

ITEM 16 - Action
November 17, 2004

Approval of
the FY 2005-2010 Transportation Improvement Program (TIP)

Staff

Recommendation: Adopt Resolution R10-2005 approving the FY 2005-2010 TIP.

Issues: None

Background: At the September 15 meeting, the Board was briefed on the status of the draft 2004 CLRP and the FY 2005-2010 TIP. The 2004 CLRP information and new TIP were also made available on the COG website at www.mwcog.org.

TPB R10-2005
November 17, 2004

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION APPROVING THE
TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2005-2010**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) of 1998 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the final planning regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993 require that "the metropolitan transportation planning process shall include development of a transportation improvement program (TIP) for the metropolitan planning area by the MPO in cooperation with the State and transit operators."; and

WHEREAS, the TIP is required by FHWA and FTA as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2004 CLRP and inputs to the FY2005-2010 TIP, which were in response to the January 2004 solicitation document issued by the TPB, and the TPB Technical Committee and the TPB reviewed the submissions and the draft FY2005-2010 TIP at meetings in May, June, July, September, and October; and

WHEREAS, the FY 2005-2010 TIP includes projects which are consistent with the 2004 Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region as approved by the TPB on November 17, 2004; and are selected in accordance with the final planning regulations; and includes projects or identified phases of projects only if full funding can reasonably be anticipated to be available for their completion; and

WHEREAS, during the development of the FY 2005-2010 TIP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the February 12, 2004 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2004 and the FY 2005-

2010 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the February 18, March 17 and April 21 TPB meetings; (2) At the April 21, 2004 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On October 1, 2004, the draft air quality conformity analysis, the draft 2004 CLRP, and the draft FY 2005-2010 TIP were released for a 30-day public comment period which closed on October 31; (4) An opportunity for public comment on these document was provided at the beginning of the October 20 TPB meeting; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 17, 2004; and the final version of the TIP includes summaries of the comments and the responses; and

WHEREAS, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

WHEREAS, FTA issued Circular 7008.1A in 2002, defining what transit financial information it will use to assess the financial capacity of grant applicants, and the FY 2004-2009 TIP is financially realistic by year with identified available revenues for the transit improvements programmed, showing that the region has the financial capacity to operate and maintain an expanded transit system; and

WHEREAS, the TPB has determined that the FY 2005-2010 TIP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, as explained in the attached memorandum of November 10, 2004, staff has recommended that the funding from the District of Columbia Department of Transportation (DDOT) for the Commuter Connections program in the FY 2005-2010 TIP should incorporate the funding level as shown in the draft FY 2005-2010 TIP dated September 3, 2004; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2005-2010 TIP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

- incorporates DDOT funding for the Commuter Connections program in the FY 2005-2010 TIP as shown in the draft FY 2005-2010 TIP dated September 3, 2004;
- certifies that this TIP complies with the FTA requirements for assessing transit financial capacity; and

- approves the Transportation Improvement Program for FY 2005-2010.

**MEMORANDUM**

Date: November 10, 2004

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

Re: District of Columbia Funding for Commuter Connections
Program in the FY2005-2010 Transportation Improvement
Program (TIP)

Background

The regional Commuter Connections Program includes several different Transportation Emissions Reductions Measures (TERMs) adopted by the TPB over the past few years. The primary motivation for adopting most of these measures was to reduce mobile source emissions, and to ensure that emissions associated with the Constrained Long Range Plan (CLRP) and the Transportation Improvement Program (TIP) are within the limits set by the mobile emissions budgets in region's air quality State Implementation Plans (SIPs). The key elements of the program are:

- The Commuter Operations Center, which provides ride-matching services to commuters through a central toll free number "1-800-845-RIDE";
- Employer Outreach, which funds outreach and marketing efforts to the region's employers to encourage use by their employees of alternative commute modes such as ride-sharing, transit, telecommuting, bicycling, and walking;
- Guaranteed Ride Home, which provides users of alternative commute modes up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime;
- Integrated Ridesharing, which provides state-of-the-art software for ridematching and transit information and supports Info Express kiosks at selected shopping centers and other high pedestrian activity areas;
- The Metropolitan Washington Telework Resource Center, which provides information to employers on the benefits of teleworking and assists them in setting up telework programs for their employees; and
- Mass Marketing of Alternative Commute Options, which provides continual regional marketing of car/vanpooling, teleworking, and mass transit aimed at persuading commuters to switch to alternative commute modes from the use of

District of Columbia
Bowie
College Park
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

single-occupant vehicles, as well as persuading commuters currently using alternative commute modes to continue to use these modes.

The Commuter Connections program is administered by the Metropolitan Washington Council of Governments. The total budget for FY2005 is \$4.98 million, which is funded through a combination of federal Congestion Mitigation and Air Quality (CMAQ) funds and state funds by DDOT (12.3%), MDOT (38.8%), VDOT (47.7%), and local membership dues (1.2%). All of the elements of the Commuter Connections program are now fully developed and past the initial start-up periods. Consequently, the annual budget levels have been declining somewhat: the FY2006 budget is estimated to be \$4.42 million, down from \$4.98 million in FY2005.

While the Commuter Connections program is now mature and well-established, it is made up of several different components with different state funding shares. These components and funding shares have evolved over recent years in response in large part to the need for emissions reductions measures to meet air quality conformity requirements. During the summer of 2004, TPB staff met with staff of the three state funding agencies as a first step in conducting a complete review of the Commuter Connections Program. The review is aimed at: assessing the effectiveness of each of the program elements; considering the state funding shares; and streamlining the structure and administration of the program. The recently completed 2004 State of the Commute Survey will provide valuable quantification of the impacts of the Commuter Connections program for use in this review process. The results of this review will be incorporated into the FY2006 work program for Commuter Connections to be presented to the TPB for approval in the spring of 2005.

The current review of Commuter Connections is being conducted against a changing set of ground rules with respect to air quality requirements. The air quality analysis for the 2004 CLRP update and the FY2005-2010 TIP shows mobile source emissions below the approved emissions budgets for VOC and NOx by sizable margins of safety. However, in its review of this air quality conformity analysis, the Metropolitan Washington Air Quality Committee (MWAQC) made the following comments:

“It appears that improvements and updates to the travel demand model have produced significantly reduced emissions estimates compared to previous years and compared to the region’s mobile emissions budgets. As a result of the model improvements and updates, the 2005-2010 transportation emissions estimates for 2005 provide a sizable margin of safety for both the NOx and VOC budgets. We urge TPB and the States to maintain the margins of safety for the benefit of air quality and the health of all residents in the region.

We also encourage the States and local governments to maintain their commitments to TERMS and other emission reduction measures, regardless of whether implementation of these measures is necessary for conformity. Meeting the 8-hour ozone standard will be a much more difficult effort, requiring all measures including existing TERMS, and possibly new ones in the near future.”

In addition to continuing challenges with respect to meeting air quality requirements, the region is experiencing steadily increasing highway congestion. Commuter Connections achieves emissions reductions through reduction of vehicle trips and vehicle miles of travel made by

commuters during congested time periods, and is consequently making a substantial contribution to the congestion management goals of the region as well as to air quality goals. The extent and distribution of these congestion management benefits throughout the region will be considered along with the air quality benefits during the review of the Commuter Connections program.

The FY2005-2010 Transportation Improvement Program (TIP)

The FY2005 funding levels included in the FY2005-2010 TIP by DDOT, MDOT, and VDOT provide the funding for the FY2006 Commuter Connections Work Program (to begin July 1, 2005). Since the emissions reductions included in the air quality conformity analysis for the FY2005-2010 TIP assume that the Commuter Connections program is continued in its current form in FY2006, it is important that the FY2005-2010 TIP to be adopted concurrently with that air quality conformity analysis include the funding to support this "baseline" Commuter Connections program in FY2006.

It is possible that changes in the baseline funding levels for Commuter Connections will be agreed upon by the state transportation agencies upon the completion of the ongoing review of the Commuter Connections program prior to the adoption of the FY2006 work program by the TPB in the Spring of 2005. The District of Columbia Department of Transportation (DDOT) has expressed the view that its contribution to the Commuter Connections Program for FY2006 should be significantly reduced based on its current assessment of the distribution of the benefits and costs of the program. DDOT is participating in the ongoing review of the program, and its views will be considered along with those of MDOT and VDOT as the review proceeds.

In the course of the development of the FY2005-2010 TIP, DDOT submitted inputs for the September 3, 2004 draft which included full funding of its share of \$776K in federal FY2005 for Commuter Connections for COG's FY2006 (beginning July 1, 2005). On September 28, 2003, however, DDOT submitted revised inputs to the FY2005-2010 TIP which among other changes reduced DDOT's share of funding for Commuter Connections in federal FY2005 to \$50K. TPB staff incorporated the changes requested by DDOT into the draft FY2005-2010 TIP released for public comment on October 1, 2004. (The relevant items of the September 3 and October 1 TIP documents are attached). Following discussion of this DDOT submission with DDOT, MDOT, and VDOT staff, TPB staff is recommending that the DDOT Commuter Connections funding of \$776K provided in the September 3, 2004 TIP document be included in the FY2005-2010 TIP to be approved by the TPB on November 17, 2004, rather than the funding level of \$50K included in the October 1, 2004 TIP document.

The TPB staff recommendation will ensure that full funding is reflected in the FY2005-2010 TIP to support the baseline Commuter Connections Program for FY2006, along with the corresponding emissions reductions that have been included for the 2005 attainment year in the air quality conformity analysis for the 2004 CLRPP and the FY2005-2010 TIP. The recommendation includes an understanding that the final federal FY2005 funding levels for DDOT, as well as for MDOT and VDOT, will be determined as a result of the completion of the ongoing review of the Commuter Connections program. These final funding levels will be incorporated into the FY2006 Commuter Connections Work Program to be adopted by the TPB in the Spring of 2005, and incorporated into the FY2005-2010 Transportation Improvement Program by amendment at that time.

Summary

It is recommended that the DDOT funding for Commuter Connections provided in the September 3, 2004 draft of the FY 2005-2010 TIP be included in the final FY2005-2010 TIP to be adopted by the TPB on November 17, 2004, in place of the DDOT funding level for Commuter Connections provided in the October 1, 2004 draft of the FY2005-2010 TIP. It is understood that the final funding levels for the FY2006 Commuter Connections Work Program for DDOT, MDOT, and VDOT will be determined upon completion of the ongoing review of the Commuter Connections Program, and that these final funding levels will be reflected in the FY2006 Commuter Connections Program to be approved by the TPB in the Spring of 2005, and incorporated into the FY2005-2010 TIP by amendment at that time.

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

WASHINGTON METROPOLITAN REGION

FY 2005-2010

October 1, 2004

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Rail & Public Transportation, the Virginia Department of Transportation, Federal Highway Administration, and the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended.

**National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments**

10/1/2004

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2005 - 2010

DRAFT

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Other												
1	Facility: Regional Alternative Commute Program (TC From: To: Jurisdiction: District of Columbia,	767 a		50 a						CMAQ 80 / 20 /	50	CE(4)
										<i>Total:</i>	<i>\$50</i>	
Description:	<p>This program's mission is to reduce mobile source emissions through the reduction in the number of vehicles miles traveled, and support of other Transportation Control Measures. This project provides funding to the Metropolitan Washington Council of Government's Commuter Connections Program for the following projects:</p> <ul style="list-style-type: none"> a. Employer Outreach b. Guaranteed Ride Home - The Guaranteed Ride Home subsidizes free emergency rides home for commuters who use transit or ridesharing options to work. c. Commuter Operations Center- Provides ride-matching services to commuters through a central toll free number "1-800-645-Ride." d. Telecommute Project - Provides funding to conduct studies, planning and design of commuter connections program as required, and measures and evaluates effectiveness of program. e. Integrated Ridesharing - Provides funding for the implementation of COG's Integrated Ridesharing Program. f. ENDZONE Campaign - The purpose of the Air Quality Public Education Project is to educate the public about congestion and transportation related air pollution with specific actions and commute alternatives to reduce existing air quality problems. g. Mass Marketing Campaign h. Bicycle Outreach 											

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

WASHINGTON METROPOLITAN REGION

FY 2005-2010

September 3, 2004

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**National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments**

6/3/2004

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2005 - 2010

DRAFT

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Other												
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