



# TPBnews

A Publication of the National Capital Region Transportation Planning Board

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## BOARD REVIEWS PUBLIC COMMENTS ON DRAFT 2014 CLRP, APPROVES PLAN

At its meeting on October 15, the TPB reviewed public comments received on the draft 2014 update of the region's Constrained Long-Range Transportation Plan (CLRP), and voted to approve the plan.

This year's CLRP update included ten major new projects or changes to projects already in the plan. Among them were new streetcar lines in the District of Columbia, revised plans for service and infrastructure improvements for MARC and VRE commuter rail services, and a handful of road-widening projects in Virginia. The update also included a new financial analysis, with revised estimates of available funding for

all projects in the CLRP through 2040.

The TPB received several hundred comments on the draft plan during the final 30-day public comment period that ran from September 11 to October 10.

Many of the comments focused on the proposed widening of I-270 in Montgomery and Frederick counties in Maryland—a major project added to the plan several years ago by the Maryland Department of Transportation.

Some of the comments opposed the widening project,

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## RESULTS OF LATEST AIR PASSENGER SURVEY PRESENTED

Every two years, the TPB carries out a survey of thousands of air passengers using the region's three major commercial service airports—Reagan National, Washington Dulles, and BWI Marshall. The survey helps regional planners and airport officials better understand use patterns, forecast future passenger demand, and plan ground access improvements, among other things.

At its meeting on October 15, the TPB heard the results of the most recent survey, carried out last year.

Among the key findings is that most local air travelers—55

percent of those surveyed—chose which of the region's three airports to use based on which they perceived to be the closest, whether based on travel distance, travel time, reliability of travel time, or other factors.

Another key finding was that Reagan National continues to see about 15 percent of all locally originating passengers arriving by rail or bus transit, the highest among the region's airports.

According to Rich Roisman, who leads the TPB's airport system planning activities and who briefed the Board on October 15, nearly 32 million people passed

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### Upcoming meetings and items of interest:

**TPB Meeting: November 19, 2014**

- Approval of the Update of the Coordinated Human Service Transportation Plan for the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program
- Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region

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More information may be found at: [www.mwcog.org/transportation](http://www.mwcog.org/transportation)

## FALL 2014 STREET SMART CAMPAIGN UNDERWAY

Slow down and watch for pedestrians. Use crosswalks and wait for the walk signal. Ride with traffic and stop at red lights.

These are just some of the important safety messages that will be spread via mass media to millions of Washington area motorists, pedestrians, and bicyclists between now and the Thanksgiving Day holiday as part of the TPB's twice-yearly Street Smart pedestrian and bicycle safety campaign.

The campaign officially kicked off Friday, November 7. For the next several weeks, dozens of area transit buses and bus shelters will don Street Smart's award-winning "Tired Faces" outdoor advertisements calling on motorists, pedestrians, and bicyclists alike to be on the lookout for one another and to take steps to reduce the likelihood of collisions.

The campaign's key safety messages will also be broadcast on area radio and television stations and in numerous local newspapers. Street-level marketing teams will wear posters, hand out safety tip cards, and

engage with pedestrians and bicyclists. And ads on the tops of gasoline pumps, a component of the campaign added last year, will aim to reach motorists in parts of the region where the outdoor advertising on buses and bus shelters is less prevalent.

Each year, the fall Street Smart campaign is timed to occur around the end of Daylight Saving Time, when more people are commuting home or running after-work errands in the dark.

Street Smart got its start 13 years ago as a cooperative effort by local, state, and federal agencies to reduce the number of pedestrian and bicyclist injuries and deaths in the Washington region.

At this year's official kick-off event, held November 7 near Howard University in the District of Columbia, local law enforcement personnel, elected leaders, and transportation officials gathered to announce the beginning of the multi-week campaign as well as stepped-up enforcement of traffic safety laws. ♦

## 2014 CLRP APPROVED

*(Continued from page 1)*

while others called for it to be completed ahead of the planned 2030 time frame in order to address severe congestion that is already occurring.

The TPB also received numerous comments about the environmental impacts of the proposed plan—specifically, that emissions of greenhouse gases under the plan are forecast to increase between now and 2040, rather than falling significantly to meet regional goals adopted by the Metropolitan Washington Council of Governments in 2008.

Other comments encouraged greater investment in bicycle and pedestrian infrastructure; requested study of more Potomac River crossings for cars and transit; stressed the importance of improving accessibility for people with disabilities and low incomes; called for a greater focus on addressing truly regional challenges; and highlighted the need to further reduce emissions of other vehicle-related pollutants to meet tougher future federal air quality standards.

After reviewing the comments, the TPB approved a set of official Board responses to

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# AIR PASSENGER SURVEY

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through the region’s three airports last year, either as locally originating passengers or on connecting flights.

That number has remained relatively flat since 2005, according to Roisman. But, he said, both National and BWI have seen increasing numbers since 2005, while Dulles has seen a drop in total passengers.

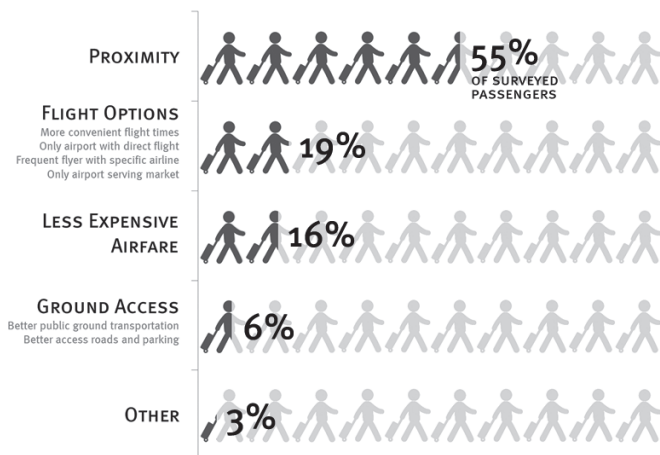
“There have been many changes to the airline environment during this time,”

Roisman explained. “Bankruptcies. Mergers. And regulatory changes that have happened at National. All of these things have contributed to the changes in passenger traffic at each of the airports,” he said.

At the meeting, Board members focused mostly on how people are getting to the airports.

Board member Jay Fisette, who represents Arlington County, noted the high share of passengers arriving at National by transit and asked how that compares with other airports in the United States and around the world. He also asked whether airport officials and others could do a better job promoting transit as an option for reach-

## MOST IMPORTANT FACTOR INFLUENCING AIRPORT CHOICE IN THE WASHINGTON REGION



SOURCE: 2013 AIR PASSENGER SURVEY  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

ing the region’s airports, especially National, which already has Metro access, and Dulles, which has dedicated bus service now and will welcome the Silver Line in 2018.

Bill Lebegern, of the Metropolitan Washington Airports Authority, the group that runs both Dulles and National, said that the existing Washington Flyer bus service at Dulles was recently rebranded to promote the Silver Line. He said that the transit share at National is

the highest in the country, but did not comment on how it compares to major airports elsewhere in the world.

Board member Lyn Erickson, who represents the Maryland Department of Transportation, said that the addition last year of weekend and more off-peak service on the MARC Penn Line serving BWI has boosted air passenger traffic there and increased the share of passengers arriving by transit.

The TPB’s next air passenger survey will take place in 2015, with results expected in 2016. ◆

## BOARD APPROVES FEDERAL “SELF-CERTIFICATION”

One of the many action items on the TPB’s October agenda was approval of a statement of certification by the TPB describing how it has over the last year met all federal requirements governing the metropolitan transportation planning process.

The so-called “self-certification” statement bears the signatures of TPB Chair Patrick Wojahn and representatives of the Virginia, Maryland, and District of Columbia departments of transportation, each of which affirmed

the TPB’s compliance with all pertinent regulations and guidelines.

Federal law requires the certification each year. Every four years, the TPB undergoes a multi-day, in-person federal certification review during which federal officials meet with TPB staff to discuss all of the various planning activities undertaken by the TPB to fulfill federal requirements. The TPB’s most recent certification review took place October 28-29, 2014. ◆

## BOARD HEARS ABOUT PROPOSAL TO EVALUATE GREENHOUSE GAS REDUCTION STRATEGIES

In remarks given at the October 15 Board meeting, TPB Chair Patrick Wojahn briefed fellow Board members on a proposal by two Metropolitan Washington Council of Governments (COG) committees to partner with the TPB to evaluate potential greenhouse gas reduction strategies for the Washington region.

Wojahn attended a joint meeting of the two COG committees—the Metropolitan Washington Air Quality Committee (MWAQC) and the Climate, Energy, and Environment Policy Committee (CEEPC)—on October 2. He told TPB members that the purpose of the meeting was to initiate a joint effort by MWAQC, CEEPC, and the TPB to engage all sectors in advancing the region's greenhouse gas reduction goals.

According to Wojahn, the two committees asked the TPB to take two important steps in that effort. One was to affirm greenhouse gas reduction goals adopted by COG in 2008 which call for reducing total emissions in the region to 20 percent below 2005 levels by 2020 and to 80 percent below 2005 levels by 2050. The other was to endorse the formation, by COG, of a multi-sector, interdisciplinary working group of professionals to identify viable, implementable actions in each sector to reduce emissions of carbon dioxide and other greenhouse gases.

“The working group will analyze various strategies to quantify the carbon dioxide emissions reductions they would achieve, how much they would cost, what administrative and legislative action they would require, and how long they would take to implement,” Wojahn told Board members.

Many sources are responsible for greenhouse gas emissions in the region, including power-

generation plants, factories, construction and landscaping equipment, and cars, trucks, buses.

Several other TPB members attended the October 2 meeting and shared their thoughts on the proposal.

Board member David Snyder, who represents the City of Falls Church and chairs MWAQC, stressed the importance of working collaboratively across disciplines to identify those strategies that can realistically help the region achieve its long-term aspirational greenhouse gas reduction goals.

“You can set all kinds of goals, but if you don't achieve them, then they're not really doing anybody any good,” Snyder said. “The environmental sector and transportation sector have to work together.”

TPB Vice Chair Tim Lovain echoed Snyder's comments. “I would hope that we look as broadly as possible, and not focus too much on just transportation, because there are other sources of greenhouse gases that can be part of this effort, too,” he said.

Among the Board members who spoke, there was broad agreement that a multi-sector working group of professionals was the best way to identify strategies with the greatest potential to achieve significant reductions.

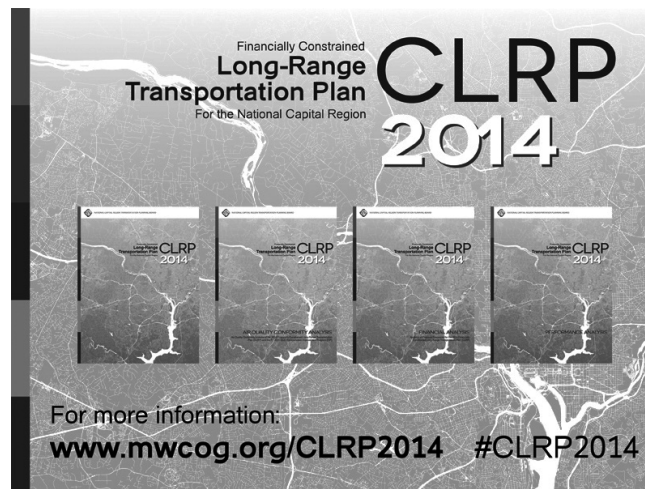
At its November 19 meeting, the Board will be briefed on a resolution to affirm the Board's support of COG's greenhouse gas reduction goals and endorsing the formation of a multi-sector working group to study potential emissions-reduction strategies. ◆

## 2014 CLRP APPROVED

(Continued from page 2)

the comments. In most cases, the responses explained how area transportation agencies are working together to address the concerns and cited, where possible, examples of progress being made. In some cases, the TPB noted that it would forward comments along to the agencies and decision-making bodies responsible for the projects or issues in question.

The Board's approval of the 2014 CLRP followed several months of analysis, including the federally required Air Quality Conformity Analysis and quadrennial update of the CLRP Financial Analysis, as well as two other analyses of how well the future transporta-



tion system spelled out under the plan would meet future needs and achieve key regional goals.

The next annual update of the CLRP kicks off this month when the TPB approves the official Call for Projects to solicit new projects or changes to existing projects to include in the 2015 update.

To see the full compilation of all public comments received on the draft 2014 CLRP, the TPB's responses to those comments, and all other materials related to the 2014 CLRP update, please visit [www.mwcog.org/CLRP2014](http://www.mwcog.org/CLRP2014). ♦

### UPCOMING NOVEMBER AGENDA ITEMS

The November TPB meeting is expected to include the following items:

- Appointment of Nominating Committee for the Year 2015 TPB Officers
- Approval of the Update of the Coordinated Human Service Transportation Plan for the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program
- Approval of Final Call for Projects and Schedule for the Air Quality Conformity Analysis for the 2015 CLRP and FY 2015-2020 TIP
- Briefing on the Request from the Metropolitan Washington Air Quality Committee (MWAQC) and the Climate, Energy, and Environment Policy Committee (CEEPC) to Affirm Support for the 2008 COG Greenhouse Emissions Reduction Goals
- Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region
- Briefing on the Highlights of Listening Sessions with Staffs of TPB Jurisdictions on How the Region is Achieving the Goals in the Regional Transportation Priorities Plan (RTPP)
- Briefing on the Development of a List of Unfunded Transportation Projects ♦

### AUDIO RECORDINGS OF TPB MEETINGS POSTED TO WEB

In response to comments received from the public and the TPB, audio recordings of the monthly TPB meeting will be posted to the Web within a week of each meeting. The October 15, 2014 TPB meeting is the first to be posted at [www.mwcog.org/transportaiton/tpb/audio](http://www.mwcog.org/transportaiton/tpb/audio). ♦

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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).

## November 2014

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 12 Bike to Work Day Steering Committee (10 am)
- 13 Citizens Advisory Committee (6 pm)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle and Pedestrian Subcommittee (1 pm)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Public Transportation Subcommittee (noon)

## December 2014

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 10 Regional Taxicab Regulators Task Force (1 pm)
- 11 Citizens Advisory Committee (6 pm)
- 16 Commuter Connections Ridematching Committee (10 am)
- 16 Regional TDM Marketing Group (noon)
- 17 Transportation Planning Board (noon)**

## January 2015

- 7 Bike to Work Day Steering Committee (10 am)
- 20 Employer Outreach Committee (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 21 Transportation Planning Board (noon)**
- 23 Travel Forecasting Subcommittee (9:30 am)

Dates and times subject to change.

Please visit our website at

[www.mwcog.org](http://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@mwcog.org](mailto:bhayes@mwcog.org), or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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