project delivery by unnecessarily burdening MPOs with rules for unified planning products that defy logic, overwhelm staff at State DOTs, State air agencies, local jurisdictions, and elected officials, and create an unpredictable planning boundary that could change every ten years—all of which could severely undermine the long-range planning process.

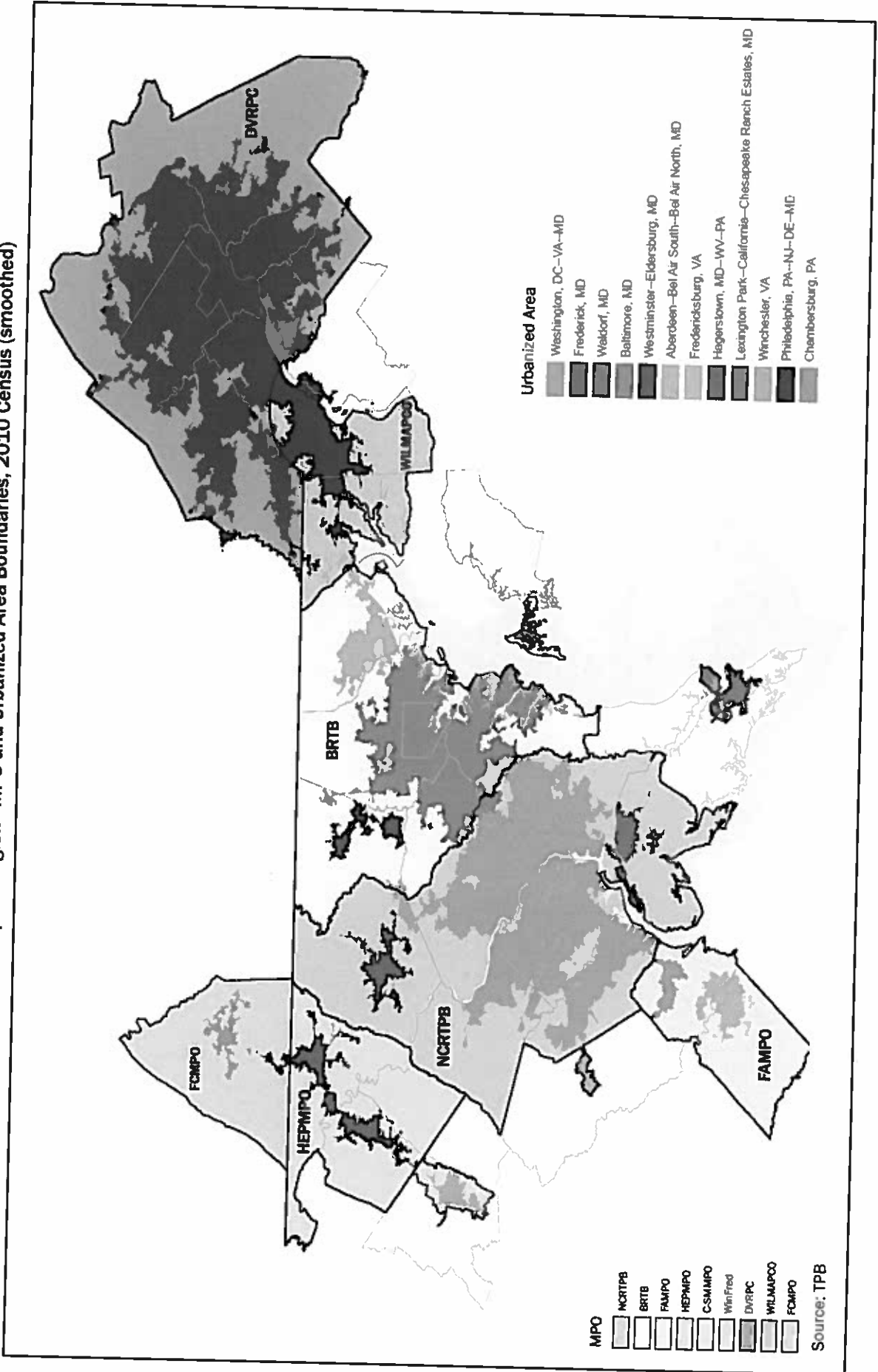
If you have any questions or would like to discuss this matter further, please contact me at [lerickson@mwkog.org](mailto:lerickson@mwkog.org) or (202) 962-3319. Please also feel free to reach out to TPB Staff Director Kanti Srikanth at [ksrikanth@mwkog.org](mailto:ksrikanth@mwkog.org) or (202) 962-3257.

Sincerely,



Lyn Erickson, AICP  
TPB Plan Development and Coordination Director

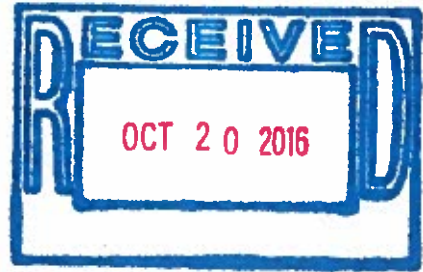
**ATTACHMENT 1. National Capital Region - MPO and Urbanized Area Boundaries, 2010 Census (smoothed)**







October 13, 2016



Mr. Timothy Lovain  
Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

Dear Chairperson Lovain:

Thank you for your September 30, 2016 letter requesting funding support for the Transportation Planning Board's (TPB) FY 2017 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will again provide \$150,000 funding for the 2017 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Paul Wiedefeld  
General Manager and  
Chief Executive Officer

cc: Kanti Srikanth, Director of Transportation

Washington  
Metropolitan Area  
Transit Authority

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Washington, DC 20001  
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A District of Columbia,  
Maryland and Virginia  
Transit Partnership







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** November 10, 2016

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The attached documents provide updates on activities that are not included as separate items on the TPB agenda.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Summary of the November 2, 2016 “Championing Traffic Incident Management in the National Capital Region” TPB Conference  
**DATE:** November 9, 2016

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## **OVERVIEW**

On November 2, 2016, the Transportation Planning Board hosted a special conference entitled “Championing Traffic Incident Management in the National Capital Region”. Looking at traffic incident management addressed one of three priorities for the Board that Chairman Lovain identified for the year. Approximately 50 persons participated or attended, either in person or via a webinar option. Attendees represented a variety of agencies and disciplines, including transportation operations and planning, public safety planning, and police; representatives included state DOTs, National Park Service, local jurisdictions, state and local police. A variety of informative conference materials are available at [www.mwcog.org/TIM2016](http://www.mwcog.org/TIM2016).

The conference followed up on a Regional Traffic Incident Management conference held back on April 27th, sponsored by the Metropolitan Area Transportation Operations Coordination (MATOC) Program. Whereas the MATOC conference was a gathering of practitioners, the TPB conference focused on how the TPB and other policy-level officials can enable those practitioners to do the best job they can.

## **CONFERENCE SESSIONS**

The first of three conference sessions looked at Traffic Incident Management in the Washington Metropolitan Area, featuring DDOT, MDOT-SHA, VDOT, and the MATOC Program. Speakers noted that the major transportation agencies of the National Capital Region have some of the nation’s best Traffic Incident Management programs, though enhancements continue to be pursued, especially in data, processes, training, and technology.

A second session provided interesting examples of Traffic Incident Management in other states/metropolitan areas, including Las Vegas/Southern Nevada (how a data-driven approach achieved a measurable reduction in secondary crashes); Philadelphia (where the regional agency is funded to be the Traffic Incident Management coordinating and training entity for the region), and Seattle (how lessons from one particularly bad incident were applied to achieve significant delay reductions for subsequent incidents).

The conference's third session convened a panel of the region's transportation agencies to examine opportunities for enhancements of traffic incident management in the National Capital Region. This discussion highlighted the challenges and opportunities our agencies face.

## **OUTCOMES AND NEXT STEPS**

Chairman Lovain concluded the conference by identifying the following areas of opportunity for the region to explore to enhance its traffic incident management practices. The Chairman noted that as the regional transportation planning Board the TPB can serve as an effective forum to work with its member jurisdictions to explore what the region can do to enhance its traffic incident management system:

- Ways to facilitate responders' quick access to the traffic incident locations (many times responders are stuck in traffic on the way to incidents)
- Regionally coordinated opportunities for Traffic Incident Management training
- Self-assessment of the "Traffic Incident Management" system from a regional perspective (federal tools available)
- Expanding the number of agencies using data tools such as the Regional Integrated Transportation Information System (RITIS)
- Supporting the Maryland General Assembly's consideration of expanding existing Potomac River Bridges Towing Compact to more bridges
- Expanding the number of local jurisdictions sharing traffic-related aspects of their emergency assistance request with state traffic incident management centers (helps shortens incident detection and response times).

In the coming months, follow-up on these recommendations will be pursued through TPB's subcommittees (such as the Systems Performance, Operations, and Technology Subcommittee); MATOC and its committees; and the Regional Emergency Transportation Committee (RESF-1) and other public safety committees.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Michael Farrell, Senior Transportation Planner  
**SUBJECT:** Update on the TPB's Street Smart Program  
**DATE:** November 9th, 2016

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## **BACKGROUND**

To help raise public awareness of pedestrian safety the National Capital Region Transportation Planning Board (TPB) runs a regional pedestrian and bicycle safety campaign known as Street Smart. Street Smart is an educational campaign, directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. It consists of Fall and Spring waves of TV, transit, outdoor, internet advertising, with supporting law enforcement carried out by partner agencies. The Fall 2016 campaign wave launched on Friday, November 4th, and will run through November 27th.

## **FALL 2016 STREET SMART PRESS EVENT**

On Friday, November 4<sup>th</sup>, representatives from the District of Columbia, Maryland, and Virginia kicked off the Fall *Street Smart* safety awareness campaign at the United Medical Center in southeast Washington, D.C., near where two pedestrians were killed last year.

Transportation officials urged drivers, pedestrians, and bicyclists to exercise caution, watch out for each other, and follow traffic safety laws. "With daylight saving time ending this weekend, it will be dark during our evening rush hour, making visibility a critical safety issue. Like Mayor Muriel Bowser's Vision Zero initiative, the *Street Smart* campaign reminds everyone to watch out for each other on our region's streets," said Leif Dormsjo, Director of the District Department of Transportation.

Media was able to film law enforcement activities at the nearby intersection where the fatalities occurred. A street team was also on site with walking billboards displaying larger than life "Tired Faces" campaign messages.

In addition to Friday's press event there will be seven "Street Team" walking billboard outreach events across the region, and three "Enforcement Activation" media events, in which the press will be encouraged to observe the police carrying out pedestrian safety enforcement.

The campaign will continue to use the successful "Tired Faces" creative of recent years.

To learn more about Street Smart, visit [BeStreetSmart.net](http://BeStreetSmart.net) and follow on [twitter.com/COGStreetSmart](https://twitter.com/COGStreetSmart).





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
Andrew Meese, TPB Systems Performance Planning Director  
**SUBJECT:** Highlights from the 2016 Association of Metropolitan Planning Organizations (AMPO) Annual Meeting  
**DATE:** November 9, 2016

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The 2016 Association of Metropolitan Planning Organizations (AMPO) Annual Meeting took place October 25-28, 2016, in Fort Worth, Texas. A combination of plenary, breakout, committee, and training sessions were held. Over 200 people were in attendance, including representatives of over 80 of the nation's 400-plus MPOs, plus other federal, state, local, private sector, and academia participants. This memorandum provides highlights of the conference for the TPB's information, focusing on four general themes that ran through the conference: federal law and regulations; the practice of MPO planning; big data and planning tools; and the future of transportation.

### **FEDERAL LAW AND REGULATIONS**

Current and emerging federal law and regulations were a primary topic of discussion at the conference. The federal MAP-21 and FAST legislation generated a number of new requirements for MPOs, with federal rulemaking pursuant to these laws quite active in the last two years. Like the TPB, MPOs across the country are grappling with a myriad of new and upcoming requirements, especially regarding Performance-Based Planning and Programming (PBPP). TPB's activities regarding PBPP are relatively strong compared to other metropolitan areas, but much work remains to be done. State DOT/MPO coordination of PBPP target setting was a hot topic – TPB has already had extensive contacts with our region's state DOTs to get the ball rolling.

Another major topic of discussion was the Notice of Proposed Rulemaking on “MPO Coordination and Planning Area Reform”, which among other changes may engender mergers of existing adjacent MPOs into larger units. An emphasis of the AMPO discussions of widespread state and MPO opposition to the proposed rule has been documenting the potential costs associated with such mergers – a recent example in Connecticut cost an amount on par with a year's worth of the MPO's Unified Planning Work Program (UPWP) funding.

Finally, there was discussion on another federal initiative commonly referred to as “Megaregions”. Planning literature defines Megaregions as a group of geographic locations and/or areas that are combined because of similar characteristics and mutual interest. Megaregions have been described as offering flexible frameworks to harmonize transportation with quality of life, economic opportunity, and environmental sustainability. Since our roadway system crosses many jurisdictional boundaries, transportation is inherently Megaregional. It has been said that Megaregions allow us to think globally, coordinate regionally and act locally.

Discussions among federal and MPO representatives was centered around the recognition that things like air pollution, freight movements, and road safety don't stop at political boundaries but planning often does. Therefore, coordination at the Megaregional scale provides an approach to address new emerging challenges, and take advantages of the opportunities that arise around large metropolitan centers and their surrounding areas, connected by existing environmental, economic, cultural, and infrastructure relationships.

## **THE PRACTICE OF MPO PLANNING**

The conference provided multiple opportunities to share best and emerging practices of MPO Planning, on topics including public involvement, Environmental Justice and Title VI, freight, bicycle and pedestrian planning, MPO operations, health land use, creative placemaking, and corridor studies. Large MPOs like TPB have longstanding experience in these areas, efforts now expanding to the nation's smaller MPOs.

## **BIG DATA AND PLANNING TOOLS**

The national Strategic Highway Research Program #2 (SHRP2) has developed a number of planning tools that TPB staff can explore regarding project planning, economic impact analysis, and travel demand modeling. "Big Data" is still a hot catch-phrase, with the emergence of federal and private sector data sets that have the potential to make MPO planning more robust and responsive – if staffs have sufficient staff, training, and expertise in analyzing these new sources. A prime example has been TPB's use of vehicle probe data from the I-95 Corridor Coalition's Vehicle Probe Project (VPP) Suite. TPB staff has examined and continues to monitor emerging data sources, and is poised to take advantage of these sources.

## **THE FUTURE OF TRANSPORTATION**

There are uncertainties about the future of transportation. A prime factor is the emergence of connected and autonomous vehicles – what will they mean for tripmaking habits, for safety, for roadway capacity? What can cities and metropolitan areas do to install necessary "Smart City" infrastructure? The sharing economy (e.g. Uber) is another emerging trend lending uncertainty. Such uncertainties are typically examined via the use of scenario planning by MPOs to inform long term planning discussions.

The future was a key theme of the conference's keynote speaker, Jane Lappin, Director of Public Policy and Government Affairs at the Toyota Research Institute. She emphasized how swiftly changes are coming, and how companies are pouring resources into the race to be in the forefront of the new transportation system.

## **NEXT STEPS**

TPB staff will continue to be engaged in these coordination and collaborative work activities and involve the relevant TPB subcommittees, and communicate with AMPO and our peer MPOs on taking full advantage of new opportunities.





## **CITIZENS ADVISORY COMMITTEE 2017 Application**

Community leaders and interested citizens from across the Washington region are invited to apply for membership on the 2017 Citizens Advisory Committee (CAC) to the National Capital Region Transportation Planning Board (TPB).

### **WHAT IS THE CAC?**

The CAC is a group of 15 people who represent diverse viewpoints on regional transportation issues, including long-term planning concerns, and short-term policies and programs. The TPB itself is the body that coordinates transportation planning for the entire metropolitan Washington region. The TPB includes elected local officials, representatives from transportation agencies, and other key officials. Staff for the TPB is provided by the Metropolitan Washington Council of Governments (COG).

The mission of the TPB Citizens Advisory Committee is:

1. to ***promote public involvement*** in transportation planning for the region, and
2. to ***provide independent, region-oriented citizen advice*** to the TPB on transportation plans and issues.

The 15 members of the CAC are either elected or appointed. Every fall, six members are elected by the current CAC to serve in the coming year. The other nine members are appointed by the TPB each January. The membership is evenly divided between the District of Columbia, Suburban Maryland, and Northern Virginia. According to TPB procedures, the CAC membership should represent environmental, business, and civic interests in transportation, including appropriate representation from low-income, minority, and disabled groups and from the geographical area served by the TPB.

The CAC meets every month on the second Thursday evening, six days prior to the monthly TPB meeting (the TPB always meets on the third Wednesday of the month). The CAC meetings are from 6:00 P.M. to 8:00 P.M. at the Metropolitan Washington Council of Governments located at 777 North Capitol Street NE, Washington, DC 20002.

### **RECENT COMMITTEE ACTIVITIES**

The CAC acts in an advisory role to the TPB and offers comments to the board reflecting the committee's diverse viewpoints. Over the years, the CAC has focused on key regional transportation issues, such as the transportation funding shortfall, environmental concerns, and emergency preparedness issues. The committee has also identified key opportunities to enhance the TPB's ongoing public participation activities.

For more information on the CAC's activities, including committee reports and agendas, please visit [www.mwcog.org/tpbcac/](http://www.mwcog.org/tpbcac/).

## **APPLICANTS:**

- Should be able to attend monthly meetings at the Council of Governments. (The committee works best when all members are present, though there is a call-in option for occasions when a committee member cannot attend in person.)
- Should be willing to serve for a one-year term.
- Should complete the attached application form. Completed applications will be considered by the members of the CAC when they select six individuals to serve on next year's CAC and by the TPB chair and vice chairs when they nominate nine additional individuals to serve on the CAC.
- Must reside in one of the [TPB member jurisdictions](#).
- Should not be currently involved in any professional capacity with the TPB. This includes representing local government or a private firm on any COG/TPB committee or contract.

## **FOR MORE INFORMATION OR TO SUBMIT YOUR APPLICATION, PLEASE CONTACT:**

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## **DEADLINE FOR APPLICATIONS:**

December 9, 2016