

Long-Range Financial Analysis Released

A financial analysis prepared for the Transportation Planning Board is predicting significant shortfalls in highway and transit revenues in the coming decades. Transit officials are warning, in particular, that Metro is woefully

underfunded, especially as the system faces pressing rehabilitation expenses in the next six years.

The financial analysis was prepared as part of this year's update to the region's long-range transportation plan—called the Constrained Long-Range Plan or CLRP.

Public transit expenditures are projected to be \$56.4 billion, while highways will receive \$36.9 billion. Overall, the CLRP is forecasting that \$93.3 billion in transportation funding will be available between 2004 and 2030—approximately \$3.59

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Ped/Bike Safety Campaign



The Transportation Planning Board will apply for federal funds for the second year of the "Street Smart" pedestrian/bicycle safety campaign. Maryland Delegate Bill Bronrott briefed the TPB on the campaign on July 16.

Regional Study Looks At Alternatives for the Future

More jobs here? More housing there? What kinds of hypothetical land use patterns might aid in reducing congestion and improving mobility in the Washington region?

After months of discussion and preliminary analysis, planners have put together five land use scenarios that will form the basis for the TPB's Regional Mobility and Accessibility Study. The land use alternatives will be combined with transportation scenarios containing packages of various transit and highway improvements. The transportation scenarios are scheduled to be developed this fall.

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billion per year. The 2000 CLRP forecast that \$3.07 billion per year would be available. The new forecasts are estimated in 2004 constant dollars, whereas the previous numbers were calculated in 2000 constant dollars.

Inputs from funding agencies

The financial analysis was prepared with inputs provided by the agencies with direct control over transportation funding, including the state departments of transportation and local jurisdictions. The Washington Metropolitan Area Transit Authority (WMATA), which runs the Metro system, draws most of its non-farebox revenue from its state and local member jurisdictions, although it does receive some direct federal funding.

The TPB is required by federal law to “financially constrain” its long-range plan. This requirement means the plan may only include projects for which funding is “reasonably

anticipated to be available.” In order to receive federal funding, all regionally significant projects must be included in the Constrained Long-Range Plan.

Over the 27-year funding period, the analysis indicated that WMATA’s expenditure categories were funded at higher levels than in the last CLRP update. Metro’s preservation needs—called the Infrastructure Renewal Program (IRP)—are funded at 98 percent, compared to only 88 percent in 2000. The System Access and Capacity Program (SAP), which is aimed at providing additional equipment and services needed to realize the maximum design capacity of the Metro system, is funded at 74 percent. This program did not receive any funding in the 2000 CLRP.

Warnings about transit funding

WMATA officials warned that their funding picture was less rosy than the CLRP financial analysis indicated.

In a letter to the TPB, Richard White, Chief Executive Officer of WMATA, called attention to several complicating factors. He noted that “the prospects for increased federal funding appear to be slim.” The Bush administration’s proposed reauthorization legislation for federal transportation programs could result in a loss of almost \$150 million over six years, according to Mr. White.

Mr. White further noted that WMATA’s most urgent needs over the next six years were severely underfunded and he asked that an analysis be done to look specifically at six-year needs and revenues.

The CLRP financial analysis did recognize this concern about immediate costs, noting that a “critical issue still to be addressed is how these substantial increases in preservation funding can be made available to meet the cash flow requirements of this early ramp-up in preservations funding.”

More broadly, Mr. White wrote that the financial analysis “makes a comparison of available funding to meet a constrained program of need,” and he noted that the TPB identified a regional funding shortfall of \$1.74 billion in 2000.

TPB Alphabet Soup

CAC	-	Citizens Advisory Committee
CLRP	-	Constrained Long-Range Plan
COG	-	Metropolitan Washington Council of Governments
DDOT	-	District Department of Transportation
EPA	-	U.S. Environmental Protection Agency
FHWA	-	Federal Highway Administration
FTA	-	Federal Transit Administration
MDOT	-	Maryland Department of Transportation
SIP	-	State Implementation Plan for air quality
TERMs	-	Transportation Emission Reduction Measures
TIP	-	Transportation Improvement Program
TPB	-	Transportation Planning Board
UPWP	-	Unified Planning Work Program
VDOT	-	Virginia Department of Transportation
WMATA	-	Washington Metropolitan Area Transit Authority

Mr. White's comments were supported by Chris Zimmerman, who is a member of the WMATA board and an Arlington County Board member. "I think we have to find ways to communicate effectively about all the money we don't have for the things that people think we're going to do," said Mr. Zimmerman.

Ron Kirby, Director of Transportation Planning at the Council of Governments, emphasized that the federally mandated CLRP is not intended to be a documentation of unfunded needs.

"There are unfunded needs—for both highway and transit systems—that are not included in the CLRP financial analysis because the region's transportation agencies recognized that this is a constrained analysis," said Mr. Kirby.

For more information on the long-range plan financial analysis, go to www.mwcog.org/transportation/tpb/. Go to "Past Meeting Documents" and see Item 12 under the July 16, 2003 meeting. ■

Regional Air Quality Plan Approved

Regional leaders approved an air quality plan on August 13 intended to make sure the metropolitan area meets federal health standards for ground-level ozone by 2005.

The plan was developed and approved by the Metropolitan Washington Air Quality Committee (MWAQC). It includes proposed ceilings on transportation-related emissions, which were developed in close cooperation with the Transportation Planning Board. The plan also provides reductions in other sources of emissions, including power plants. It will now be forwarded to U.S. EPA for approval.

Both MWAQC and the TPB are independent bodies staffed by the Council of Governments. Both boards include local elected officials and state representatives. D.C. Councilmember Phil Mendelson serves both as chairman of MWAQC

and vice chair of the TPB.

The Washington region is classified as a "severe non-attainment area" for ground-level ozone. The region must attain federal air quality standards by November 15, 2005.

Ground-level ozone is the principle component of smog. It is formed when sunlight and high temperatures trigger a photochemical reaction in emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx).

Under the draft air quality plan, NOx emissions will be reduced substantially through tougher restrictions on power plants.

Control measures are also in place to reduce VOC

emissions from such

basic consumer items as paint, aerosols and gas cans. Control measures on transportation include cleaner buses, more park and ride lots and improved bicycle facilities.

The tight deadline of 2005 influenced the measures that were selected. Many potential transportation improvements, such as major new transit facilities, could not be in place by that time.

The air quality plan will feature new ceilings on on-road vehicle emissions, called "mobile emissions budgets." These ceilings serve as the benchmarks to determine if the TPB's Constrained Long-Range Plan (CLRP) and six-year Transportation Improvement Program (TIP) are in "conformity" with the Clean Air Act requirements.

U.S. EPA must issue an adequacy finding on the new mobile emissions budgets before they can be used to make a conformity finding on this year's update to the CLRP and TIP. EPA is expected to determine whether or not it will make an adequacy finding within 90 days of receiving the SIP documents.



The air quality plan includes new ceilings on transportation-related emissions ("mobile emissions").

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Air Quality Plan *continued from previous page*

Under the new plan, vehicle emissions in 2005 are expected to account for approximately 30 percent of VOCs and 48 percent of NOx.

The baselines and targets have significantly changed with this new plan because a new forecasting tool, the Mobile 6 emissions model, was used to calculate vehicle emissions. While mobile source NOx emissions estimates are significantly higher with the new model, VOC emissions are somewhat lower than earlier estimates.

Because these baselines have shifted so fundamentally with Mobile 6, the new plan emphasizes that previous estimates of emissions levels are not comparable with the new forecasts. ■

TPB Process Reviewed by Federal Agencies

Following a formal review of the Transportation Planning Board's planning process, federal agencies have found that the TPB is meeting the requirements of federal laws and regulations for transportation planning.

Sandra Jackson of the Federal Highway Administration presented the findings of the federal review at the TPB meeting on July 16.

Federal law requires metropolitan planning organizations (MPOs), such as the TPB, to "self-certify" their process every year. A federal "certification review" is required every three years. The certification review was conducted by a team from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The review included on-site meetings, conducted on September 16-18, 2002, with the TPB staff, its partner agencies and the TPB's Citizens Advisory Committee.

The certification review's executive summary included 15 findings and recommendations, which related to the products of the planning process and the TPB's role as a coordinating forum for decision-makers and the public. "Participating state and local agencies appear to be successfully meeting the challenge of coordinating complex

institutional roles and responsibilities," the report noted.

As the basis for the review, the federal team reviewed the TPB's fundamental planning documents, including the Constrained Long-Range Plan (CLRP) and the six-year Transportation Improvement Program (TIP). The report observed that the TPB Vision, the regional transportation policy framework adopted in 1998, was having a valuable impact on planning. For example, the activity centers maps, which were initiated by the Vision, represent a step toward improving coordination between transportation and land use planning.

The report recognized public involvement improvements in recent years, including the restructuring of the Citizens Advisory Committee, which tracks the TPB agenda and holds a series of public outreach meetings across the region every year. It also highlighted proactive steps the TPB has taken to address the concerns of low-income, minority and disabled persons through the Access for All Advisory Committee, which was established in 2001. The report noted the use of accessibility measures in the TPB's Constrained Long-Range Plan, which looked at the impacts the long-term transportation system will have on various population groups.

The federal review team commended the recent update of the TPB's travel models, as well as the use of a peer review (currently underway) to assess and improve the models. It also recognized the value of the TPB's efforts to promote management and operations.

The report made a number of suggestions for improving the TPB process, such as finding new ways to evaluate the accuracy of the CLRP financial analysis and the impacts of public involvement activities. It also recommended better documentation of certain key issues, including the project selection process and compliance with civil rights and ADA (Americans with Disabilities Act) requirements. The report also asked the TPB to update memoranda of agreement with its partner agencies to "reflect responsibilities for meeting TEA-21 (federal legislative) planning requirements."

A full copy of the certification review report can be found at www.mwcog.org/transportation/tpb/. Go to "Past Meeting Documents" and see Item 11 under the July 16, 2003 meeting. ■

Public Outreach: Local Issues, Regional Implications

The Citizens Advisory Committee for the TPB will host a series of four public outreach meetings this fall. Each forum will focus on topics that are of interest to local communities, but have wider regional implications. For details, see the COG/TPB website at mwcog.org or call John Swanson at 202-962-3295.

- **Looking at Transportation Options for Southern Prince George's County**
October 1, 7:00-8:30 pm, Best Western Hotel, 6400 Oxon Hill Road, Oxon Hill, MD
- **Transit-Oriented Development: What Could It Mean for the Eastern Side of the Region?** Meeting Cosponsored with the TPB's Access for All Advisory Committee
October 7, 7:00-8:30 pm, St. Luke's Center, 4925 East Capitol St. SE, Washington, DC
- **Should the Beltway Be Expanded With HOT Lanes?**
November 18, 7:30-9:00 pm, Fairfax County, VA (location TBD)
- **Columbia Pike Revitalization: Can It Be a Model to the Region?**
December 3, 7:00-8:30 pm, Arlington Career Center, Arlington, VA

Value Pricing Task Force Established

Following a successful conference in June 2003, a TPB task force on value pricing will begin work this fall. The membership, which was approved by the TPB on July 16, includes: Tom Farley (VDOT), Catherine Hudgins (Fairfax County), Marsha Kaiser (MDOT), Phil Mendelson (DC), Carol Petzold (Maryland House), Michelle Pourciau (DDOT), Richard White (WMATA), and Chris Zimmerman (Arlington). TPB Chair Peter Shapiro (Prince George's) will chair the task force.

Value pricing can broadly be defined as the use of pricing policies to influence travel behavior, cut congestion and raise revenue. A commonly discussed value pricing mechanism is HOT (high-occupancy/toll) lanes, which allow solo drivers to pay a fee to use carpool lanes.

The TPB task force will explore a wide variety of value pricing methods and their potential applicability to the Washington metropolitan region. ■

Upcoming TPB Agenda

The TPB's September 17 agenda is expected to include:

- **Approval** of additional funding in the FY2003-08 TIP for NEPA (National Environmental Protection Act) activities and preliminary engineering for the Dulles Corridor Rapid Transit Project.
- **Report** on regional transportation evacuation/protective actions coordination planning activities.
- **Briefing** on the region's updated State Implementation Plan (SIP) submission to the U.S. EPA.
- **Status report** on CLRP Update and TIP development, and associated air quality conformity analysis.
- **Briefing** on Round 6.3 Cooperative Forecasts of Employment, Population and Households.
- **Briefing** on the implications of the Financial Analysis for the 2003 CLRP Update. ■

This newsletter is produced by John Swanson,
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002-4239
202-962-3295; jswanson@mwcog.org
Click on "TPB News" at www.mwcog.org/transportation

Scenario Study

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The land use scenarios offer contrasting patterns for long-term job and housing growth over the coming decades. For example, one scenario would hypothetically increase household growth within the region, while reducing in-commuting from jurisdictions outside the region. Another scenario would increase jobs and housing on the eastern side of the region while reducing forecasted growth in the west.

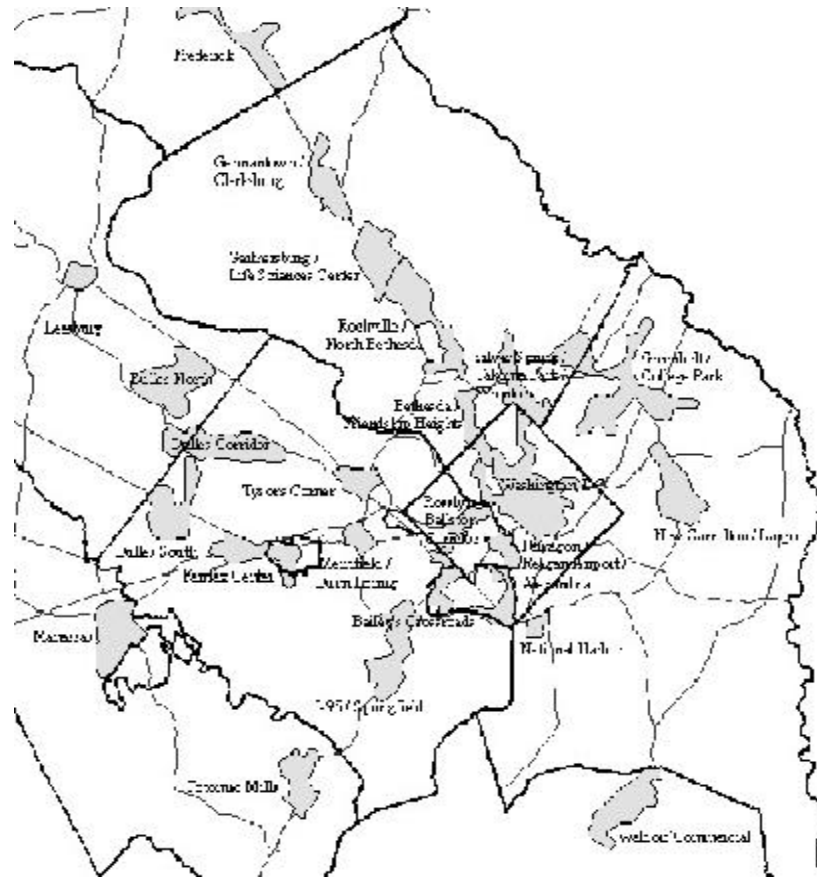
Bob Griffiths of the COG/TPB staff presented the land use scenarios to the Transportation Planning Board at its meeting on July 16.

Origins of the study

The Regional Mobility and Accessibility Study grew out of dissatisfaction that surfaced during the last major update to the region's Constrained Long-Range Transportation Plan (CLRP) in 2000. Because of a regionwide funding shortfall, which has subsequently gotten worse, the CLRP included few new projects. Moreover, an analysis of the 2000 CLRP showed in dramatic fashion that mobility in the region would degenerate over the coming decades.

Because the CLRP may only include projects that are likely to be funded (it is "financially constrained"), the TPB decided to launch a study that would test the kinds of transportation and land use changes that might improve mobility if the money were available.

Activity Clusters Underlie the Regional Mobility and Accessibility Study



The stated purpose of the Regional Mobility and Accessibility Study is to "evaluate alternative options to improve mobility and accessibility between and among regional activity centers and the regional core." According to the TPB's 1998 policy framework, the Vision, activity centers should have a "mix of housing, jobs and services in a walkable environment." Activity *clusters* are groups of activity *centers* along transportation corridors. The study is using activity *clusters* instead of *centers* because there are fewer and they are therefore easier to use.

A Joint Technical Working Group, which is composed of staff from the TPB and COG members jurisdictions, oversees the Regional Mobility and Accessibility Study. This group included members of the TPB's Technical Committee, the COG Planning Directors' Advisory Committee and the Technical Advisory Committee for the Metropolitan Washington Air Quality Committee. Citizen advisory committees at COG, including the

TPB's CAC, have actively participated in the study.

Focusing on activity centers

When initiated by the TPB in November 2000, the stated purpose of the study was to “evaluate alternative options to improve mobility and accessibility between and among regional activity centers and the regional core.” The TPB endorsed the concept of regional activity centers in the Vision, the regional transportation policy framework adopted in 1998. According to the Vision, regional activity centers should have “a mix of housing, jobs and services in a walkable environment.”

The five land use scenarios, which were presented to the TPB on July 16, will serve as the land-use foundation for the Regional Mobility and Accessibility Study:

1. Higher Household Growth in the Region.

This scenario would add households to the region above the current COG forecasts. These households would belong to people who, according to current assumptions, would otherwise live outside the region—in West Virginia, for example—and commute in. The rationale for this scenario is to examine the impact of reducing the forecasted growth in long-distance commuting trips.

2. More Households in Inner Areas and Clusters. This scenario would place more of the forecast growth in areas closer to major regional employment concentrations in core area jurisdictions and, to the extent possible, improve the mix of job and housing opportunities within regional activity clusters. (Activity *clusters* are groups of activity *centers* along transportation corridors.) The purpose of this scenario is to examine impacts of reducing average commuting distances by providing more housing opportunities closer to jobs in the regional core and in activity clusters.

3. More Jobs in the Outer Areas. This scenario would place more of the forecasted 2010-2030 job growth in the outer suburban jurisdictions, which currently are projected to have more workers than jobs in 2030. The rationale for this scenario is to examine the impact of reducing average commuting distances by providing more

job opportunities closer to housing in the region's outer areas.

4. Region Undivided. This scenario would put more job and household growth in areas east of I-95 in Maryland and Virginia, and east of 16th Street NW in the District of Columbia. The purpose of this scenario is to examine the impacts of reducing east-west regional disparities that have caught public attention, particularly following the publication of the Brookings Institution's report “A Region Divided.” This scenario was triggered by a recommendation by the TPB's Citizens Advisory Committee.

5. Transit-Oriented Development. This scenario is still being refined by the committees working on the study. As a starting point for this scenario, staff is currently identifying a system of transit improvements that are not funded but are found in the general plans of the TPB's member jurisdictions. In this scenario, jobs and housing will be concentrated near transit stations—including transit facilities that are already in place, those that are funded and included in the CLRP, and those that are not funded, but desired by the TPB's cities and counties.

A subcommittee has started meeting to develop transportation scenarios for the study. One of these scenarios will lay out a regional system of high-occupancy vehicle/high-occupancy toll (HOV/HOT) lanes. HOT lanes, which have been implemented in other parts of the country, permit solo drivers to pay a toll in order to use HOV lanes.

While most of the scenarios under development involve bold, large-scale changes, the TPB has also directed staff to develop a “congestion management system” that will incorporate a wide smattering of smaller-scale improvements. This hypothetical system, which would be analyzed in the study, would include transit service improvements, better coordination between transit systems, traffic operations enhancements, ridesharing and telecommuting incentives, and improved bicycle and pedestrian facilities.

A description of the five land use scenarios can be found at www.mwcog.org/transportation/tpb. Go to “Past Meeting Documents” and see Item 14 under the July 16, 2003 meeting. ■

Calendar of Events

Dates and times subject to change. 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., NE (Enter from 1st Street).

September 2003

- September 5 — TPB Technical Committee (9 am)
- September 5 — TPB Program Committee (noon)
- September 9 — Management, Operations and Intelligent Transportation Systems (MOITS)
Policy and Technical Task Forces Joint Meeting (12:30 pm)
- September 11 — TPB Citizens Advisory Committee (6 pm)
- September 12 — Traffic Signals Working Group (10 am at Virginia Tech in West Falls Church)
- September 16 — Bicycle and Pedestrian Subcommittee (1 pm)
- September 17 — Transportation Planning Board (noon)**
- September 18 — TPB Access for All Advisory Committee (noon)
- September 19 — Travel Forecasting Subcommittee (9 am)
- September 19 — Joint Technical Working Group for the Regional Mobility and Accessibility Study (12:30 pm)
- September 23 — Travel Management Subcommittee (9 am)
- September 23 — Commuter Connections Subcommittee (10 am)
- September 23 — Commuter Operations Subcommittee (noon)
- September 23 — Employer Outreach Ad-Hoc Group (2 pm)
- September 25 — Aviation Technical Subcommittee (10:30 am)

October 2003

- October 1 — Employer Outreach Transportation Demand Management (TDM) Sales Training (8 am)
- October 1 — **Outreach Meeting: "Looking at Transportation Options for Southern Prince George's County,"**
Best Western Hotel, 6400 Oxon Hill Road, Oxon Hill, MD, 7:00 - 8:30 pm.
Meeting sponsored by the TPB Citizens Advisory Committee
- October 3 — TPB Technical Committee (9 am)
- October 3 — TPB Program Committee (noon)
- October 7 — Regional Transportation Demand Management Marketing Group (10 am)
- October 7 — **Outreach Meeting: "Transit-Oriented Development: What Could It Mean for the Eastern Side of the Region?"** St. Luke's Center, 4925 E. Capitol St SE, Washington, DC., 7:00 - 8:30 pm. *Meeting sponsored by the TPB Access for All Advisory Committee and Citizens Advisory Committee.*
- October 8 — Telecommuting Ad-Hoc Group (10 am)
- October 9 — TPB Citizens Advisory Committee (6 pm)
- October 10 — Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- October 14 — Management, Operations and Intelligent Transportation Systems (MOITS)
Policy and Technical Task Forces Joint Meeting (12:30 pm)
- October 15 — Telecommuting Ad-Hoc Group (10 am)
- October 15 — Transportation Planning Board (noon)**
- October 21 — Travel Management Subcommittee (9 am)
- October 21 — Commuter Connections Subcommittee (10 am)
- October 21 — Guaranteed Ride Home Ad-Hoc Group (noon)

Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

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