



TPB APPROVES PROJECTS FOR AIR QUALITY ANALYSIS

After a 30-day public comment period that closed on February 16 and yielded over 450 comments from individuals, organizations, and businesses, the TPB on February 20 approved 12 project submissions for inclusion in the Air Quality Conformity Assessment for the 2013 Constrained Long-Range Plan, or CLRP, and FY2013-2018 Transportation Improvement Program, or TIP.

This analysis of air quality impacts, which is a federal requirement for the TPB and is conducted each spring as part of the annual plan update, will ensure that the group of project submissions collectively contribute to air quality improvement goals established by the Environmental Protection Agency.

The projects submissions, which came from the District Department of Transportation, or DDOT, and

the Virginia Department of Transportation, or VDOT, vary in scope and range from updating a series of bike lane pilot projects in the northwest quadrant of the District of Columbia to widening roads near Tysons Corner and improving access to Dulles Airport in Virginia. Maryland did not submit any new projects.

The vast majority of the comments received by the TPB focused on projects in Northern Virginia. 58 comments expressed general support for the inclusion of Northern Virginia's transportation projects in the Air Quality Conformity Analysis, particularly for the project that would improve access to Dulles Airport.

However, 395 comments were received in opposition to the first of two alternatives proposed to improve access

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UNDER MAP-21, TRANSPORTATION AGENCIES TO SET PERFORMANCE TARGETS

Under the new federal transportation law known as MAP-21, transportation agencies in the Washington region, including the Transportation Planning Board, will be responsible for setting transportation-related performance targets to measure progress toward achieving new national transportation goals.

The new national goals largely mirror the goal framework within which metropolitan areas currently operate, which focuses on topics like safety, security, acces-

sibility, and system management and preservation. But the law adds two new goals specifically focused on reducing project delivery delays and improving freight movement. The other goals relate to safety, infrastructure condition, congestion reduction, system reliability, and environmental sustainability.

In a briefing to the TPB at its February 20 meeting, Ron Kirby, the TPB's director of transportation planning, provided an overview of the law's new

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Upcoming meetings and items of interest:

TPB Meeting: March 20, 2013

- Approval of Request for the TPB to Become the Designated Recipient for the New Section 5310 Enhanced Mobility Program under MAP-21.
- Approval of the FY2014 Unified Planning Work program

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TPB WORKS ON IMPLEMENTATION OF NEW FEDERAL ENHANCED MOBILITY PROGRAM

At its February 20 meeting, the TPB approved an amendment to the FY2013 Unified Planning Work Program, or UPWP, to provide staff support to implement the new 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, which was established by the two-year federal surface transportation authorizing legislation titled Moving Ahead for Progress in the 21st Century – or MAP-21 – that became effective on October 1, 2012.

MAP-21 combined the previous SAFETEA-LU New Freedom program for people with disabilities and the previous Section 5310 program for older adults into the new Section 5310 Enhanced Mobility program.

Funding for the new Section 5310 Enhanced Mobility Program will be allocated by formula to Large Urbanized Areas, Small Urbanized, and Rural Areas. The Washington DC-MD-VA Urbanized Area is expected to see \$2.6 million per year in federal funding under the new Section 5310 program. The funding must be matched by local contributions: a fifty percent match is required for operating grants and a twenty percent match is required for capital grants.

FTA requires that the region name a designated recipient before the grants are allocated to non-profits and to local government agencies. FTA guidance further directs that the TPB, as the federally designated metropolitan planning organization, initiate the process for naming the designated recipient.

In accordance with FTA guidance, the TPB in October commenced conversations with the District Department of Transportation (DDOT), the Maryland Transit Administration (MTA), the Virginia Department of Rail and Public Transportation (DRPT), and WMATA about designating a recipient for the region. DDOT, MTA and DRPT serve as the designated recipient of the former Section 5310 program under SAFETEA

-LU. These conversations led to a staff-level proposal for a joint designated recipient arrangement between TPB, DDOT, MTA, DRPT, and WMATA. The TPB received a briefing on this proposal at its December 19 meeting.

Since that time, a number of concerns were raised by MTA and DRPT regarding the administrative challenges associated with a joint designated recipient arrangement, and a case was made to establish COG/TPB as the single designated recipient on behalf of the region.

There is precedent for COG/TPB to act as the designated recipient for federal transportation programs: for the past six years, COG/TPB has served as the designated recipient for the FTA Job Access-Reverse Commute (JARC) and the New Freedom Programs, which were created under the previous authorizing legislation, SAFETEA-LU, to serve the transportation needs of low-income persons and persons with disabilities.

Unlike the JARC and New Freedom Programs, however, the Section 5310 Enhanced Mobility Program under MAP-21 includes an added requirement that at least 55% of the funds must be spent on capital projects, such as wheelchair accessible vans and small buses. This requirement raised concerns for COG staff, since COG does not have the same level of experience in federal vehicle procurement as does DDOT, DRPT, and MTA.

Yet according to FTA, COG/TPB would be able to use other mobility management types of projects to meet this 55% capital requirement. This means that projects like travel training and one-stop information centers, such as Reach-A-Ride, would qualify.

“I think there was a lot of interest and general support for ensuring that the Transportation Planning Board has a continued role in the Enhanced Mobility Program...So I’m happy to see that we’re moving forward with a program where the TPB will continue to have an important role.”

*-Patrick Wojahn,
City of College Park*

TPB PREPARES FOR ROLE IN NEW FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM

At its meeting on February 20, the TPB approved a shift in work activities in the FY 2013 Unified Planning Work Program, or UPWP, to provide staff support for its new role of selecting projects for a regional portion of funding under the Transportation Alternatives (TA) Program, which is a new federal program under MAP-21 that provides funding to projects considered “alternatives” to traditional highway construction. The TA Program combines three former federal programs: Transportation Enhancements, Safe Routes to School, and Recreational Trails.

Some eligible uses of TA funding include: facilities for pedestrians, bicyclists, and non-drivers (including children, older adults, and individuals with disabilities), community improvement activities, environmental mitigation activities, and some activities formerly under the Safe Routes to School program. Eligible recipients include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts and agencies, and other local or regional governmental entities.

One key difference between the TA Program and the previous programs is that large metropolitan planning organizations, including the TPB, will play a new role in

project selection for a portion of program funds that are suballocated to their metropolitan regions. In the National Capital Region, the TA Program will be framed as a complementary activity to the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions.

The TPB will work with the states to determine project eligibility and readiness. Following preliminary state review, the TPB will convene a regional TA Program Selection Panel to review the application submissions for each state and recommend a slate of projects for funding under each of the state TA Program suballocations. Regional selection criteria will reflect the goals and policies of the TPB, including the TPB Vision, the TLC Strategies, input from the TPB's Access for All Advisory Committee, and COG's Region Forward.

A project solicitation for regional TA Program funding was issued on March 1 with applications due on May 15. Each State has a separate solicitation process, as follows:

District of Columbia

The TPB is issuing a solicitation for the regional TA Program only for both FY 2013 and FY 2014. The District Department of Transportation (DDOT) will conduct a separate process to select TA Program projects using statewide funding. The current solicitation for regional projects in the District of Columbia is for both FY 2013 and FY 2014. The total amount of regional funding for FY 2013 and FY 2014 is roughly \$2,300,000.

Maryland

The TPB is participating in a joint solicitation with the Maryland Department of Transportation (MDOT). This solicitation combines TAP funds for FY 2013 and FY 2014. The total amount of regional TA Program funding for FY 2013 and FY 2014 is roughly \$3,275,000.

Virginia

The TPB is issuing a solicitation for the regional TA Program only for FY 2014. The Virginia Department of Transportation (VDOT) will use the statewide TA Program funds only to fund existing projects (those which have

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Transportation Alternatives Program for the National Capital Region

On Friday, March 1, 2013, the TPB released the project solicitation for the Transportation Alternatives Program of the National Capital Region.

www.mwcog.org/tap

The Transportation Alternatives (TA) Program is a new federal program under MAP-21 that provides funding to projects considered "alternatives" to traditional highway construction. Eligible projects include bicycle and pedestrian facilities, complete streets, safe routes to schools, environmental mitigation, and others. Applications are due by **4:00 p.m. on Wednesday, May 15, 2013.**

More information about the regional TA Program may be found at www.mwcog.org/tap. ♦

AIR QUALITY CONFORMITY ANALYSIS

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to Dulles Airport. This first alternative would construct a new four-lane facility between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County parkway at the western end of the Dulles Airport grounds. The second alternative would construct new four-lane limited access routes along US 50, John Mosby Highway, and the Loudoun County Parkway. Some concerns were raised about the high cost of this alternative.

Environmental and financial factors were chief among the concerns raised through these public comments. The comments also advocated for including more viable and less costly alternatives as part of the analysis.

As a result of this public input, two additional alternatives will be studied as part of the air quality conformity assessment. One alternative would analyze widening of US 50 and the Loudoun County Parkway, rather than constructing a new facility. A second alternative would be a “no-build” option, where no action would be taken on the corri-

dor. All four alternatives will be carried through the air quality conformity analysis that TPB staff will conduct throughout the spring.

Members of the TPB focused their conversation on the importance of Dulles Airport to the region’s global competitiveness, since it serves growing international passenger and freight traffic for the region. Chair York remarked on providing additional access to Dulles Airport, stating that “I hope all would understand that this is about supporting the growth of the international airport.” Dave Snyder, who represents the City of Falls Church and formerly served as Chair of the TPB, reinforced this notion, claiming: “I think it's absolutely critical that this region remain globally competitive.”

Upon completion of the air quality conformity analysis later this spring, the project submissions will be released for a second public comment period in June. The TPB will then hold a final vote on incorporating these submissions into the 2013 CLRP and FY 2013-2018 TIP in July. ♦

AIR QUALITY CONFORMITY SCOPE OF WORK APPROVED

The TPB on February 20 approved the scope of work for the air quality conformity assessment for the 2013 Constrained Long-Range Plan, or CLRP, and FY2013-2018 Transportation Improvement Program, or TIP. This scope of work, which was provided in a briefing to the board at its January 23 meeting, reflects the tasks and schedule designed for the environmental analysis of the project submissions to the 2013 CLRP. As part of this analysis, a new round of cooperative forecasts and a new emissions model, commonly known as MOVES, will be used to predict how much air pollution will be generated in the region over the next 25 years.

Federal law requires that the TPB test the projects in the CLRP to ensure that, when considered collectively, they contribute to the air quality goals established under the Clean Air Act Amendments of 1990. The air quality conformity assessment is expected to be completed later this spring. The release of the draft CLRP and TIP and conformity assessment is scheduled for June 13, and will be followed by a 30-day public comment period. The TPB is scheduled to vote on the conformity analysis and the 2013 CLRP and FY2013-2018 TIP in July. ♦

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“I think it’s absolutely critical that this region remain globally competitive.”

-Dave Snyder,

City of Falls Church

MAP-21 PERFORMANCE TARGETS

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requirements and its emphasis on performance-based planning and programming as a way to focus transportation investments on areas of greatest need.

According to Kirby, the law directs the U.S. Department of Transportation to develop specific performance measures related to the new goals and then to have state departments of transportation, transit agencies, and metropolitan planning organizations responsible for setting their own targets based on the measures.

The law says that the measures related to highways and bridges must focus on pavement conditions, safety, congestion, air quality, and freight movement. Measures related to transit must focus on asset management—that is, keeping equipment, vehicles, and facilities in a “state of good repair”—and safety.

Kirby pointed out to Board members that many of the performance targets will have to be set and monitored by several different agencies in the region, including the TPB.

“In terms of our focus here, the ‘state of good repair’ and safety areas will primarily be the responsibility of the state DOTs and transit agencies,” Kirby said, noting that the TPB does not collect data on pavement or bridge conditions. “But as the MPO,” he said, “we will have an explicit responsibility for congestion mitigation and air quality.”

The TPB already does a lot of work to monitor progress toward achieving air quality goals. Every year, it performs a detailed analysis to predict how shifts in travel patterns that might happen because of planned transportation improvements will affect air quality.

Monitoring traffic conditions is also a key focus of the TPB’s current work. Every three years, the agency conducts an aerial traffic survey to identify where and when the worst congestion occurs on a typical travel day.

The TPB also uses real-time, GPS-based speed information to monitor traffic conditions 24 hours a day, seven days a week. The data is gathered by a private company from travelers who have agreed to share the information from their smartphones or in-vehicle navigation devices.

Kirby told Board members that existing efforts like these provide a unique opportunity to measure congestion not solely in terms of regional averages, but in a way that captures the time-, location-, and direction-specific nature of traffic back-ups. Doing that, he said, can allow for more strategic targeting of existing resources to tackle the region’s congestion challenges.

Kirby also said that measures related to the different ways that people can avoid congestion altogether – things like transit, bicycling and walking, express toll lanes on highways, and carpools and vanpools – could be useful ways of measuring the region’s progress toward addressing the challenges that roadway congestion presents.

Two Board members from the District of Columbia echoed Kirby’s interest in such alternative measures.

Harriet Tregoning, director of the District’s Office of Planning, recommended using transportation costs and person throughput, as opposed to vehicle throughput, as measures of the performance of the region’s transportation system. “These are areas where we have a lot of variability in the region because of the different travel options that different jurisdictions have invested in,” Tregoning said.

Sam Zimbabwe, of the District Department of Transportation, also recommended an additional measure—distance of travel, in addition to travel times—as a way to measure progress in bringing housing and jobs closer together.

Zimbabwe proposed sending a letter to federal transportation officials expressing interest in such nuanced measures as they work to develop the measures that metropolitan areas will be using to set targets.

“I wonder if it would be worthwhile for this body to send a letter to U.S. DOT expressing some of those concerns and some challenges with the existing measures of congestion that they may be considering, which I think don’t take into account the multimodal nature of our transportation system,” Zimbabwe said.

Kirby told Board members that staff would draft such a letter and bring it back to the TPB at its March or April meeting. “It’s still timely to send in comments like this,” Kirby said. ♦

ENHANCED MOBILITY PROGRAM

(Continued from page 2)

The enhanced flexibility in implementing Section 5310 Enhanced Mobility Program requirements, combined with the concerns surrounding a joint designated recipient arrangement, have resulted in COG/TPB agreeing to serve as the program's designated recipient for the region.

Mr. Wojahn, who chairs the Human Services Transportation Coordination Task Force and serves as Second Vice Chair to the TPB, expressed his enthusiasm about this designation: "I think there was a lot of interest and general support for ensuring that the Transportation Planning Board has a con-

tinued role in the Enhanced Mobility Program... So I'm happy to see that we're moving forward with a program where the TPB will continue to have an important role."

Staff will be hosting a meeting between DRPT, MTA, DDOT, and WMATA to finalize the recommendation for COG/TPB to be the single designated recipient. On March 20, the TPB will be asked to approve the final recommendation, along with letters to send to the Mayor of the District of Columbia, and to the Governors of Maryland and Virginia, requesting that this designation be placed on official file with the FTA. TPB could then conduct an Enhanced Mobility project solicitation in early 2014. ♦

OTHER FEBRUARY AGENDA ITEMS

The TPB's February 20 meeting also included the following items:

- Review of the Draft FY2014 Commuter Connections Work Program (CCWP).

- Review of the Draft FY2014 Unified Planning Work Program (UPWP).

The Board will be asked to approve both the FY2014 CCWP and FY2014 UPWP on March 20. ♦

UPCOMING MARCH AGENDA ITEMS

The March 20 TPB Meeting is expected to include the following:

- Approval of Amendment to the Additional Air Quality Conformity Analysis Conducted in Response to the EPA Re-designation of the Washington Region under the 2008 Ozone Ambient Air Quality Standards.
- Approval of Amendments to the FY2013 Unified Planning Work Program (UPWP) and Approval of the FY2013 UPWP Carryover Funding to FY2014.
- Approval of the FY2014 UPWP.
- Approval of the FY2014 Commuter Connections Work Program.
- Approval of Request for the TPB to Become the Designated Recipient for the New Section 5310 Enhanced Mobility Program under MAP-21.

- Update on the Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on the COG Cooperative Forecasting Process.
- Briefing on the Household Travel Characteristics and Behavior in Seven Focused Geographic Subareas of the Region.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwcog.org/transportation/tpb. ♦

Bids and Solicitations

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

TRANSPORTATION ALTERNATIVES PROGRAM

(Continued from page 3)

previously received Transportation Enhancements, or TE funding). For FY 2013, VDOT has used the entire TA Program allocation (including suballocations to large urbanized areas) to fund Transportation Enhancements projects that were selected by the Commonwealth Transportation Board (CTB) before MAP-21 was signed. The TPB has concurred with this approach. Applicants for the FY 2014 regional TA Program may submit proposals for new projects or for projects that have previously

received TE Program allocations. The total amount of funding for projects under the FY 2014 regional TA Program is roughly \$2,820,000.

The TPB will hold a regional TA Program application workshop on March 22 at 12:30pm. Applications are due on May 15, 2013. The TPB will convene the regional TA Program Selection Panel during the summer. The TPB is scheduled to approve the regional TA Program projects at its meeting on September 18. For more information about the regional TA Program, visit www.mwcog.org/tap. ♦

TPB ISSUES CALL FOR PROJECTS FOR TLC PROGRAM

The FY 2014 Transportation/Land-Use Connections (TLC) Program is issuing its annual Call for Projects on March 8, with a submission deadline of May 15.

The technical assistance component of the TLC Program provides focused consultant assistance to local jurisdictions working on creative plans and projects that integrate transportation and land use planning.

The TPB will host an Application Workshop on March 15, 2013, at 1:00 p.m. to provide information about the process for applying for TLC technical assistance. The workshop is not a mandatory component of the application process.

Applications are due by **4:00 p.m. on Wednesday, May 15, 2013**. The TLC Selection Panel will review the applications and recommend a slate of projects for approval by the TPB at its July 17, 2013 meeting. Please visit www.mwcog.org/tlc for more information about the TLC Program. ♦

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
UPWP	Unified Planning Work Program
VDOT	Virginia Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority

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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. ♦

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.).

March 2013

- 1 Technical Committee (9 am)
- 1 Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 13 Car Free Day (11:30 am)
- 14 Citizens Advisory Committee (6 pm)
- 19 Commuter Connections Ridematching (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle and Pedestrian Subcommittee (1 pm)
- 19 Regional TDM Marketing Group (2 pm)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)
- 27 Regional Taxicab Regulators Task Force (1 pm)
- 28 Aviation Technical Subcommittee (10:30 am)

Dates and times subject to change.
Please visit our website at
www.mwcog.org
for up-to-date information.

April 2013

- 4 Freight Subcommittee (1 pm)
- 5 Technical Committee (9 am)
- 5 Steering Committee (noon)
- 9 Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee (1:30 pm)
- 11 Citizens Advisory Committee (6 pm)
- 16 Employer Outreach Committee (10 am)
- 17 Bus-On-Shoulder Task Force Meeting #3 (10 am)
- 17 Transportation Planning Board (noon)**
- 23 Regional Bus Subcommittee (noon)
- 25 Access for All (AFA) Advisory Committee (noon)

May 2013

- 3 Technical Committee (9 am)
- 3 Steering Committee (noon)
- 8 Car Free Day Meeting (11:30 am)
- 8 Bike to Work Day Steering Committee (10 am)
- 9 Citizens Advisory Committee (6pm)
- 15 Transportation Planning Board (noon)**
- 17 Travel Forecasting Subcommittee (9:30 am)
- 21 Commuter Connections Subcommittee (noon)
- 21 Bicycle and Pedestrian Subcommittee Meeting (1 pm)
- 23 Aviation Technical Subcommittee (10:30 am)
- 29 TPB Annual Transit Forum (11 am)

Calling All Community Leaders!

Wondering how you can have an impact on regional transportation decision-making? Consider applying to attend the TPB's **Community Leadership Institute**, April 25, 30, and May 4. Interested candidates must submit a Statement of Interest by March 31. For more information, visit www.mwcog.org/transportation/activities/cli/, or contact Deborah Kerson Bilek at dbilek@mwcog.org or 202-962-3317.

This document is available in alternative formats upon request. Please contact Sarah Crawford at (202) 962-3237, scrawford@mwcog.org, or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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