

## **ITEM 8 - Information**

November 18, 2015

Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Analysis of the 2016 Amendments to the CLRP and the FY 2017-2022 TIP

### **Staff**

**Recommendation:** Receive briefing

**Issues:** None

**Background:** The Board will be briefed on solicitation documents calling for the 2016 amendments to the CLRP and also on the proposed schedule for the air quality conformity analysis of the 2016 CLRP Amendments and the FY 2017-2022 TIP. The Board will be asked to approve the final call for projects document at its December 16 meeting.





2016  
AMENDMENT

CLRP

## CALL FOR PROJECTS

Solicitation for New Projects and Changes to Existing Projects for Inclusion in the 2016 CLRP Amendment and FY 2017-2022 TIP

### 2016 CALL FOR PROJECTS

The 2016 Call for Projects is a broad solicitation for any new projects that area transportation agencies wish to submit for inclusion in the 2016 amendment of the region's Constrained Long-Range Transportation Plan (CLRP), or for changes to any projects already in the plan.

**ELIGIBLE AGENCIES** Municipal, county, state, regional, and federal agencies with the fiscal authority to fund transportation projects.

**ELIGIBLE PROJECTS** Any project deemed regionally significant for air quality purposes. This typically means any project that adds or removes highway or transit capacity. Agencies may also submit any other projects they wish to highlight at the regional level.

**SUBMISSION DEADLINE** Descriptions for new projects and updates to information for projects already in the plan are due January 22, 2016. Descriptions must include cost estimates and identification of available funding. Additional information, including required Congestion Management documentation, is due May 6, 2016.

**The TPB strongly encourages agencies to consider regional goals, priorities, and needs as they develop and select projects to submit for inclusion.**

### THE ANNUAL CLRP AMENDMENT

Each year, the TPB updates the CLRP to include new projects that area transportation agencies expect to build, operate, and maintain over the next 20 to 30 years. The TPB also invites changes to projects already in the plan.

The projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies consistent with local plans and with input from the public.

Under federal law, the CLRP can only include those projects for which funding is "reasonably expected to be available." As such, it paints a picture of the future transportation system that the region currently expects to be able to afford.

### UPDATING THE TIP

Every two years, the TPB also updates the region's six-year Transportation Improvement Program (TIP). The TIP identifies those projects from the CLRP which are expected to receive funding for planning, engineering, or construction within the next six years.

This year, agencies will be asked to provide project and funding information for the development of the FY 2017-2022 TIP.

For a list of all projects currently in the CLRP and/or TIP, please visit [www.mwco.org/clrp/projects](http://www.mwco.org/clrp/projects).

# THINK REGIONALLY, ACT LOCALLY

Agencies should consider regional goals, priorities, and needs when developing and selecting projects to submit for inclusion in the CLRP.

## TPB VISION: REGIONAL GOALS, OBJECTIVES, & STRATEGIES

The TPB Vision, adopted by the TPB in 1998, provides a comprehensive set of policy goals, objectives, and strategies to help guide transportation planning and investment decisions in the Washington region.

The Vision is the official policy element of the CLRP and was developed collaboratively by TPB members and technical staff from throughout the region.

1. **Provide reasonable access at reasonable cost to everyone.**
2. **Promote a strong regional economy, including a healthy core and dynamic Activity Centers.**
3. **Prioritize management, performance, maintenance, and safety of all modes and facilities.**
4. **Use the best available technology to maximize system effectiveness.**
5. **Enhance and protect the region's natural environmental quality, cultural and historic resources, and communities.**
6. **Achieve better interjurisdictional coordination of transportation and land use planning.**
7. **Achieve one or more enhanced funding mechanisms to support regional transportation priorities.**
8. **Support options for international and interregional travel and commerce.**

[www.mwcog.org/TPBvision](http://www.mwcog.org/TPBvision)

## REGIONAL PRIORITIES: MAINTENANCE, FAIRNESS, & EFFICIENCY



The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, focuses attention on a handful of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision.



The priorities, summarized below, were identified through a combination of technical analysis, stakeholder input, and public outreach.



### Meet Our Existing Obligations

Funding for maintenance and state-of-good-repair needs should continue to be prioritized over system expansion.

### Strengthen Public Confidence & Ensure Fairness

Efforts to increase accountability and address the needs of transportation-disadvantaged individuals should be considered in all stages of project planning, design, and implementation.

### Move More People & Goods More Efficiently

Projects should seek to alleviate congestion and crowding and accommodate future growth as efficiently as possible, with a focus on multimodal approaches and concentrating future growth in mixed-use Activity Centers.

[www.mwcog.org/PrioritiesPlan](http://www.mwcog.org/PrioritiesPlan)

## FEDERAL REQUIREMENTS

Development of the CLRP is governed by a number of federal requirements which must be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

### Air Quality Conformity

Under the CLRP, future vehicle-related emissions of four common air pollutants must remain below regional emissions budgets approved by the EPA.

### Financial Constraint

Sufficient funding from existing or anticipated revenue sources must be reasonably expected to be available to build, operate, and maintain the region's transportation system.

### Non-Discrimination & Equity

Transportation planning and funding decisions must not have disproportionate impacts on transportation-disadvantaged populations, including persons with disabilities and individuals with low incomes.

### Congestion Management Documentation

The TPB must undertake efforts to identify the location, extent, and severity of congestion in the region for the purpose of identifying alternative ways to use existing and future transportation facilities efficiently and effectively.

### Other Requirements

- Consideration of Federal Planning Factors
- Public Participation
- Interagency Consultation
- Environmental Mitigation Discussion
- Freight Planning Considerations

For the list of all federal requirements, see the full 2016 CLRP Call for Projects document at [www.mwcog.org/CLRP2016](http://www.mwcog.org/CLRP2016).

Agencies will specifically be asked to note how the projects they submit help support or advance these goals, priorities, and needs.

## ADDITIONAL POLICY CONTEXT

The following policy documents and studies, developed by the TPB or together with other regional policy committees, provide additional context to guide planning and decision making.

- **National Capital Region Climate Change Report (2008)**
- **Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century (2010)**
- **CLRP Aspirations Scenario (2010)**
- **“What Would It Take?” Scenario Study (2010)**

These policy documents and studies focus attention on additional policy goals for the transportation sector, including reducing vehicle-related greenhouse gas emissions. And, while the region has achieved significant reductions in vehicle-related emissions of various pollutants in recent decades, tougher new federal air quality standards, which are expected in the next couple of years, are likely to require further reductions.

## THE REGION’S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2016 CLRP, agencies should give priority to projects that address the following regional needs.

- **Reduce congestion on the roadway and/or transit system**
- **Improve the operational efficiency of the existing roadway and/or transit system**
- **Provide high-quality transportation options between and/or within Activity Centers**
- **Reduce vehicle-miles traveled (VMT) per capita**
- **Reduce emissions of criteria pollutants**
- **Reduce emissions of greenhouse gases**
- **Increase use of travel modes other than driving alone**



## PUBLIC INVOLVEMENT

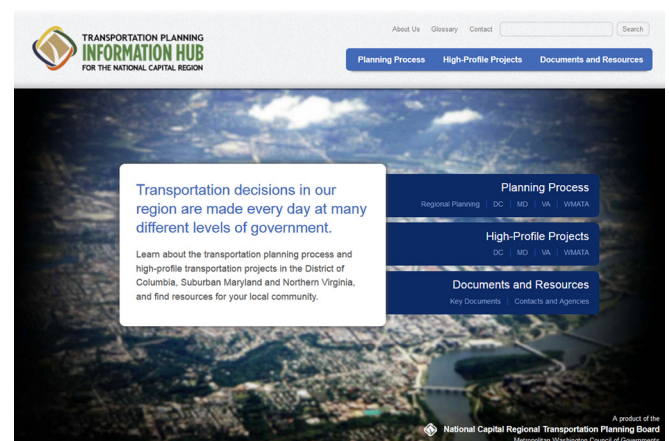
Projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies with input from the public. Additional public involvement opportunities occur during the annual CLRP update process.

## GETTING INVOLVED LOCALLY

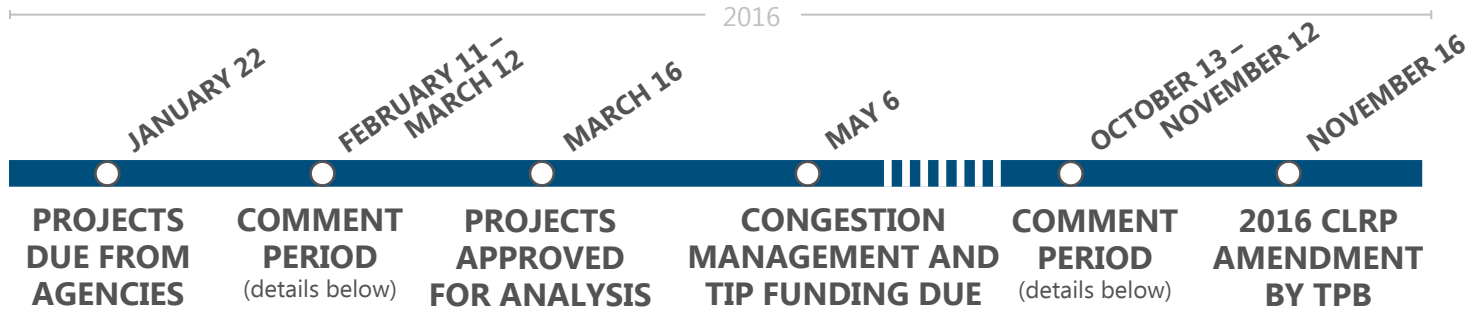
Transportation decisions in our region are made every day at many different levels of government. Those decisions help shape the projects submitted for inclusion in the CLRP.

The first timely opportunity for effective public input is during the local project development process, when ideas for future improvements are first being conceived and refined. The comment periods included as part of the CLRP update process provide additional opportunities to provide input.

Learn more about transportation planning in your community at [TransportationPlanningHub.org](http://TransportationPlanningHub.org).



# SCHEDULE FOR DEVELOPMENT & ADOPTION OF THE 2016 CLRP AMENDMENT AND FY 2017-2022 TIP



## DEADLINES FOR AGENCIES

To submit new projects or changes to existing projects, designated agency representatives must complete project description forms and provide inputs for the Air Quality Conformity Analysis.

**DEADLINE 1: JANUARY 22, 2016** Complete online project description forms and Air Quality Conformity Input information for projects deemed regionally significant for air quality purposes.

### DEADLINE 2: MAY 6, 2016

Provide all other required project information, including Congestion Management Documentation, for regionally significant projects and funding for the FY 2017-2022 TIP.

To submit required project information online, please visit <http://itip.mwvog.org>.

## COMMENT PERIODS

The 2016 CLRP amendment will include two 30-day comment periods during which the public and any TPB member or stakeholder can submit comments on the plan amendment.

### FEBRUARY 11 – MARCH 12, 2016

Comment on the projects submitted for inclusion in the 2016 CLRP amendment. The comment period takes place before the projects are included in the federally required Air Quality Conformity Analysis.

### OCTOBER 13 – NOVEMBER 12, 2016

Comment on the draft 2016 CLRP amendment, the results of the Air Quality Conformity Analysis, and any of the associated analyses of the 2016 CLRP amendment prior to adoption by the TPB.

To submit comments on the 2016 CLRP amendment, please visit [www.mwvog.org/TPBcomment](http://www.mwvog.org/TPBcomment).

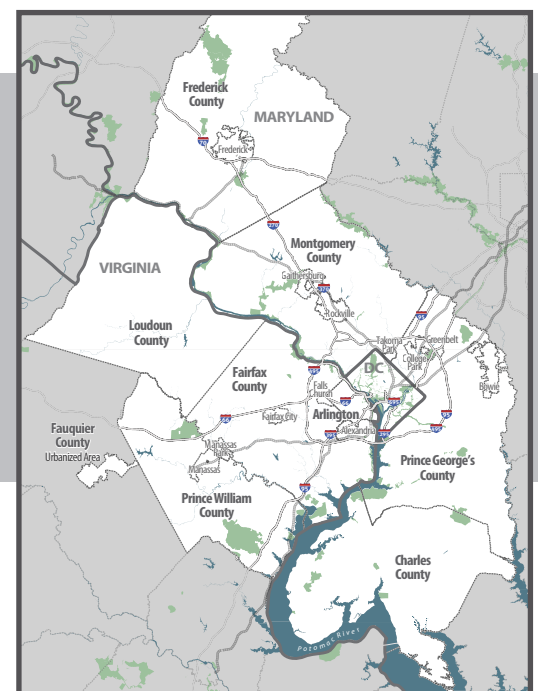
For the complete 2016 CLRP amendment schedule, see insert or visit [www.mwvog.org/CLRP2016](http://www.mwvog.org/CLRP2016).

## ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the Washington region. The TPB is responsible for directing the continuing transportation planning process carried out cooperatively by the states and the local communities in the region. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

## ACCESSIBILITY

Alternative formats of this publication can be made available. Please call 202.962.3300 or 202.962.3213 (TDD), email [accommodations@mwvog.org](mailto:accommodations@mwvog.org), or visit [www.mwvog.org](http://www.mwvog.org).



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# SCHEDULE FOR DEVELOPMENT & ADOPTION

of the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP)  
& FY 2017-2022 Transportation Improvement Program (TIP)

2015	November 18*	TPB is briefed on the draft Call for Projects document and summary brochure.
	December 16*	TPB releases final Call for Projects. Transportation agencies begin submitting project information through online database.
2016	January 22	<b>DEADLINE:</b> Transportation agencies complete online submission of draft project inputs.
	February 5	Technical Committee reviews draft CLRP & TIP project submissions and draft Scope of Work for the Air Quality Conformity Analysis.
	February 11	CLRP & TIP project submissions and draft Scope of Work released for <b>30-day comment period.</b>
	February 17*	TPB is briefed on project submissions and draft Scope of Work.
	March (TBD)	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on submissions and Scope of Work.
	March 12	Comment period ends.
	March 16*	TPB reviews comments and is asked to approve project submissions and draft Scope of Work.
	May 6	<b>DEADLINE:</b> Transportation agencies finalize CLRP forms (including Congestion Management Documentation forms where needed) and inputs to the FY 2017-2022 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was January 22, 2016.
	July 14	Public Forum on the development of the FY 2017-2022 TIP.
	October 7	Technical Committee reviews draft CLRP & TIP and Conformity Analysis.
	October 13	Draft CLRP, TIP and Conformity Analysis are released for <b>30-day comment period</b> at Citizens Advisory Committee (CAC) meeting. CLRP Performance Analysis also published.
	October 19*	TPB is briefed on the draft CLRP & TIP and Conformity Analysis.
	October (TBD)	TPB staff briefs MWAQC TAC on the draft CLRP & TIP and Conformity Analysis.
November 12	Comment period ends.	
November 16*	TPB reviews comments and responses to comments, and is presented with the draft CLRP & TIP and Conformity Analysis for adoption.	

\*Regular monthly TPB meeting