



## “CALL FOR PROJECTS” APPROVAL KICKS OFF 2015 CLRP UPDATE

The next annual update of the region’s Constrained Long-Range Transportation Plan (CLRP) is now underway following recent TPB approval of the official Call for Projects and schedule for Air Quality Conformity Analysis of the 2015 CLRP update.

The TPB approved the Call for Projects and analysis schedule at its November 19 meeting. The annual update is an opportunity for area transportation agencies to submit for inclusion in the CLRP any new regionally significant highway, transit, or bicycle and pedestrian projects they expect to build, operate, and maintain between now and 2040, or to make any

changes to projects already in the plan.

This year’s Call for Projects includes a new element—a summary brochure more explicitly highlighting the regional goals, priorities, and needs that the TPB is encouraging area transportation agencies to consider when developing and identifying projects to submit for inclusion.

In particular, the brochure includes a list of top regional needs that agencies should consider, including reducing congestion on area roadways and transit systems, providing more high-quality transportation options between and within Activity Centers, and reducing

*(Continued on page 4)*

## TPB APPROVES COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

At its November 19 meeting, the TPB approved an update to the region’s Coordinated Human Service Transportation Plan. The plan identifies and prioritizes transportation needs of individuals with disabilities and older adults, and provides guidance on selection criteria for projects to receive funding under the new federal Enhanced Mobility of Seniors and Individuals with Disabilities program.

The updated plan reassesses the unmet transportation

needs, first described in 2007, of people with disabilities and older adults in the Washington region. Unmet needs identified by the plan include: greater coordination of transportation services and programs within and across jurisdictions, more customer-focused services, more training for transportation providers, and improved information and marketing for existing specialized transportation services.

These needs are also strategies that can inform

*(Continued on page 5)*

### Upcoming meetings and items of interest:

**TPB Meeting: December 17, 2014**

- Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region
- Update on the TPB Community Leadership Institute

### Inside this issue of TPBnews:

- |          |  |          |  |
|----------|--|----------|--|
| <b>2</b> | <b>Local Planners Chime in on Regional Transportation Priorities</b> | <b>3</b> | <b>TPB Briefed on Joint Greenhouse Gas Working Group</b> |
| <b>3</b> | <b>TPB Staff to Develop List of Unfunded Transportation Projects</b> | <b>5</b> | <b>Upcoming December Agenda Items</b>                    |

## LOCAL PLANNERS CHIME IN ON REGIONAL TRANSPORTATION PRIORITIES

The region is making progress in achieving the goals of the Regional Transportation Priorities Plan, according to local government staff who participated in a series of focus groups conducted by TPB staff in recent months. But participants in the sessions also expressed concerns about continuing funding constraints and other challenges related to implementing transportation improvements.

John Swanson, Principal Transportation Planner, presented a report at the November 19 TPB meeting on a series of ten listening sessions that were conducted between June and October with more than 90 local staffers who work on a range of transportation and land-use planning activities. He said that TPB staff designed the listening sessions to gather information on whether and how the professionals who work in local planning believe we are achieving regional transportation goals.

The sessions were also intended to expand awareness among the TPB's member jurisdictions of both the Regional Transportation Priorities Plan and COG's Place+Opportunity report, which promotes enhancement of the region's 141 Activity Centers—places that are intended to be focal points for development and nodes for transportation linkages. Activity Centers are a key focus of the Priorities Plan.

Swanson explained that many implementation activities necessary to achieve the goals of the Priorities Plan typically occur at the local level and are not necessarily reflected in the projects and analysis of the TPB's Constrained Long-Range Plan. Therefore, he said, TPB staff conceived the listening sessions as a means to better understand

activities of the TPB member jurisdictions that advance common regional goals, and to identify opportunities to promote implementation of the various strategies identified in the Priorities Plan.

TPB staff conducted the sessions as two-hour, facilitated focus groups. As background, TPB staff briefed on “what we know” from the regional perspective about the implementation of goals in the Priorities Plan. To trigger discussion, participants were then asked a series of questions about the degree to which they believe the region or their jurisdiction is achieving key objectives in the plan.

Participants in all ten sessions conveyed a sense of optimism about the expanding array of transportation options in the region. Staffers spoke enthusiastically about the opportunities presented by mega-projects like the Silver Line as well as the countless small-scale improvements to improve pedestrian circulation, relieve bottlenecks, and expand community transit. Throughout the region, participants noted that decision makers, stakeholders and citizens have broadly endorsed the concept of Activity Centers that are mixed-use, concentrated, and walkable.

But many participants also expressed frustration about the ongoing lack of funding for transportation and the implications that has for planning new projects, both large and small. Some described difficulty in realizing plans for more transit-supportive development patterns, citing insufficient market demand and the political challenges of making tough decisions.

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## TPB STAFF TO DEVELOP LIST OF UNFUNDED TRANSPORTATION PROJECTS

TPB staff will soon begin compiling a list of the region's planned but unfunded transportation projects. This inventory will go beyond the projects that are currently included in the TPB's Constrained Long-Range Plan (CLRP), which only includes projects that are anticipated to receive funding.

At the TPB meeting on November 19, Robert Griffiths, Acting Co-Deputy Director of Transportation Planning, explained that each of the TPB's member jurisdictions will be asked to identify projects for this master regional inventory of unfunded projects. Two conditions must be met in order for projects to be included: they must be already included in an approved state, local or regional plan, and would be eligible if they were to be funded to be included in the CLRP. Cost estimates or cost ranges will be identified for each project on the list.

Mr. Griffiths said he expects the list of unfunded projects would be drawn primarily from a handful of plans and documents, including the moveDC Plan in the District of Columbia, the local jurisdiction MDOT "priority letters" in Maryland and the NVTVA Transaction 2040 Plan

in Virginia. In addition, local jurisdiction TPB Technical Committee members and TPB Technical Committee members representing WMATA, PRTC, NVTC, VRE and MARC will also be asked to provide listings of unfunded highway and transit projects.

TPB Board Member Jonathan Way from the City of Manassas asked staff to develop such a list. At the September 17 board meeting, he noted that the draft CLRP Financial Plan stated that the region has many unfunded transportation needs, but it does not specify what those needs are or how much they would cost. Mr. Way said that it is as important for the region to know what is not being funded as what is being funded.

The TPB's Citizens Advisory Committee passed a resolution on October 9 expressing support for Mr. Way's proposal. The CAC resolution also requested that the inventory of unfunded projects be used as an opportunity to engage citizens in a regional discussion about issues and projects the public cares about, and what it would take to achieve project funding and implementation. ♦

## TPB BRIEFED ON JOINT GREENHOUSE GAS WORKING GROUP

During its November 19 meeting, the TPB was briefed by Stuart Fruedberg, Deputy Director for the Metropolitan Washington Council of Governments (COG), about a proposal to convene a multi-disciplinary professional working group that would be tasked with identifying multi-sector strategies that have the greatest potential to achieve significant reductions in greenhouse gases in the Washington region.

The analyses the working group will conduct include quantifying the estimated reduction in greenhouse gases from the various strategies, estimating the costs and implementation schedules and identifying appropriate implementation steps at the local, regional and state levels.

The TPB, Metropolitan Washington Air Quality Committee (MWAQC), and Climate, Energy and Environment Policy Committee (CEEPC) will oversee the working group with

staffing support provided by COG's transportation, environment, and community planning departments.

The working group is anticipated to start meeting in January and work to create "What We Can Do" a report by the end of 2015. That report will identify viable local, regional, and state actions to help the region advance towards its aspirational goal of reducing Greenhouse gases in the energy, transportation, and land use sectors. One of the outcomes of this initiative is the exploration of Greenhouse reduction targets for on-road transportation and other sectors.

The TPB is scheduled to adopt a resolution at its December meeting to affirm both the region's greenhouse gas reductions goals, first recommended in 2008 and adopted by members of COG in 2010, and to commit to support the multi-sector working group in its activities in 2015. ♦

# 2015 CLRP CALL FOR PROJECTS

*(Continued from page 1)*

vehicle-related emissions of several harmful air pollutants and greenhouse gases.

The top needs which are the focus of this year's update were identified through the detailed Performance Analysis of the 2014 CLRP, which examined how well the future transportation system laid out in the plan is expected to meet the needs of area travelers in 2040.

The analysis found, among other things, significant increases in congestion on area roadways and on Metrorail, especially in the downtown core. It also found significant anticipated drops in vehicle-related emissions of several key air pollutants between now and 2040, but tougher new federal air quality standards, which are expected in the next couple of years, are likely to require further reductions.

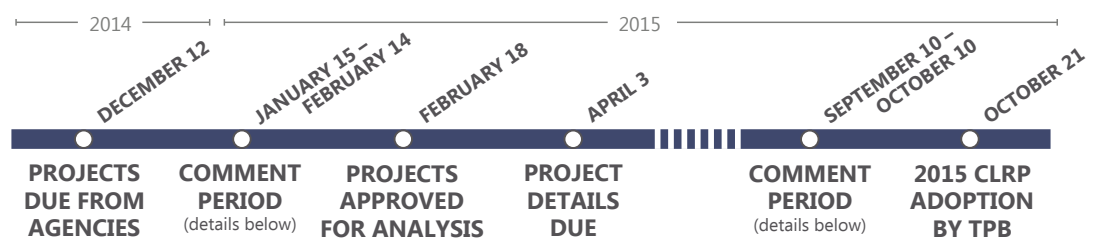
When agencies submit new projects for inclusion in this year's CLRP update, the

TPB will specifically ask them to note how the projects help support or advance the top regional needs identified in the Call for Projects, as well as other regional goals.

In January, once agencies have submitted their projects, the TPB will invite comment from the public and any TPB member or stakeholder before advancing the projects into the federally required Air Quality Conformity Analysis to determine whether future vehicle-related emissions under the plan will remain below approved regional budgets.

In September 2015 the results of the Air Quality Conformity Analysis and the Performance Analysis will be presented for public comment on the draft 2015 CLRP update, which is expected to be finalized in October. ♦

## 2015 CLRP Schedule



### 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: DECEMBER 12, 2014

Complete online project description forms and Air Quality Conformity Input information for projects deemed regionally significant for air quality purposes.

#### DEADLINE 2: APRIL 3, 2015

Provide all other required project information, including Congestion Management Documentation, for regionally significant projects.

### COMMENT PERIODS

The 2015 CLRP update will include two 30-day comment periods during which the public and any TPB member or stakeholder can submit comments on the plan update.

#### JANUARY 15 – FEBRUARY 14, 2015

Comment on the projects submitted for inclusion in the 2015 CLRP update. The comment period takes place before the projects are included in the federally required Air Quality Conformity Analysis.

#### SEPTEMBER 10 – OCTOBER 10, 2015

Comment on the draft 2015 CLRP update, the results of the Air Quality Conformity Analysis, and any of the associated analyses of the 2015 CLRP update prior to adoption by the TPB.

For more information on the 2015 CLRP update, visit: [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015).

# Coordinated Human Services Transportation Plan

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the development of projects and programs, guiding the selection of projects to receive funding under the Enhanced Mobility program.

The Enhanced Mobility program, created in 2012 under MAP-21, aims to improve transportation access for older adults and people with disabilities. As the designated recipient of federal funds for the Enhanced Mobility program for region, including the District of Columbia and parts of Maryland and Virginia, the TPB is responsible for awarding matching grants of approximately \$2.5 million annually.

Eligible transportation agencies, non-profit organizations, and private transportation providers submitted

their applications for funding to the TPB in October. An independent selection panel made up of local transportation and human service agency representatives and others with expertise in transportation for people with disabilities and older adults is currently reviewing and scoring grant applications based in part on their responsiveness to the needs identified in the Coordinated Human Service Transportation Plan.

Funding recommendations for Enhanced Mobility projects are expected to be presented to the TPB in January.

For more information: [www.tpbcoordination.org](http://www.tpbcoordination.org) ♦

## Listening Sessions

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In various ways, participants also acknowledged political realities. For example, most participants were skeptical that tolling would play an expanding role in transportation improvements over the next 25 years. More broadly, participants generally noted that the region will not be adding much new road capacity in the coming decades. Staffers in the outer jurisdictions, however, emphasized that their road networks still have key missing gaps.

Since the TPB approved the Priorities Plan in January 2014, TPB staff has been investigating how the TPB might promote implementation of the plan's goals and strategies. The listening sessions report suggests that the TPB might pursue new regional planning activities, starting with the development of a master list of the transportation projects that are planned by local and state governments and continuing with scenario analysis of various transportation and land-use alternative futures for the region. In addition, listening session participants suggested expansion of technical assistance to members, such as the assistance currently provided by the Transportation/Land-Use Connections (TLC) Program.

The full report on the listening sessions can be found at [www.mwcog.org/transportation/priorities](http://www.mwcog.org/transportation/priorities). ♦

## OTHER ITEMS FROM THE NOVEMBER AGENDA

The TPB's November 19 meeting also included the following items:

- Appointment of Nominating Committee for Year 2015 TPB Officers
- Update on the Washington region transportation planning process federal certification review ♦

## UPCOMING DECEMBER AGENDA ITEMS

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

- Report of Nominating Committee for Year 2015 TPB Officers
- Approval of an amendment to the FY 2015 Unified Planning Work Program (UPWP) to revise the budget and work elements
- Approval of a resolution to affirm support for the 2008 COG Greenhouse Emissions Reduction Goals and for the Establishment of a COG Multi-sector Working Group to examine greenhouse gas reductions
- Briefing on the draft update of the Bicycle and Pedestrian Plan for the National Capital Region
- Briefing on the reconstitution of the Regional Public Transportation Subcommittee
- Update on the TPB Community Leadership Institute ♦

# 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).

## December 2014

- 4 Freight Subcommittee (1 pm)
- 5 TPB Technical Committee (10 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee (12:30 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

- 9 TPB Technical Committee (9 am)
- 9 TPB Steering Committee (noon)
- 14 Bike to Work Day Steering Committee (10 am)
- 15 Citizens Advisory Committee (6pm)
- 20 Employer Outreach Committee (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle and Pedestrian Subcommittee (1 pm)
- 21 **Transportation Planning Board (noon)**
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 Regional Public Transportation Subcommittee (noon)
- 29 Access for All Advisory Committee (noon)

## February 2015

- 5 Freight Subcommittee (1 pm)
- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 13 Citizens Advisory Committee (6pm)
- 19 **Transportation Planning Board (noon)**
- 24 Regional Public Transportation Subcommittee (noon)
- 25 Regional Taxicab Regulators (1 pm)

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

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