



TPBnews

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TPB HEARS RESULTS OF 2012 CLRP ANALYSIS



The more than \$200 billion currently planned to be spent on expanding, maintaining, and operating the region's transportation system through 2040 won't be enough to keep up with anticipated demand, according to the results of a detailed performance analysis of the most recent update to the region's constrained long-range transportation plan, or CLRP.

The analysis found that the number of lane-miles of

congestion on the region's roadways in the morning peak hour is expected to increase by 78 percent by 2040, while four out of five Metrorail lines to and through the regional core—compared to just one line now—are expected to be “congested” or “severely congested” unless Metro starts running all eight-car trains during peak hours.

Ron Kirby, director of transportation planning for the TPB, presented the findings of the analysis to the Board at its meeting on November 28.

Kirby told Board members that the results serve as a

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MAP-21 PRESENTS NEW REGIONAL OPPORTUNITY

New federal transportation legislation presents the TPB with an opportunity to play a direct role in selecting transportation projects for funding at the regional level.

The Transportation Alternatives Program is a new formula program established by MAP-21, the latest transportation authorization law passed by Congress and signed by the President in July 2012. It combines three previous federal programs—Transportation Enhancements, Safe Routes to School, and Recreational Trails—and provides funding to projects that are considered alternatives to traditional highway construc-

tion, such as bicycle and pedestrian facilities, and safe routes to school for non-drivers.

Of the total amount made available each year for the Transportation Alternatives Program, the funding for recreational trails will be set aside. The remainder of the funds will be split in half: 50 percent will be suballocated to large urbanized areas, of which the National Capital Region is one, and 50 percent will be suballocated to individual state departments of transportation (DOTs).

Under MAP-21, metropolitan planning organizations

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Upcoming meetings and items of interest:

TPB Meeting: December 19, 2012

- Report of the Nominating Committee for Year 2013 TPB Officers
- Approval of a TPB Letter to the Legislatures of the District of Columbia, Maryland, and Virginia Expressing Support For Action on Transportation Funding

Inside this issue of TPBnews:

- 5 TPB Appoints Nominating Committee for 2013 Officers
- 6 TPB in Conformity with National Air Quality Targets
- 5 Continued Changes Resulting from MAP-21
- 7 Apply to Be Part of the TPB's Citizens Advisory Committee

More information may be found at: www.mwcog.org/transportation

2012 CLRP ANALYSIS

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baseline forecast of how the region's transportation future will look given current planning and funding trajectories, since the CLRP includes every regionally-significant transportation project or program that is expected to be paid for and built between now and 2040.

In his presentation, Kirby focused on forecasts of population and employment

Those growth forecasts, Kirby pointed out, are based largely on estimates made by planners at the local level.

Such growth will increase demand on the transportation system. The TPB's travel models predict that vehicle-miles of travel (VMT) will increase by 25 percent through 2040—about as fast as population, meaning that VMT per capita will remain steady—and that the total number of commute trips by transit will increase by 28 percent.

Given that the CLRP calls for just a 7 percent increase in roadway capacity through 2040, and identifies lack of funding to help Metro run eight-car trains on all lines during peak hours, roadway and transit congestion are both expected to worsen considerably.

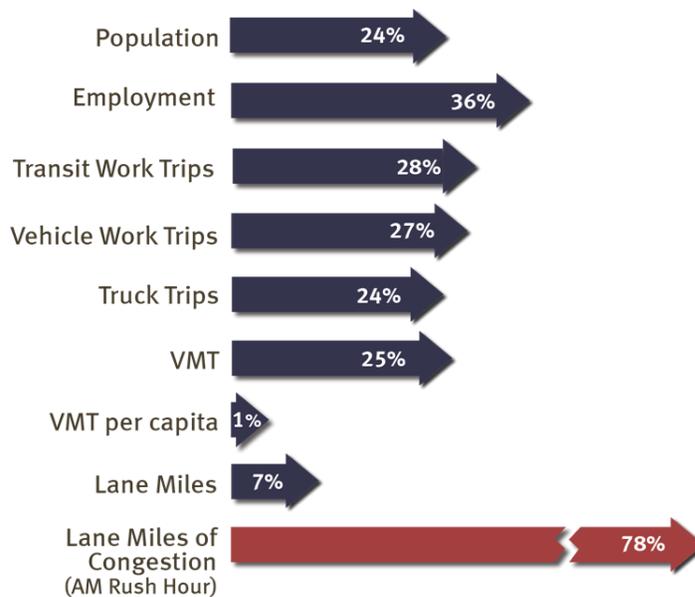
The shares of the modes people choose for getting around are expected to remain roughly the same as today, Kirby reported. The share of all trips made by transit or by non-motorized modes is expected to remain more or less unchanged,

while the share of commuters who travel to and from work in high-occupancy vehicles (HOVs) is expected to grow slightly from 11 percent of trips to 14 percent.

The findings of the analysis caught the attention of several Board members.

Chris Zimmerman, who represents the Arlington County Council on the Board, questioned the usefulness of such predictions about the future. "I think it's dangerous to

Change in Land Use and Travel Forecast 2013-2040



By 2040, the total number of lane-miles of congestion during the morning peak period will increase by 78 percent, according to the 2012 CLRP analysis.

growth in the region over the next 28 years, where that growth is expected to occur, and what effect the increased demand is expected to have on the transportation system given the improvements that are currently planned in the CLRP.

Population is expected to increase 24 percent through 2040—an additional 1.3 million people—with the fastest rates of growth in outer jurisdictions like Loudoun County and Charles County, according to the analysis. The number of jobs in the region is expected to swell by 37 percent.

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2012 CLRP ANALYSIS

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view this as, ‘This is what we think the world actually is going to look like,’ because I don’t think we believe that. ... I do not believe it is plausible to think that we will have this tremendous economic growth and not do anything about all of this infrastructure,” he said.

Board member Shyam Kannan, who represents WMATA, also took issue with some of the assumptions on which the predictions of the future were based.

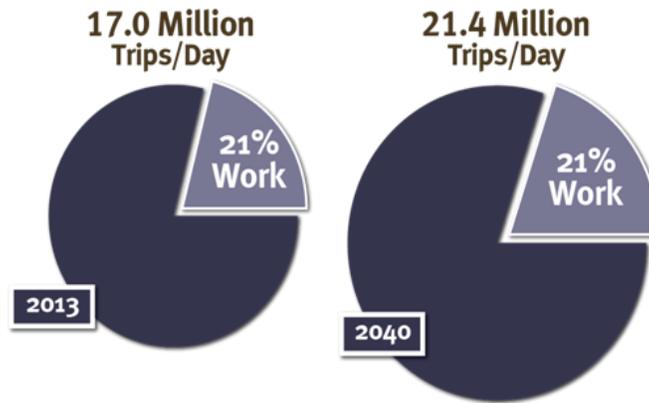
“I do want to encourage you to [reconsider] two or three core assumptions that I think fundamentally sway the conclusions of the work,” Kannan said. He expressed greatest concern about the assumptions that the shares of transit ridership and non-motorized travel would remain static over time and that the rates of population and job growth would indeed be highest in the outer jurisdictions. “For example, the fixed mode split over time is particularly problematic given that we’ve seen significant increases in transit usage over the last ten or twelve years in the core jurisdictions.”

Two Board members stressed the importance of seeking solutions that will improve travel in the future, no matter whether the results of the latest performance analysis are completely accurate.

“I think the key point here is the last one you made: ‘What could we do differently?’” said Dan Emerine, of the District Department of Planning, speaking to Kirby.

Dave Snyder, vice mayor of the City of Falls Church, said, “Let’s for a minute assume that all of these projections are absolutely accurate. What intervention strategies should we put together to change the outcome to something that’s a lot better from everybody’s standpoint?”

Trips by Purpose 2013 - 2040



In 2040, commute trips is expected to continue to account for only 21 percent of all trips made in the region.

Mr. Kirby, in his presentation, laid out what he thought the analysis showed were the region’s main challenges: how to pay for needed repairs and upkeep of the Metrorail system; how to manage congestion on the region’s roads and, increasingly, on its transit system; and how to redirect anticipated growth into areas with more travel options.

Two key strategies which need to be pursued are, according to Kirby: obtain additional funding to sup-

port Metrorail maintenance, rehabilitation, and expansion and to meet road and bridge maintenance and capacity requirements; and coordination of transportation and land-use to take advantage of opportunities for more mixed-use development near rail stations.

The results of the analysis of the 2012 CLRP also showed declining vehicle-related emissions of air pollutants regulated by the federal government, and significant declines in job accessibility on the eastern side of the region.

TPB Chair Todd Turner recommended, in light of the analysis results, that the TPB take an active role in urging the legislatures in Maryland and Virginia to take action to secure greater funding for transportation during the upcoming legislative sessions. He asked staff to draft a letter on the TPB’s behalf to be sent to each of the legislatures. Staff will present the letter at the December 19 meeting of the TPB for review and approval. ♦

Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit “Doing Business with COG:” www.mwcog.org/doingbusiness/cogbid/. ♦

NEW LAW PRESENTS OPPORTUNITY FOR REGIONAL PROJECT SELECTION

(Continued from page 1)

(MPOs) like the TPB that serve large populations will play a direct role in project selection for the portion of funding that is designated to large urbanized areas. Individual states will select projects under the portion of funding set aside for states.

The TPB is in the process of developing a proposal for projects that will be funded through the new regional suballocation. Under this proposal, the Virginia Department of Transportation (VDOT), the District Department of Transportation (DDOT), and the Maryland Department of Transportation (MDOT) would screen applicants for eligibility, and an impartial regional panel appointed by the TPB would select projects using a series of agreed-upon regional criteria. The regional and state project selection processes would be closely coordinated.

The Transportation Alternatives Program garnered immediate interest among TPB advisory groups, who view this as an opportunity to fund priority regional projects and goals, and to complement other regional planning activities. The TPB's Citizens Advisory Committee, made a formal recommendation to the TPB in October to move forward expeditiously and develop a competitive regional program for implementation, using a transparent project selection process and regional project selection criteria. The TPB's Access for All Committee recommended that the TPB give extra consideration to projects that benefit communities which have historically lacked access to the transportation network.

Shyam Kannan, who represents WMATA on the TPB, added to this sentiment, stating that the new program provides the TPB with an opportunity to "take a leading role and to step up and be the entity that fills this need that is expressed not only by citizen stakeholders but also by [the] business commu-

nity."

Establishing a regional set of criteria for project selection is not without challenges, and coordinating with the three state departments of transportation within the region will undoubtedly be complicated. There are also funding constraints: MAP-21 makes \$808 million available for the Transportation Alternatives Program in 2013, which is only two-thirds of the total funding that was available under the previous authorization. It is anticipated that the available funds for the region will total approximately \$4-5 million annually.

Chris Zimmerman, who represents Arlington County on the Board, commented that the cut in national funding, combined with the new regional project selection process, would likely result in added competition for jurisdictions to obtain funding for important projects.

Nevertheless, the Transportation Alternatives Program presents a new opportunity to fund projects based on regional transportation priorities. Julia Koster, who represents the National Capital Planning Commission on the TPB and also chairs the selection panel for the TPB's Transportation/Land-Use Connections (TLC) Program, underscored the program's potential: "It's very important for [the TPB] to take this opportunity to think about how we can act in a coordinated, efficient, regional way."

At its December 19 meeting, the TPB will review a refined proposal for how the new regional suballocation of the Transportation Alternatives Program will be administered. ♦

"It's very important for [the TPB] to take this opportunity to think about how we can act in a coordinated, efficient, regional way."

*- Julia Koster,
National Capital
Planning
Commission*

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MAP-21: CHANGES AHEAD IN TPB’S ROLE IN SPECIALIZED TRANSPORTATION GRANTS

New federal transportation legislation will change the TPB’s role in human service transportation coordination, and specifically in two federal programs that were designed to support projects that address the transportation needs of people with disabilities, people with lower incomes, and older adults.

Under the old law, commonly known as SAFETEA-LU, the TPB served as the designated recipient for the Federal Transit Administration (FTA)’s Job Access and Reverse Commute (JARC) and New Freedom programs. The JARC program provided grants for transportation services to serve low-income commuters and job training activities. The New Freedom program supported transportation services for persons with disabilities.

Since 2006, the TPB has funded 59 JARC and New Freedom projects totaling more than \$20 million. Projects

have ranged from travel training on how to use fixed route transit services, wheelchair accessible taxis, door-through-door travel assistance, low-interest car loan programs, and shuttle bus service to major employment sites.

The new legislation, commonly referred to as MAP-21, eliminates the JARC program and combines the New Freedom program with the Elderly and Individuals with Disabilities program in one new program called “Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities.” Section 5310 funding will be allocated by formula to both Large Urbanized Areas, and to Small Urbanized and Rural Areas, and at least 55 percent of the funds must be spent on capital projects like wheelchair accessible vans and small buses.

The National Capital Region is expected to receive \$2.6 million a year under the new program.

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TPB terminology

AFA	Access for All Advisory Committee
ARRA	American Recovery and Reinvestment Act of 2009
CAC	Citizens Advisory Committee
CLRP	Constrained Long-Range Transportation Plan
COG	Metropolitan Washington Council of Governments
DDOT	District Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
NVTA	Northern Virginia Transportation Authority
RTPP	Regional Transportation Priorities Plan
TIP	Transportation Improvement Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority

TPB APPOINTS NOMINATING COMMITTEE FOR 2013 OFFICERS

TPB members Muriel Bowser of the District of Columbia, Dave Snyder of Falls Church, and Paul Smith of Frederick County were unanimously appointed on November 28 by the TPB to serve on a Nominating Committee that will select the TPB Officers for 2013.

The tradition of the TPB is to ask the most recent former Chairs to serve on this important committee. Ms. Bowser served as TPB Chair in 2011, and Mr. Snyder served as TPB Chair in 2010. Mr. Smith, who is not a former TPB Chair, has filled the seat of former 2009 TPB Chair Jenkins, who represented Frederick County on the TPB.

The Nominating Committee will present their recommendations for the 2013 Chair, First Vice-Chair, and Second Vice-Chair at the December 19 TPB meeting. The officers will serve from January 2013 through December 2013. ♦

CHANGES TO SPECIALIZED GRANTS

(Continued from page 5)

According to interim guidance released by the FTA in October, Large Urbanized Area—of which the National Capital Region is one—must designate a recipient for the MAP-21 Enhanced Mobility programs. The guidance encourages metropolitan planning organizations (MPOs) to initiate this process.

Accordingly, TPB staff are collaborating with stakeholders on a proposal to establish a Joint Designated Recipient for the MAP-21 Section 5310 Enhanced Mobility program for the National Capital Region. The proposed Joint Designation would be between the TPB, the District Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT). Under the TPB proposal, the TPB would be responsible for the federally-required, regional coordinated human service transportation plan and task force, project solicitation, and project selection. DDOT, MTA, and DRPT would be

asked to concur with project recommendations from the selection committee prior to TPB approval. These agencies would then receive funds directly from FTA to implement and administer projects within their respective jurisdictions.

There is precedent for such a “Joint Designated Recipient” arrangement: Seattle and Atlanta currently have a Joint Designated Recipient for JARC and New Freedom, in which the respective MPO is responsible for the coordinated plan, project solicitation, and selection, and either the transit agency or the state department of transportation receives the funds directly from FTA.

The TPB staff proposal is under discussion with DDOT, MTA, DRPT, and WMATA, and would require a new Memorandum of Understanding will be needed to clarify roles and responsibilities. The proposal will be further refined over the next month, and a status report will be provided at the December 19 TPB meeting.

In the meantime, the TPB will continue to administer the JARC and New Freedom grants that were funded under SAFETEA-LU, and will hold a 2013 solicitation to use the remaining \$1.3 million in JARC funds and \$750,000 in New Freedom funds. Both programs require local matching funds of 20 percent for capital projects and 50 percent for operating projects. The 2013 solicitation will run from January through April.

For more information: www.mwcog.org/tpbcoordination. ♦

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TPB staff announces upcoming board and committee meetings; release of key studies, presentations, reports, and publications; public comment periods; and other relevant information. ♦

REGION IN CONFORMITY WITH NATIONAL AIR QUALITY TARGETS

The TPB is in compliance with new federal standards for ground-level ozone emissions, according to the results of an air quality conformity analysis of the 2012 Constrained Long-Range Plan (CLRP) and FY 2013-2018 Transportation Improvement Program (TIP). Jane Posey of TPB staff briefed the TPB at its November 28 meeting on the analysis.

The analysis was conducted in October and November in response to new standards issued by the U.S. Environ-

mental Protection Agency (EPA) in May 2012, which redesignated the Washington region as a “marginal non-attainment area” for ozone.

The results of the air quality conformity assessment were made available for public comment on November 15. The TPB will be asked to approve the assessment at its December 19 meeting.

For more information: www.mwcog.org/transportation/activities/quality. ♦

UPCOMING DECEMBER AGENDA ITEMS

The December 19 TPB Meeting is anticipated to include the following:

- Approval of an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region Under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)
- Approval of a TPB Letter to the Legislatures of the District of Columbia, Maryland, and Virginia Expressing Support for Action on Transportation Funding
- Briefing on WMATA Strategic Plan Update: Momentum
- Briefing on Results of the 2011 Washington-Baltimore Regional Air Passenger Survey
- Briefing on a Report on the Implementation of Complete Streets Policies in the Washington Region
- Update on the Implementation of the New Transportation Alternatives Program Under MAP-21
- Update on the Implementation of the New Section 5310 Enhanced Mobility Program Under MAP-21 ♦

BE PART OF THE 2013 TPB CITIZENS ADVISORY COMMITTEE (CAC)

**Visit www.mwcog.org/transportation for
more information and to complete an application**

Community leaders and interested citizens from across the Washington region are invited to apply for membership on the 2013 Citizens Advisory Committee (CAC) to the National Capital Region Transportation Planning Board (TPB). The mission of the CAC is to **promote public involvement** in transportation planning for the region and **provide independent, region-oriented citizen advice** to the TPB. Applicants should be able to attend monthly meetings, and be willing to serve for a one-year term. For more information, including an application form, visit www.mwcog.org/transportation/committee/cac, or contact John Swanson at jswanson@mwcog.org or 202-962-3295. Applications are due January 2, 2013. ♦

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 N. Capitol St., N.E. (Enter from 1st St., N.E.).

December 2012

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 12 Regional Taxicab Regulators Task Force (1 pm)
- 13 Human Service Transportation Coordination Task Force (12:30 pm)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Ridematching Committee (10 am)
- 18 Regional TDM Marketing Group (noon)
- 18 TDM Evaluation (2 pm)
- 19 **Transportation Planning Board (noon)**

January 2013

- 9 Bike to Work Day Steering Committee (10 am)
- 10 Human Service Transportation Coordination Task Force (12:30 pm)
- 11 TPB Technical Committee (9 am)
- 11 TPB Steering Committee (noon)
- 15 Employer Outreach Committee (10 am)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 17 TPB Citizens Advisory Committee (6 pm)
- 22 Regional Bus Subcommittee (noon)
- 23 Bus-on-Shoulder Task Force Meeting #2 (10 am)
- 23 **Transportation Planning Board (noon)**
- 24 Aviation Technical Subcommittee (10:30 am)
- 25 Travel Forecasting Subcommittee (9:30 am)
- 31 TPB Access for All Advisory Committee (noon)

February 2013

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

Note: The TPB meeting and several other committee meetings will take place one week later than the normal schedule due to the New Year's Day holiday. Please check above to confirm the date and time of your meeting.

This document is available in alternative formats upon request. Please contact Deborah Kerson Bilek at (202) 962-3317, dbilek@mwkog.org, or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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