

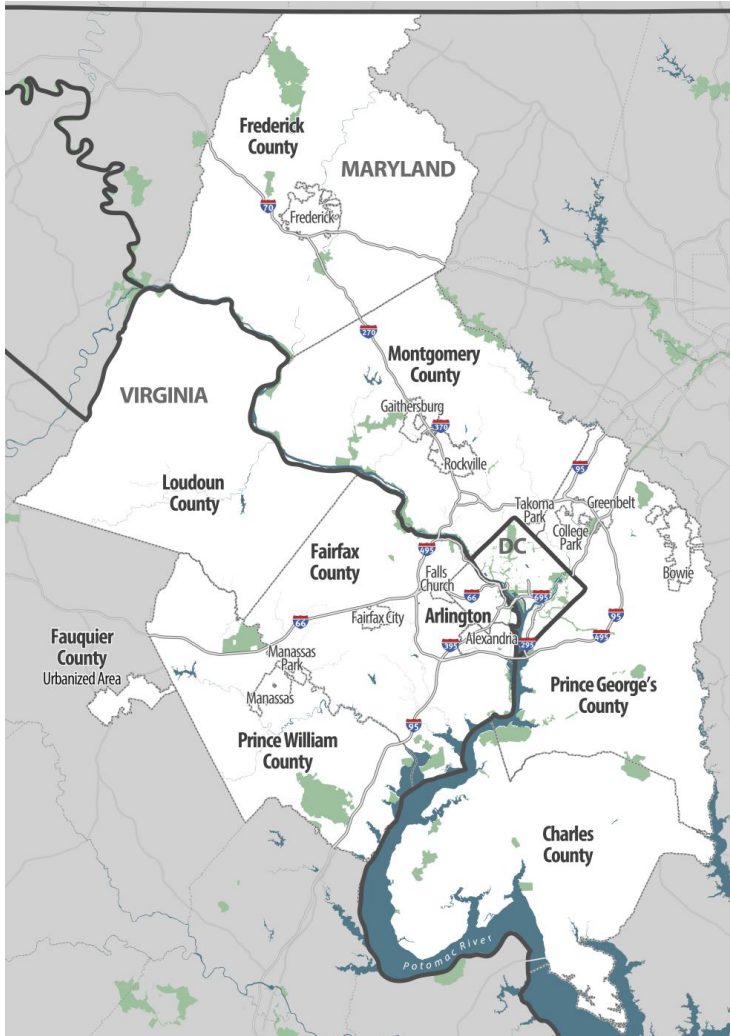
ABOUT THE TRANSPORTATION PLANNING BOARD

An Overview

Bryan Hayes
TPB Transportation Planner

Access for All Advisory Committee
June 23, 2016

The Transportation Planning Board



The TPB is a **regional body** made up of:

- Representatives of local governments
- State transportation agencies including WMATA (Metro)
- State legislative bodies (MD, VA, and DC)
- Federal and Regional agencies

The TPB **planning area** covers:

- Approximately 3,500 square miles
- Over 5 million people and 3 million jobs



The Transportation Planning Board

The TPB is a federally designated **Metropolitan Planning Organization (MPO)**. As such, it is responsible for coordinating planning and funding for the region's transportation system.

The key roles of the TPB include:

- Carry out federally required planning process
- Serve as a forum for regional coordination
- Provide technical resources for decision-making



Federally Required Planning Processes

Financially Constrained Long-Range Transportation Plan (**CLRP**)

- Amended annually
- Updated every 4 years
- 20- to 30-year horizon
- www.mwcog.org/CLRP

Transportation Improvement Program (**TIP**)

- Updated every 2 years
- 6-year horizon

Other Plans

- Capital Region Freight
- Regional Bicycle and Pedestrian Plan
- Human Services Transportation Coordination Plan
- Public Participation Plan
- Congestion Management Process



TPB Policy Framework

Think Regionally, Act Locally: Consider regional needs when developing local projects and programs for funding and implementation.



- Provide a Comprehensive Range of Transportation Options
- Promote Dynamic Activity Centers
- Ensure System Maintenance, Preservation, and Safety
- Maximize Operational Effectiveness and Safety
- Protect and Enhance the Natural Environment
- Support Interregional and International Travel and Commerce



Resources



**National Capital Region
Transportation Planning Board**



**HITTING THE ROAD FOR
MEMORIAL DAY?**


Our latest analysis points to the most congested days, routes, and times to travel

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mwcog.org/transportation
mwcog.org/tpbnews

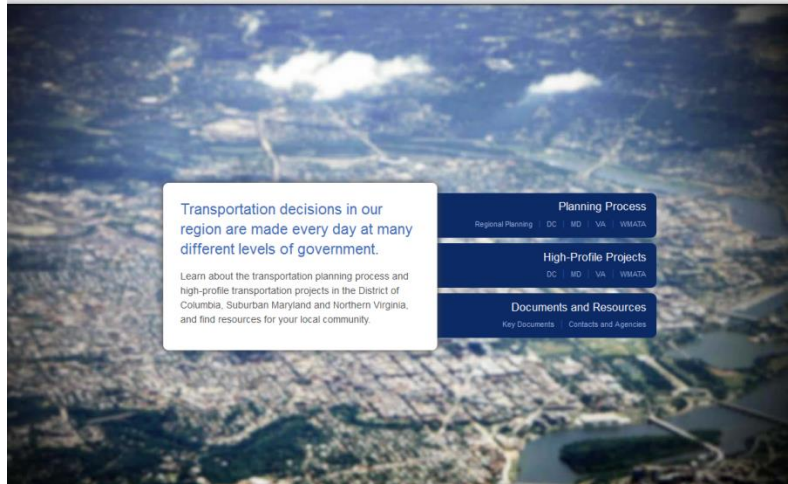
[Twitter.com/NatCapRegTPB](https://twitter.com/NatCapRegTPB)



**TRANSPORTATION PLANNING
INFORMATION HUB
FOR THE NATIONAL CAPITAL REGION**

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[Planning Process](#) | [High-Profile Projects](#) | [Documents and Resources](#)



Transportation decisions in our region are made every day at many different levels of government.

Learn about the transportation planning process and high-profile transportation projects in the District of Columbia, Suburban Maryland and Northern Virginia, and find resources for your local community.

Planning Process
Regional Planning | DC | MD | VA | W/MDA

High-Profile Projects
DC | MD | VA | W/MDA

Documents and Resources
Key Documents | Contacts and Agencies

transportationplanninghub.org

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ABOUT THE TPB TRANSPORTATION PLAN AND PROGRAM

An Overview

Kanti Srikanth
TPB Staff Director

Access for All Advisory Committee
June 23, 2016

Federal Mandates for Planning

Carry out a “continuing, cooperative, comprehensive” planning process among local, state, regional, and federal transportation partners

Develop and approve a **Constrained Long-Range Transportation Plan (CLRP)** and six-year **Transportation Improvement Program (TIP)**

CLRP – Long and short range projects/programs for integrated intermodal transportation system

TIP – Short term financial plan to fund projects/programs in the CLRP

Demonstrate conformity of the CLRP and TIP outcomes to regional air quality plans (if applicable)

Collect and report data about the regional transportation system related to congestion mitigation and air quality, safety, freight, and more



Public Involvement in Planning

Federal law requires a “proactive public involvement process”

Access for All Advisory Committee — provides a forum for concerns of minority and low-income communities and persons with disabilities.

Citizen’s Advisory Committee — Promotes public involvement and provides region-oriented, citizen advice.



Federal Law Requires the CLRP and TIP to be Tested For:

Financial constraint — The CLRP & TIP may only include projects that can be “reasonably anticipated” to be funded.



Emissions impacts — The CLRP & TIP must meet the limits established in the region’s air quality improvement plan. This is called a “conformity finding.”

Federal condition for project funding / approval

Federal **funding and/or approval** granted for projects from an **approved and/or conforming CLRP and TIP**:

- Transportation projects / programs receiving federal funds shall be included in a CLRP and TIP
- The CLRP and TIP shall be updated and federally approved no less than specified intervals
- Transportation projects / programs NOT receiving federal funds shall be included in a CLRP and TIP in areas not in attainment of federal clean air standards
- FHWA and FTA must approve MPO's regional air quality conformity analysis of the CLRP and TIP in non-attainment areas

CLRP And TIP – Our Region

Who develops projects?

Project development typically occurs at the state and local levels. The TPB usually does not select and fund projects.

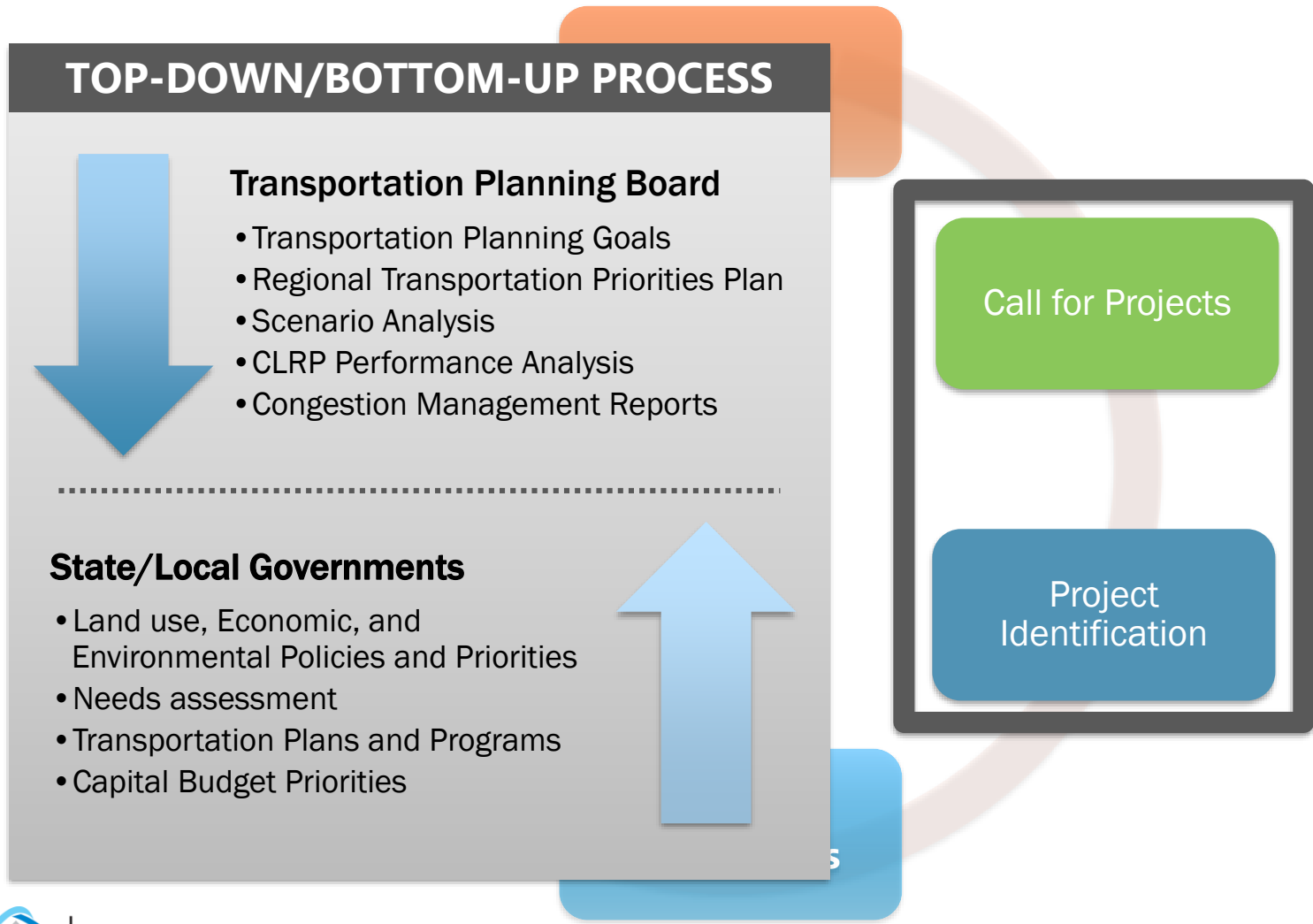
Who controls the money?

The District of Columbia, Maryland, and Virginia each controls its own funding stream. Each has its own system for moving projects forward.

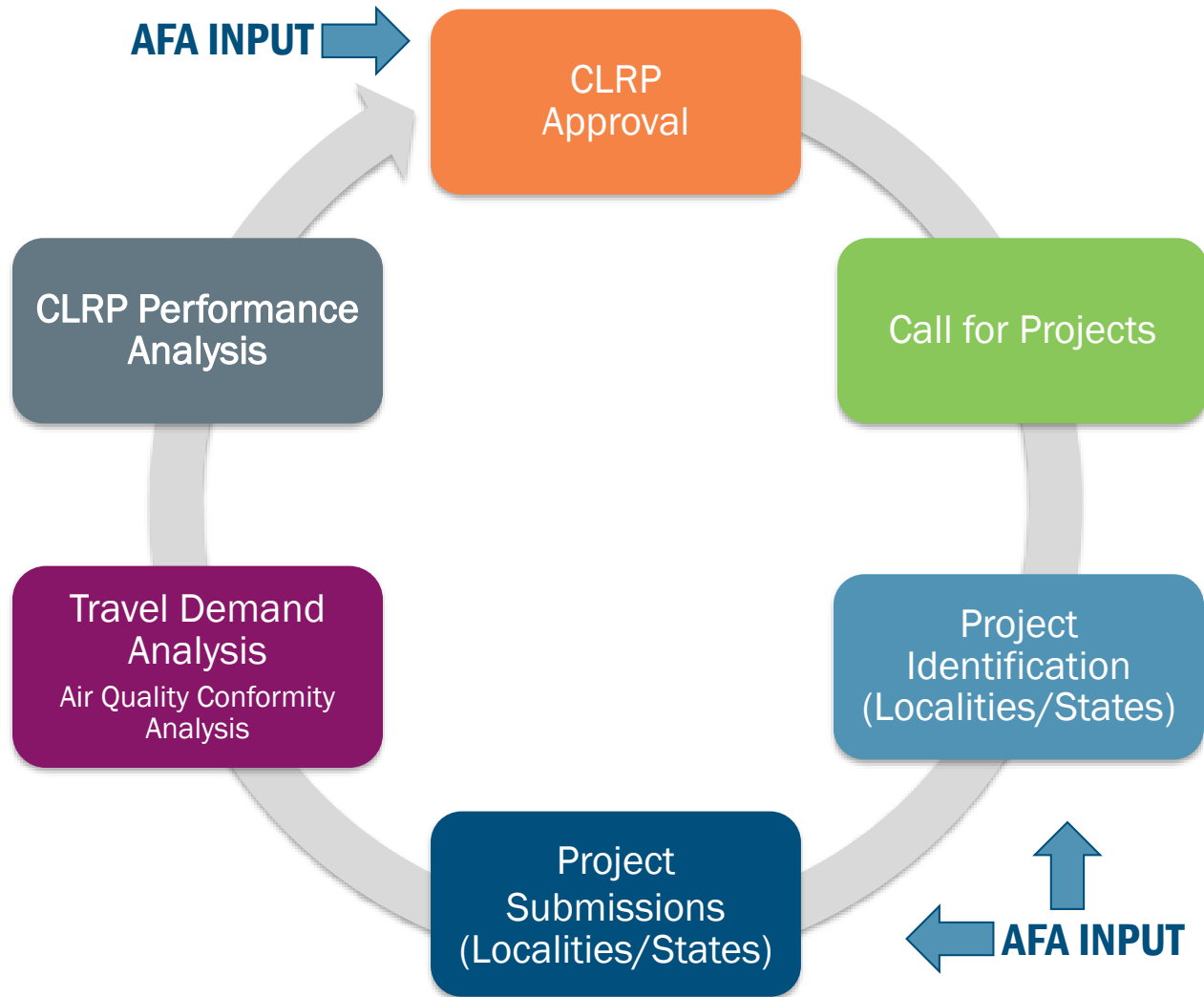
Influence of the TPB process is often indirect.

Regional policies and federal transportation planning requirements exert an influence on the types of projects that are developed and submitted by the states and locals to the TPB.

Metropolitan Planning TPB's



TPB's Annual CLRPP Cycle



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National Capital Region
Transportation Planning Board