



PROJECTS SUBMITTED FOR 2016 CLRP AMENDMENT

Express toll lanes on I-395 and a VRE commuter rail extension are among the projects that have been submitted for inclusion in the 2016 amendment to the TPB's Constrained Long-Range Transportation Plan (CLRP). Virginia's new submissions, totaling more than \$840 million, constitute this year's big-ticket projects.

On February 11, the TPB released the CLRP submissions for a 30-day public comment period that ends on March 12. The TPB will vote on March 16 on whether to include the submitted projects in the regional air quality conformity analysis, which is a key step in the CLRP amendment process.

In all, nine new projects were proposed for the 2016 CLRP Amendment. New projects were submitted in both Virginia and the District of Columbia. No new major CLRP projects were proposed in Maryland this year. The submissions also include many changes to existing projects in the CLRP.

At the TPB meeting on February 17, the I-395 Express Lanes proposal received the most attention. The project will add a new segment to Virginia's growing network of high-occupancy/toll (HOT) lanes, which already includes the Beltway and I-95, as well as planned HOT lanes on I-66. With an estimated cost of \$220 million, the I-395 project will convert two existing reversible car-pool lanes to a three-lane, reversible HOT-lane facility.

(Continued on page 3)

TLC EVALUATION PROVIDES RECOMMENDATIONS FOR STRENGTHENING PROGRAM

The TPB was briefed at its February 16 meeting on an evaluation of the Transportation/Land-Use Connections (TLC) Program, which provides technical assistance to help jurisdictions in the region better coordinate transportation and land-use planning. The evaluation found that jurisdictions that have participated in TLC are supportive of the program. The study also provided recommendations about how the program can adapt to the changing needs of the region.

Between 2007 and 2015, the TLC program has provided approximately \$2.9 million dollars for 83 projects throughout the Washington region. Past TLC projects have addressed pedestrian and bicycle infrastructure, parking, transit operations, green streets, and economic development, among other issues.

The evaluation, conducted by a third-party consultant, was developed to assess the TLC program's outcomes

(Continued on page 4)

Upcoming meetings and items of interest:

TPB Meeting: March 16, 2016

- Review of comments received and approval of project submissions for the Air Quality Conformity Analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP
- Briefing on current travel trends

Inside this issue of *TPBnews*:

- | | | | |
|---|--|---|---|
| 2 | Draft of Work Programs for FY 2017 Presented | 3 | Project Submissions for the 2016 CLRP Amendment |
| 4 | TLC Evaluation Recommendations | 5 | TPB News to Relaunch as Online-Only Publication |

DRAFT WORK PROGRAMS FOR FY 2017 PRESENTED

At the February 16 board meeting, TPB staff presented drafts of the annual work programs and budgets for the TPB and for the TPB's Commuter Connections program for FY 2017.

The TPB's federally required work program, known as the Unified Planning Work Program (UPWP), outlines planned work activities in seven major areas, including development of the CLRP and TIP, modeling future travel demand, and providing technical assistance to the state departments of transportation and WMATA.

This year's UPWP continues and builds upon activities in the 2016 work program, while also advancing work activities towards MAP-21 planning requirements, and preparations for the requirements of the Fixing America's Surface Transportation Act (FAST Act).

The total proposed UPWP budget for FY 2017 is \$13.3 million.

The Commuter Connections Work Program (CCWP) outlines \$5.6 million in spending on the Commuter Connections Operations Center, the Guaranteed Ride Home

TPB Work Activities

Federal Metropolitan Planning Regulations and Guidelines		
CORE PROGRAM	TECHNICAL ASSISTANCE	AIRPORT SYSTEMS PLANNING
Federal Metropolitan Planning Activities	DC Maryland Virginia WMATA	Air Passenger Survey and Analysis
Regional Air Quality Conformity		Ground Access Forecast and Update
Air Quality Plans (SIPs)		
Data and Methods		

Funding Amounts and Sources

CORE PROGRAM	TECHNICAL ASSISTANCE	AIRPORT SYSTEMS PLANNING
\$12.0 million	\$1.1 million	\$250,000
FHWA: 60% FTA: 20% State: 10% Local: 10%	FHWA: 60% FTA: 20% State: 10% Local: 10%	FAA: 90% Local: 10%

Grand Total: \$13,341,903

Program, and mass marketing and employer outreach, among other activities.

This upcoming year, Commuter Connections will continue monitoring and evaluation of the outcomes of its programs, including the publication of the 2016 State of the Commute Technical Report.

Both draft work programs will be considered for approval by the TPB at its next meeting on March 16. ♦

2016 CLRP PROJECT SUBMISSIONS

(Continued from page 1)

Virginia originally planned to build the I-395 HOT lanes as part of a larger express lanes project that included the I-95 HOT lanes south of the Beltway, which opened last December. As part of the larger HOT lanes plan, the I-395 project was included in the CLRP in 2007, but it was removed from the CLRP in 2011 due to local opposition. VDOT has been working with jurisdictions and stakeholders to build support for the updated project.

“This project will basically continue the Express Lanes network in the region,” said VDOT’s Rene’e Hamilton. The eight-mile project is expected to be complete by 2019.

The VRE commuter line extension in Prince William County is also on a short timeframe, with completion expected in 2022. The project, estimated at \$433 million, will extend VRE’s Manassas line by 11 miles to Gainesville and Haymarket. It includes construction of up to three new stations, purchase of railcars, and widening of existing right-of-way.

VDOT also submitted changes to two high-profile projects that were added to the CLRP last year. For the I-66 project inside the Beltway, the agency has proposed changing the scope and timing of the tolling and lane widenings through 2040. For the I-66 project outside the Beltway, VDOT has proposed ramp modifications, but no major policy or facility changes.

The District of Columbia submitted two new projects totaling less than \$8 million. The 16th Street Bus Priority project will provide nearly three miles of peak-period bus-only lanes. The addition of nearly four miles of dedicated bicycle lanes will help expand the city’s cycle network by converting auto travel lanes for this purpose.

In releasing the projects for public comment on February 12, the TPB provided a summary of how agencies have reported that their project submissions support the goals laid out in the Regional Transportation Priorities Plan. The TPB also released “project profiles” that provide at-a-

(Continued on page 5)

Project Submissions for the 2016 CLRP Amendment

DISTRICT OF COLUMBIA

16th Street Bus Priority

This project will convert general purpose lanes on 16th Street NW into peak-period, peak-direction bus-only lanes from Arkansas Avenue to H Street, and implement a new reversible center lane from W Street to O Street and K Street to H Street. The Project will also improve bus stops in the corridor.

Cost: \$6 million **Anticipated Completion:** 2021

Dedicated Bicycle Lane Network

This project will expand the District of Columbia’s dedicated bicycle lane network by removing one or more travel lanes for motor vehicles on road segments.

Cost: \$1.35 million **Anticipated Completion:** 2017

Streetcar: Union Station to Georgetown

This project will extend the H Street NE streetcar line from Union Station to Georgetown, mainly along the K Street NW corridor.

Cost: \$348 million **Anticipated Completion:** 2022

VIRGINIA

VRE Haymarket Extension

This project will extend the Virginia Railway Express (VRE) Manassas Line by approximately 11 miles to Gainesville and Haymarket.

Cost: \$433 million **Anticipated Completion:** 2022

Crystal City Transitway: Northern Extension

This project will extend the existing Metroway bus rapid transit (BRT) line from Crystal City Metro Station north to the Pentagon City Metro Station.

Cost: \$24 million **Anticipated Completion:** 2023

I-395 Express Lanes

This project will convert and reconfigure the two existing reversible high-occupancy vehicle (HOV) lanes on I-395 inside the Capital Beltway to a three-lane, reversible high-occupancy/toll (HOT) lanes (“Express Lanes”) facility.

Cost: \$220 million **Anticipated Completion:** 2019

I-66 Multimodal Improvements

This project will convert I-66 inside the Capital Beltway to high-occupancy/toll (HOT) lanes (“Express Lanes”) and widen certain segments. This project also includes enhanced bus service and numerous bicycle, pedestrian, and other multimodal improvements in the corridor.

Cost: \$375 million **Anticipated Completion:** 2017, 2020, 2040

I-66 Corridor Improvements

This project will add two new high-occupancy/toll (HOT) lanes (“Express Lanes”) in either direction to I-66 outside the Capital Beltway. One lane will be added new while the other will come from converting the existing high-occupancy vehicle (HOV) lane.

Cost: \$2-3 billion **Anticipated Completion:** 2021, 2040

VA 28 HOV and Widening

This project will create high-occupancy vehicle (HOV) lanes on VA Route 28 (Sully Road) between I-66 and the Dulles Toll Road by 2040 by converting one general purpose lane in either direction to HOV.

Cost: \$100 million **Anticipated Completion:** 2021, 2025, 2040

For an interactive map and more information about these projects visit:
www.mwcog.org/clrp/update/projects.asp

TLC EVALUATION

(Continued from page 1)

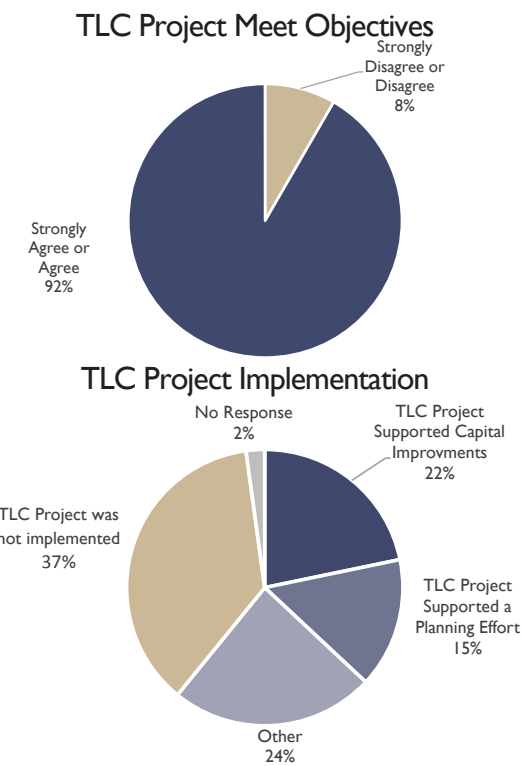
and strengths, and provide recommendations for enhancement.

A survey of 37 TLC recipients conducted for the evaluation showed that the program is well received and in high demand among planners in the region. Most survey recipients said that their TLC project achieved their objective.

The survey also found that 56 percent of TLC projects have been implemented in some fashion. Of these, the majority were implemented at the jurisdictional level. In some cases, the TLC projects directly supported capital improvements and other planning efforts—like a sector or comprehensive plan. Other TLC projects were implemented through the private sector, or implemented through policy changes.

One survey respondent said that TLC helped “garner a great deal of public support and will ultimately make the area a more bike-, pedestrian-, and transit-friendly section of the city.” Another said that TLC was useful because it took a project from “vague concept to an attractive design that can be engineered, funded, and implemented.”

Based on the analysis, the consultant developed a list of recommendations (below) for how to enhance the TLC program. These recommendations focused on modifications that can help TLC become more strategic and effective by encouraging projects that advance regional priorities



and create regional impact. To do this, the evaluation suggested including regional priorities in all solicitation and application materials, building a connection between TLC and the Transportation Alternatives Program, and prioritizing TLC projects that address regional priorities and needs, such as focusing on Activity Centers or areas with vulnerable populations.

Staff will work to implement these evaluation recommendations over the coming years.

For FY 2017, the TLC program is accepting project submissions from Washington area jurisdictions through April 1, 2016. For more, visit www.mwocg.org/TLC. ♦

TLC Evaluation Recommendations

- Align TLC funding with regional priorities and program strengths
- Prioritize projects in Activity Centers
- Prioritize projects that improve access to transit
- Prioritize projects in areas with high concentrations of low-income and minority residents
- Support collaborative regional projects
- Increase funding and staff capacity for the TLC program
- Utilize Transportation Alternatives Program funding to implement TLC projects
- Develop a more robust peer exchange network
- Create a TLC awards program
- Establish a monitoring process

2016 CLRP AMENDMENT

(Continued from page 3)

glance information on individual projects.

The public comment period and TPB approval of project submissions are key actions at the beginning of every CLRP amendment process. The next step is the federally required air quality analysis, through which the TPB must show that transportation-related emissions will conform to ceilings (“mobile emissions budgets”) laid out in the region’s air quality plan. Any time the CLRP and six-year Transportation Improvement Program (TIP) are amended, a “conformity analysis” must show that emissions limits will not be exceeded.

The conformity analysis will be conducted between March and September. Draft results will be published in October at the commencement of a second public comment period. The final approval of the 2016 CLRP Amendment, along with the FY 2017-2022 TIP, is scheduled for November.

To learn more about the 2016 CLRP Amendment visit www.mwcog.org/CLRP2016. ♦

UPCOMING MARCH AGENDA ITEMS

The MArch 16 TPB meeting is expected to include the following items:

- Review of comments received and approval of project submissions for the Air Quality Conformity Analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP
- Approval of the FY 2017 Unified Planning Work Program and the Commuter Connections Work Program
- Update on the development of policy language for the Regional Freight Plan
- Briefing on current travel trends
- Briefing on the COG Cooperative Forecasting Process

Prior to the TPB meeting there will be a meeting of the TPB Working Group on Unfunded Capital Needs. ♦

TO OUR READERS: TPB News to Relaunch as Online-Only Publication

We will soon be re-launching TPB News as an online-only publication, to be distributed via email twice each month. This new email newsletter will continue to include reporting on the TPB’s monthly meetings as well as provide access to the calendar of upcoming TPB meetings and events. The new publication will also incorporate in-depth articles that had previously been distributed on a weekly basis as TPB Weekly Report.

The new publication is expected to begin in April.

We invite you to continue receiving news and information from the TPB by subscribing now to our new email newsletter.

SUBSCRIBE NOW:
www.mwcog.org/subscribe

Should you have any additional questions or concerns, please call (202) 962-3275 or email bhampton@mwcog.org.

We look forward to continuing to serve you in this new way!

- TPB News Team

Please note: If you are unable to receive communications via email, please contact our office at (202) 962-3275. We want to work with you to make sure you continue receiving important TPB-related news and information.

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).

March 2016

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 9 Bike to Work Day Steering Committee (10 am)
- 9 Car Free Day Steering Committee (11:30 am)
- 10 Citizens Advisory Committee (6 pm)
- 15 Ridematching Committee (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 15 Regional TDM Marketing Group (2 pm)
- 16 Transportation Planning Board (noon)**
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Regional Public Transportation Subcommittee (noon)
- 24 Aviation Technical Subcommittee (10:30 am)

April 2016

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 14 Citizens Advisory Committee (6 pm)
- 19 Employer Outreach Committee (10 am)
- 20 Transportation Planning Board (noon)**
- 26 Regional Public Transportation Subcommittee (noon)

May 2016

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 12 Citizens Advisory Committee (6 pm)
- 17 Bicycle and Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)

TPB NEWS TO RELAUNCH AS ONLINE-ONLY PUBLICATION

The new publication is expected to begin in April.

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MEETING AUDIO

Stream live audio of TPB meetings and listen to recorded audio from past meetings at:
www.mwcog.org/TPBmtgLIVE

This document is available in alternative formats upon request. Please contact Bryan Hayes at (202) 962-3273 or bhayes@mwcog.org, or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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