

TLC Pilot Program Will Support Local Planning Efforts

The Transportation Planning Board is initiating a new pilot program, called Transportation/Land Use Connections (TLC), that will help support local efforts to move residential and employment growth closer together, in and around regional activity centers and near transit stations.

The pilot program, which the board approved on October 18, will create a regional clearinghouse to share experiences and strategies in linking transportation and land use. In addition, the TPB will make available to

local jurisdictions a limited amount of assistance with various aspects of the planning process. This assistance will be performed by consultants contracted by the TPB in amounts of up to \$20,000 per project, and could include help with public involvement, project visualization, and project scoping, among other activities. A total of \$100,000 is dedicated for the technical

See **TLC Program** on page 2

Long-Range Plan Approved

The TPB on October 18 approved a comprehensive update to the region's Constrained Long-Range Transportation Plan (CLRP). The board also approved a six-year Transportation Improvement Program (TIP) for fiscal years 2007-2012.



The approval of the CLRP is essential for keeping federal transportation dollars flowing to the region. Under federal law, the CLRP must include all regionally significant transportation projects and programs that are planned in the Washington region over the next 25

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Community Leadership Institute



"Transportation is not a spectator sport," said Falls Church Councilmember David Snyder, upper right, in his welcoming remarks to the second class of the TPB's Community Leadership Institute, which was held on October 25 and 28. The institute is a two-day workshop that provides community activists a chance to learn about transportation challenges and regional decision-making.

TLC Program *continued from page 1*

assistance contracts in FY 2007, while \$150,000 is allocated toward administration of the program and management of the regional clearinghouse.

The vote was the culmination of more than six months of discussion and consideration by the TPB and related committees about how best to apply insights gained from the TPB's Regional Mobility and Accessibility Study or "scenario study." The scenario study indicated that various strategies of shifting land use and transportation investment would result in an overall reduction of traffic congestion in the region. Common threads among all the alternatives were the ideas of moving jobs and housing closer together and concentrating development in locations that are or will be served by sufficient transportation infrastructure, especially transit.

The pilot proposal reflected the desire of many Board members to move forward aggressively with implementation steps and commit substantial resources, while also acknowledging concerns on the part of many Board members about where funding for such a program might come from and how resources would be distributed around the region. Ultimately, the Board determined that a measured approach, which if successful could be built on in future years, would be a prudent course of action.

Several TPB members said they were pleased to be moving forward with implementation steps. Arlington County Board Member Chris Zimmerman said, "With this one small step we are at least heading in the right direction, and I'm glad to see us going that way. I hope we can figure a way to pick up the pace on it as we move along."

Charles Graves of the D.C. Office of Planning said that he experienced the implementation of a similar program on a larger scale in his previous work in the Atlanta region. He noted that the Planning Directors Technical Advisory Committee, which he chairs, supports the

proposal. "It's a good start. I think it will be a successful pilot program and look forward to its success."

Mick Staton, Loudoun County supervisor, cast the lone dissenting vote, saying that it was inappropriate to move forward with an implementation step without a full understanding of the causes of current land use trends. For example, he noted that while inner jurisdictions have become denser and more transit focused, families with children have been moving farther out.

"We need to figure out the feasibility of what we're going to do instead of just going forward with what some people have already determined is the right solution," said Mr. Staton.

Citing her experience with the MetroWest development

project, Fairfax County Supervisor Linda Smyth said she sees a real need for the type of assistance that the program could provide to local jurisdiction. "Getting all of the elements working together in a project, such as the details of design, the integration of open space and buildings, the connectivity to transportation, and the mobility issues, takes a lot of effort, a lot of guidance, and a lot of public outreach. Visualization and public outreach are invaluable. I applaud the recommendation and I wish it were a lot more."

Additional details will be provided for TPB approval before the end of the calendar year concerning how technical assistance projects will be selected and how the regional clearinghouse will move forward. ■

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—Linda Smyth

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Tolls/Local Revenues Becoming More Important

Tolls and local government funds are making up an increasingly larger share of transportation revenues in the Washington region, according to the financial analysis conducted for this year's update to the region's Constrained Long-Range Transportation Plan (CLRP). The analysis also found that the percentage of total funding provided by the states of Maryland and Virginia, along with the District of Columbia, is shrinking, while the federal share has remained the same.



The long-range forecast of regional transportation funding is conducted every three years as part of the update to the CLRP, which the TPB approved on October 18. The firm Cambridge Systematics conducted the analysis.

The study found that \$109.8 billion dollars in transportation funding will be available between 2007 and 2030. The states of Maryland and Virginia, plus the District of Columbia, will provide 32 percent of anticipated transportation dollars. A similar study three years ago found that state/DC funding would make up 43 percent of total transportation revenues.

Tolls and private sources are expected to provide 7 percent of anticipated revenues—a big jump from one percent in the 2003 forecasts. Maryland's Intercounty Connector (ICC) and the Beltway HOT lanes project in Virginia account for much of this increase.

Public transit expenditures are projected to be \$62.6 billion, while highways would receive \$47.3 billion over the life of the plan. Operations and preservation costs will account for 70 percent of the transportation expenditures.

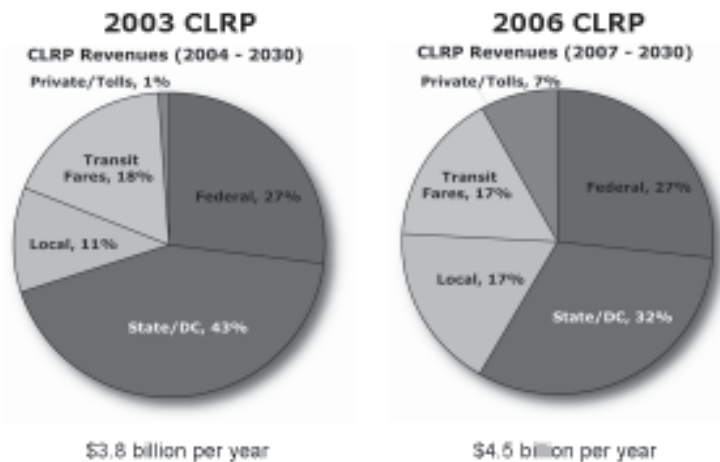
Overall, funding is up. The new forecast found that \$4.77 billion per year will be available

between now and 2030. The analysis three years ago anticipated that \$3.59 billion would be available per year. Last year's federal transportation reauthorization, new toll facilities, and a short-term funding infusion for the Washington Metropolitan Area Transit Authority (WMATA) account for much of this increase.

However, rising construction costs will eat up much of the growth in funding. In the last two years, construction costs have jumped about 28 percent. In contrast, construction costs rose only 17 percent over the previous eight years.

Regional leaders are optimistic that the Metro system's perennial shortfalls can be addressed. The Metro Matters program

Shifting Revenue Forecasts



Compared to forecasts three years ago, tolls and local government funds are making up an increasingly larger share of transportation revenues in the region.

provided urgent state and local commitments to fund capital needs through 2010. Legislation introduced by U.S. Representative Tom Davis, currently pending in the Senate, would finance capital needs beyond 2010.

However, for this CLRP update, the funding that would be provided under the Davis bill is not assumed. Because funding has not yet been identified to accommodate all of the anticipated new riders on Metro, the TPB's projections have constrained ridership in the core areas to levels consistent with the available funding. ■

Plan Update *continued from page 1*

years. Each year the plan is updated to include new projects and programs, and analyzed to ensure it meets federal requirements related to funding and air quality.

The District of Columbia submitted this year's only big-ticket items for the plan update. Totalling more than \$1 billion, these projects include new bridges over the Anacostia River, South Capitol Street improvements and the Anacostia Streetcar Project.

Other new additions to the plan include the Cross-County Connector in Charles County, upgrades to VA 28 at the I-66 interchange in Fairfax County and widening of MD 201 in Prince George's County. In addition, Virginia has added a new

study that will examine a proposal to build and operate

HOV/HOT lanes on I-95/I-395 between the Virginia state line and the Massaponax exit in Spotsylvania County – a distance of 56 miles.

More information on the new projects can be found on page 5.

Prior to approving the CLRP and TIP, the board approved an air quality "conformity determination" showing that anticipated vehicle emissions will conform to air quality improvement goals contained in the region's air quality plan.

In addition to air quality conformity, the other major analysis associated with the CLRP is a long-range assessment of funding. Federal law requires the plan to only include projects for which funding is "reasonably expected to be available." The "C" in CLRP refers to financial constraint. The plan may only include projects that the region can afford to build, maintain and operate. It is not a "wish list" or "needs list."

The CLRP's financial constraint requirement creates a prioritization process through which unfunded projects are left out of the CLRP or are simply included as "studies" that are not yet slated for development and construction.

See the article on page 3 for more information on this year's financial analysis. ■

Phase I of "What If" Study Released

At its meeting on October 18, the TPB released a report and brochure on Phase I of the Regional Mobility and Accessibility Study, which has analyzed five scenarios for 2030 that shift land use and include various networks of new transit.

According to TPB Chairman Michael Knapp, "the study has confirmed that we can make a positive impact on future transportation conditions by locating housing and jobs closer together, approving development closer to transit stations and expanding our network of public transit lines to support regional activity centers... The scenarios identified common-sense strategies that every local jurisdiction can use for dealing with tough problems."

The next step in the study is an examination of an expanded network of variably priced lanes supported by high-quality bus service and complementary land use patterns.

The brochure and report are available online at www.mwcog.org/transportation. You can also request a copy by calling 202-962-3295. ■



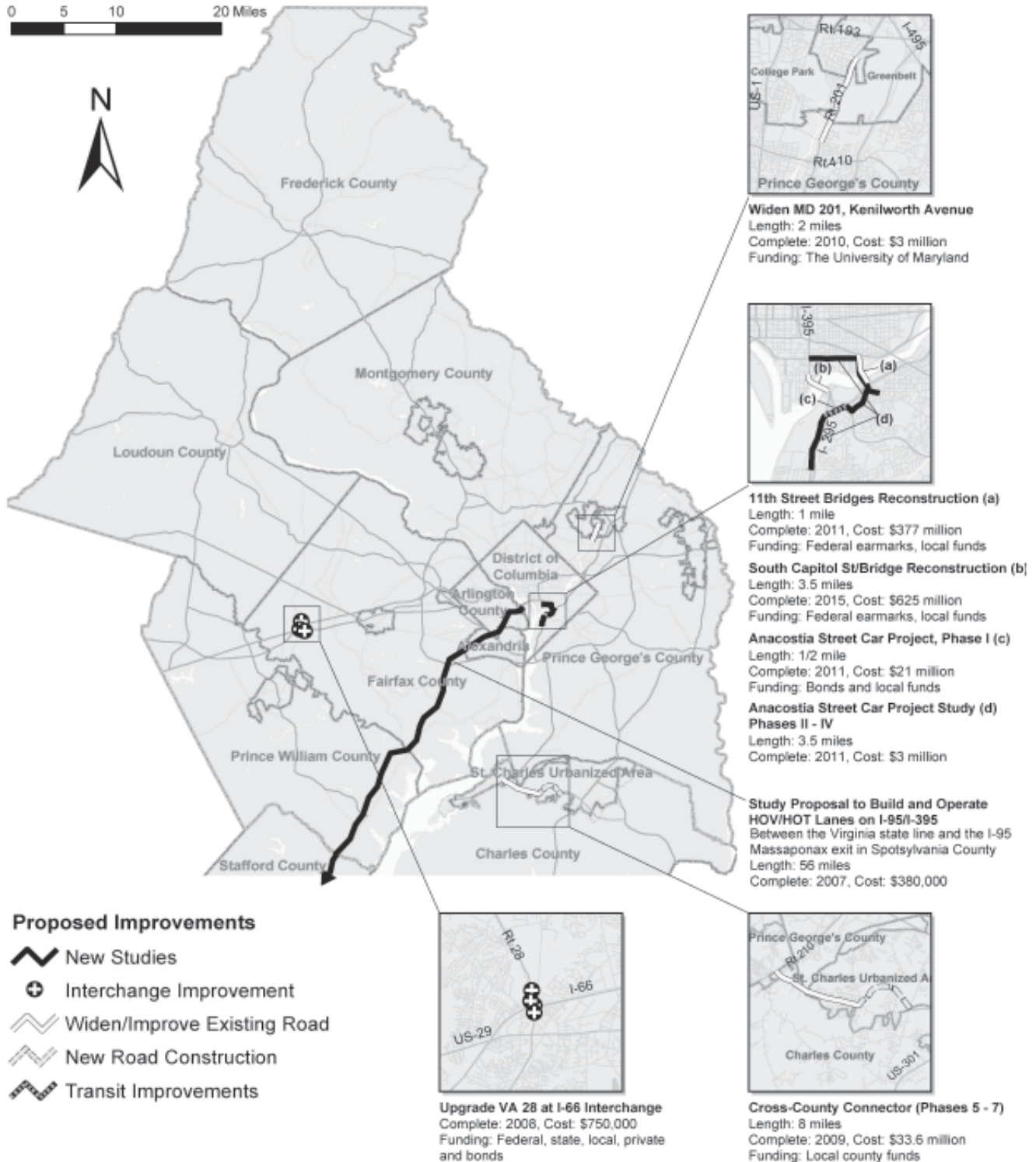
Upcoming TPB Agenda

The TPB's November agenda will include the following items:

- Update on implementation of the Transportation/Land-Use Connection (TLC) program.
- Status report on recommendations to improve MetroAccess Service.
- Status report on the regional value pricing study
- Report on the Regional "Street Smart" pedestrian and bicycle safety education campaign.
- Briefing on draft call for projects and schedule for the air quality conformity assessment for 2007 Financially Constrained Long-Range Plan (CLRP) and FY 2008-2013 Transportation Improvement Program (TIP). ■

Major New Projects Included in Regional Plan

The District of Columbia submitted three projects totaling more than \$1 billion for this year's Constrained Long-Range Plan, which the TPB approved on October 18. All six new major projects are shown in the map below.



Calendar of Events

Dates and times subject to change. 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 N. Capitol St., NE (Enter from 1st Street).

November 2006

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 8 Bike to Work Day Steering Committee (10 am)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 15 Value Pricing Task Force (10 am)
- 15 Transportation Planning Board (noon)**
- 16 Aviation Technical Subcommittee (10:30 am)
- 17 Travel Forecasting Subcommittee (9:30 am)
- 17 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 28 Travel Management Subcommittee (9 am) *tentative*
- 21 Commuter Connections Subcommittee (noon)
- 21 Bicycle and Pedestrian Subcommittee (1 pm)
- 30 TPB Access for All Advisory Committee- Subcommittee on Limited English Proficiency (noon)

December 2006

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 14 TPB Human Service Transportation Coordination Task Force (noon)
- 14 TPB Citizens Advisory Committee (6 pm)
- 15 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 19 Commuter Connections Ridematching Committee (10 am)
- 19 Regional Transportation Demand Management (TDM) Marketing Group (noon)
- 20 Transportation Planning Board (noon)**

January 2007

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 10 Bike to Work Day Steering Committee (10 am)
- 11 TPB Citizens Advisory Committee (6 pm)
- 12 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 16 Employer Outreach Committee (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 16 Bicycle and Pedestrian Subcommittee (1 pm)
- 17 Value Pricing Task Force (10 am)
- 17 Transportation Planning Board (noon)**
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Travel Management Subcommittee (9 am)
- 25 Aviation Technical Subcommittee (10:30 am)

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