

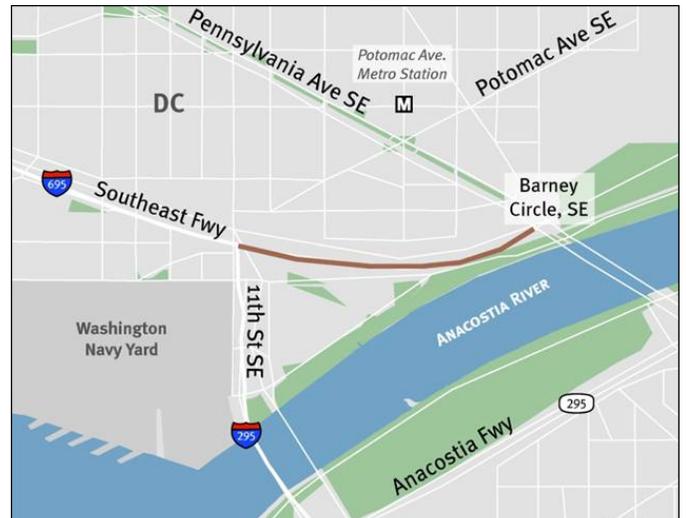


TPB RECEIVES BRIEFING ON UPDATE TO CLRP AND TIP

The National Capital Region Transportation Planning Board (TPB) was briefed at its meeting on January 18 on the projects submitted for inclusion in the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the Fiscal Year 2013-2018 Transportation Improvement Program (TIP). The CLRP and the TIP guide the Washington region's long-term and immediate transportation investments respectively. The CLRP identifies all regionally significant transportation projects and programs that are planned in the metropolitan Washington region between 2012 and 2040.

Several of the projects include complementary components to larger projects, such as the Capital Beltway HOT Lanes project, the I-95/I-395 HOT Lanes

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The District Department of Transportation plans to create Southeast Boulevard from 11th Street Bridge to Barney Circle once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions.

TPB APPOINTS 2012 CAC, HEARS 2011 CAC REPORT

At its meeting on January 18, the TPB acted to appoint the members of the 2012 TPB Citizens Advisory Committee (CAC). The TPB Participation Plan calls for the appointment of 15 members to the CAC for each calendar year. Six of these members—two each from the District of Columbia, Virginia and Maryland—are designated by the previous year's CAC. Subsequently, the TPB officers nominate nine individuals—three each from the District of Columbia, Virginia and Maryland. The mission of the CAC is to promote public involvement in transportation planning for the region and to provide independent,

region-oriented citizen advice to the TPB on transportation plans and issues.

The 2012 CAC will take on a number of the initiatives carried forth by the 2011 CAC, as well as develop its own agenda to pursue over the calendar year. The 2011 CAC was actively involved in four TPB issues: the Regional Transportation Priorities Planning effort, the Regional Complete Streets Policy, improving information to the public about the regional planning process, and WMATA Governance.

(Continued on page 4)

Upcoming meetings and items of interest:

TPB Meeting, February 15

- Approval of Project Submissions and Scope of Work for the Air Quality Conformity Assessment for the 2012 CLRP and FY 2013-2018 TIP
- Briefing on a Draft Regional Complete Streets Policy Template

Inside this issue of TPB news:

- 2 TPB Receives Briefing on Priorities Plan
- 3 Upcoming February Agenda Items
- 5 Praise, Recommendations for JARC/New Freedom
- 6 Significant Additions and Changes to the CLRP and TIP

TPB RECEIVES BRIEFING ON PRIORITIES PLAN

On January 18, the TPB received a briefing on Draft Interim Report 1 for the Regional Transportation Priorities Planning effort. The report outlines an initial set of goals, performance measures, challenges, and strategies to be used in establishing regional priorities. The report also outlines proposed public outreach activities through June 30, 2012.

The concept of a priorities plan has its roots in more than a decade of TPB planning, including the establishment of regional goals through the *TPB Vision* and the Council of Government's *Region Forward*. In May 2010, in response to a request by the TPB's Citizens Advisory Committee for the TPB to develop a regional priorities plan, the TPB hosted an event called the "Conversation on Setting Regional Transportation Priorities." The Conversation generated broad interest among TPB stakeholders in developing a priorities plan and, in July 2011, the TPB voted to approve a work scope and process for developing a Regional Transportation Priorities Plan.

TPB members engaged in a lively discussion on the various goals and performance measures, uniformly agreeing on the need for diversity of performance measures, but seeking clarity on certain goals and transportation-related topics.

David Snyder of the City of Falls Church said that a separate goal and related performance measures on safety should be added to the assessment. He said "There are lots of ways to measure safety. Fatality rates are certainly important, so are injury rates, accident data, and overall costs. In addition to cost, major vehicle crashes contribute substantially to congestion, with about one-half of congestion resulting from non-recurring causes, a major cause of which are motor vehicle crashes."

Chris Zimmerman of Arlington County highlighted the importance of focusing performance measures and strategies around the region's activity centers, noting the impor-

tance of travel patterns between activity centers. He said, "we need to create well-defined activity centers: take advantage of the ones we have and build new ones."

Catherine Hudgins of Fairfax County spoke to the importance of measuring the housing affordability in activity centers, both those served by rail, and those with good non-rail transit alternatives.

Patrick Wojahn of the City of College Park said he was, "surprised about the lack of any explicit mention of access to public transportation. When I say "access," I mean access in a number of ways. First, access can mean how close a number of things are to public transportation. Access can also mean affordability of public transportation. And also, of course, access means accessibility [of the transportation infrastructure] for people with disabilities."

Harriet Tregoning of the District of Columbia Office of Planning carried these thoughts one step further: "Housing and transportation cost as a percentage of income is something we should do for everybody, not just activity centers. I think we could draw a contrast between what that number looks like inside and out of activity centers, and inside and outside of various types of activity centers. Our goal isn't just to have transit in places, it's to help people access the economy, access education, access the things in the region and have resiliency, both as local governments and as households.

Chair Todd Turner of the City of Bowie closed the discussion by committing to set up a working group of the TPB to delve further into the performance measures and strategies of the Regional Transportation Priorities Plan. He also highlighted the importance of the public outreach that TPB staff will conduct on the plan: "We [as elected officials] not only rely on our professional staff, but we also rely on the public to make a determination about what our priorities are, whether it's transportation, education, or other concerns." ♦

The purpose of the Regional Transportation Priorities Plan is:

- 1) *To identify transportation strategies that could have the greatest potential contributions to addressing continuing regional challenges;*
- 2) *To provide support for efforts to incorporate those strategies into future updates of the CLRP in the form of specific programs and projects; and,*
- 3) *To provide a source of specific programs and projects that could be advanced in response to funding opportunities.*

CHANGES TO TPB SOCIAL MEDIA AND OUTREACH

On Tuesday, January 17, the TPB launched the “TPB Weekly Report,” a new online publication that highlights the findings of recent TPB research, analysis, outreach, and planning efforts. This follows and responds to a recommendation in the May 2011 US DOT certification report on the region’s transportation planning process that the TPB “explore other methods and media to provide information to the public.”

The “TPB Weekly Report” is designed to provide brief, timely summaries of recent work, along with links to key documents and presentations, and is expected to be of interest to anyone following regional transportation and planning issues in metropolitan Washington.

The first issue of “TPB Weekly Report” highlights the impact that tight funding for transportation has had on the projects and programs in the 2010 Constrained Long-Range Plan.

In conjunction with the launch of “TPB Weekly Report,” staff have made or will make other changes to the TPB’s social and electronic media outreach strategy and products, to include:

Launch of a TPB Twitter feed, through which staff will announce upcoming board and committee meetings; release of key studies, presentations, reports, and publications; public comment periods; and, other relevant information. Follow us: [@NatCapRegTPB](https://twitter.com/NatCapRegTPB).

Review of TPB Facebook page and coordination with Twitter outreach, to ensure a more consistent feed of timely, relevant information.

Formatting changes to “TPB News”, to establish consistency with “TPB Weekly Report” and other outreach products.

As the TPB enhances these media, it welcomes feedback. Please direct comments to tpbnews@mwkog.org. ♦

Subscribe Online

Readers of the *TPBnews* can now subscribe to get this newsletter, the TPB Weekly Report and other TPB-related materials online.

Visit our website at www.mwkog.org/subscribe and enter your name and e-mail address to sign up. Monthly notifications are sent out directing readers to find the TPB news on the web.

In addition to the newsletter, readers can subscribe to other publications and TPB meeting materials. ♦

UPCOMING FEBRUARY AGENDA ITEMS

The TPB’s February 15 agenda is expected to include the following items:

- Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP).
- Approval of Scope of Work for the Air Quality Conformity Assessment for the 2012 CLRP and the FY 2013-2018 TIP.
- Briefing on Mobile Emissions Inventories for the 2012 PM2.5 State Implementation Plan (SIP) Update.
- Briefing on a Draft Regional Complete Streets Policy Template.
- Update on COG Incident Management and Response (IMR) Action Plan Transportation Recommendations.
- Update on Reauthorization of Federal Surface Transportation Legislation.
- Review of the Draft FY 2013 Commuter Connections Work Program (CCWP).
- Review of the Draft 2013 Unified Planning Work Program (UPWP).

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

2012 CAC MEMBERSHIP

(Continued from page 1)

2011 Interim CAC Chair Rob Mandle of the District of Columbia presented the 2011 CAC End-of-the-Year report at the TPB meeting on January 18. He said the CAC is pleased that in 2011 the TPB initiated the development of the Regional Transportation Priorities Plan. Much of the report was dedicated to outlining CAC goals related to the RTPP in the coming year. The CAC has been calling for a priorities plan since 2006.

Policy. He added that the CAC looks forward to the finalization, approval, and implementation of this policy in 2012.

Also in 2011, the CAC discussed ways to improve public information on the Constrained Long-Range Plan (CLRP). CAC members were particularly enthusiastic about TPB staff plans to develop an online clearinghouse with information on public involvement activities among member jurisdictions. This clearinghouse will provide an explanation of how decisions are made at the state, local, and regional levels and will provide information and links regarding various planning activities that affect the decisions that are reflected in the Constrained Long-Range Plan.

The CAC maintained a strong interest in various recommendations for the

improvement of the governance structure of the Washington Metropolitan Area Transit Authority (WMATA), which have been developed by several groups.

The 2012 CAC will hold its first meeting on February 9, 2012. More information about the CAC may be found at www.mwcog.org/transportation/committee/cac. ♦

2012 CAC Members

Maryland

Tina Slater, Chair
William Easter
Kelby Funn
Krystle Okafor
Emmet Tydings
Justin Clarke (*alternate*)
Richard Ellis (*alternate*)
John Epps (*alternate*)

District of Columbia

Veronica Davis
Harold Foster
Anita Hairston
Rob Mandle
Larry Martin
Tracey Hadden Loh (*alternate*)
Mauricio Hernandez (*alternate*)
Itir Sonuparlak (*alternate*)

Virginia

Maureen Budetti
Allen Muchnick
Jeffrey Parnes
William Soltesz
Stephen Still
Kimberly Kaplan (*alternate*)
Peter Pennington (*alternate*)
Fred Walker (*alternate*)

In 2011, the CAC called upon the TPB to develop a Regional Complete Streets Policy recognizing that streets should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders of all ages and abilities. Mandle said the CAC is pleased that the TPB moved so quickly on the CAC's recommendation for a Complete Streets

OTHER JANUARY AGENDA ITEMS

The TPB's January 18 meeting also included the following item:

- Approval of Funding and Transmittal Letter for TPB's 2012 Membership in the Association of Metropolitan Planning Organizations (AMPO).
- Review of Outline and Preliminary Budget for the FY 2013 Unified Planning Work Program (UPWP).

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. ♦

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"TPB News" at www.mwcog.org/transportation

PRAISE, RECOMMENDATIONS FOR JARC/NEW FREEDOM

The results of a 2011 review of the TPB's Job Access and Reverse Commute (JARC) and New Freedom federal grant programs, presented to the TPB at its January 18 meeting, offered praise for the TPB but also some changes to project selection, grant administration and project monitoring.

The two programs, which support job-related transportation for low-income workers and improved access for persons with disabilities, are sponsored by the Federal Transit Administration (FTA). Since 2007, the TPB has awarded 35 JARC and New Freedom grants in the region totaling \$10.3 million.

Board Member Patrick Wojahn, who chairs the TPB's Human Service Transportation Coordination Task Force, explained that the 2011 review of the JARC and New Freedom programs had three purposes: to review the TPB's administration and oversight of the program; to assess the grants that have been funded to date; and to compare the TPB's program with those of nine peer agencies and organizations around the country.

Wendy Klancher of TPB staff presented the major findings and recommendations of the review, which included especially good marks for the variety of projects and organizations funded through the programs, ranging from fixed-route services, travel training for people with disabilities on how to use Metrorail and Metrobus, and auto loan programs for low-income individuals who don't have good access to transit.

The review also praised the TPB's proactive role in administering the programs, successful obligation of all available funds from FTA, and the robust project selection process employed by the TPB.

The review found that some of the grant applications overestimated of the number of people they thought they could serv. The review also identified challenges posed by Federal requirements and uncertain future funding. For example, there is a reluctance among potential applicants to start new programs when future funding under the two-year, competitive selection process is uncertain.

The review also found that potential applicants often encounter difficulty securing the local match required to receive federal grant dollars.

In response, the TPB's Human Service Transportation Coordination Task Force has proposed the following changes in the coming year:

- making project application templates available to applicants to help them develop more robust applications,
- rotating selection committee members more often,
- strengthening grant performance measurements and monitoring to help identify recipients in need of additional assistance, and
- soliciting for projects every two years rather than annually.

The benefit of moving to a biennial solicitation, Klancher explained, is that there would be a bigger pot of money for grantees. "They still have to come up with a match, which is a challenge, but the task force would have more time to help develop regional projects...and help find the matching funds," she said.

Board Member Paul Smith, from Frederick County, expressed interest in maintaining the annual solicitation process, explaining that "having the more frequent grants would give an opportunity for more grants around the region."

Klancher explained that such concerns should be directed to the Human Services Transportation Coordination Task Force, which will be deciding on the possible changes.

Finally, in light of ongoing discussions about reauthorization of the federal transportation program, the TPB voted to send letters to the Association of Metropolitan Planning Organizations (AMPO) and the American Public Transportation Association (APTA) outlining changes to the federal program that were also recommended in the review.

"These organizations...are engaged in discussions with federal legislators about reauthorization of the surface transportation program, and those recommendations could be useful to them while they're doing their work," explained Board Member Jonathan Way, of the City of Manassas. ♦

CLRP AND TIP UPDATES

(Continued from page 1)

project, and the I-695/I-295 connection project. One project will provide high-quality Bus Rapid Transit service that will link the Department of Defense's Mark Center with two Metrorail Stations. Another project will construct a bypass around the Manassas National Battlefield, keeping high volumes of traffic from bisecting the historic park.

The TPB also received a briefing on the scope of work for the Air Quality Conformity Analysis to be completed as part of the CLRP and TIP updates. This analysis addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO_x) as ozone precursor pollutants), and fine particles (PM_{2.5}) standards (direct particles and precursor NO_x), as well as

maintenance of the wintertime carbon monoxide (CO) standard. The CLRP must meet air quality conformity regulations as published by the Environmental Protection Agency (EPA) and as detailed in periodic US DOT and EPA guidance.

On October 19, the TPB released the call for projects document for the 2012 CLRP and the FY 2013-2018 TIP. The projects received were reviewed by the Technical Committee on January 6. These projects were released at a public meeting on January 12 for a 30-day public comment period that will end February 11. At the February 15 meeting, the Board will be asked to approve the project submissions and scope of work for the air quality conformity assessment. To learn more about the CLRP and the process of project submission and approval, visit www.mwcog.org/clrp. ♦

Significant Additions and Changes to the CLRP and FY 2013-2018 TIP

1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

Once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions, the segment between 11th Street SE and Barney Circle/Pennsylvania Avenue will become obsolete. This project proposes to convert that segment of the Southeast Freeway to an urban boulevard, connected to Barney Circle, with an at-grade intersection.

Complete: 2015

Length: 0.5 mile

Cost: \$80 million

Funding: Federal, Local and Private

Complete: 2016

Length: 6.5 miles

Cost: \$100 million

Funding: Federal, Local and Private

3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

This project will construct an auxiliary lane on northbound I-395 connecting the Duke Street on ramp to the off ramp at Seminary Road.

Complete: 2015

Length: 1 mile

Cost: \$20 million

Funding: Federal and state

2. Bus Rapid Transit from the Van Dorn Metro Station to the Pentagon Metro Station

This project will construct and operate a Bus Rapid Transit (BRT) service that will connect the Van Dorn Metro Station to the Pentagon Metro Station via the Mark Center. The line will split into two spurs at the Mark Center. The BRT alignment will operate in dedicated lanes where possible, and may include additional elements such as preboard payment, transit signal priority, improved bus shelters/stops, and branded vehicles. The rapid bus alignment will contain some of the same features as BRT but will operate in shared lanes. Buses will run every 7.5 minutes during peak periods.

4. Date Change on Segments of I-495 HOT Lanes and Planned Auxiliary Lanes

The 2011 CLRP includes the widening of the Capital Beltway to include a system of HOT lanes from the American Legion Bridge to the Backlick Road Underpass and a series of auxiliary lanes in each direction connecting the on and off ramps adjacent to the general purpose lanes. VDOT is proposing to advance the completion dates of multiple segments of this project as follows:

- HOT lanes from the American Legion Bridge to south of Old Dominion Drive – ~~2030~~ 2013

(Continued on page 7)

CLRP AND TIP UPDATES

- Various segments of auxiliary lanes (see Air Quality Conformity Table for complete listing) – ~~2030~~ 2013
 Length: 14 miles
 Complete: 2013
 Cost: \$1.619 billion
 Funding: Federal, state, private, bonds

5. Remove Widening of US 29 from US 50 to Eaton Place

The 2011 CLRP includes the widening of US 29, Lee Highway from four to six lanes in the City of Fairfax between US 50 and Eaton Place. VDOT proposes to remove this project from the CLRP.
 Complete: 2013, 2040
 Cost: \$30.2 million

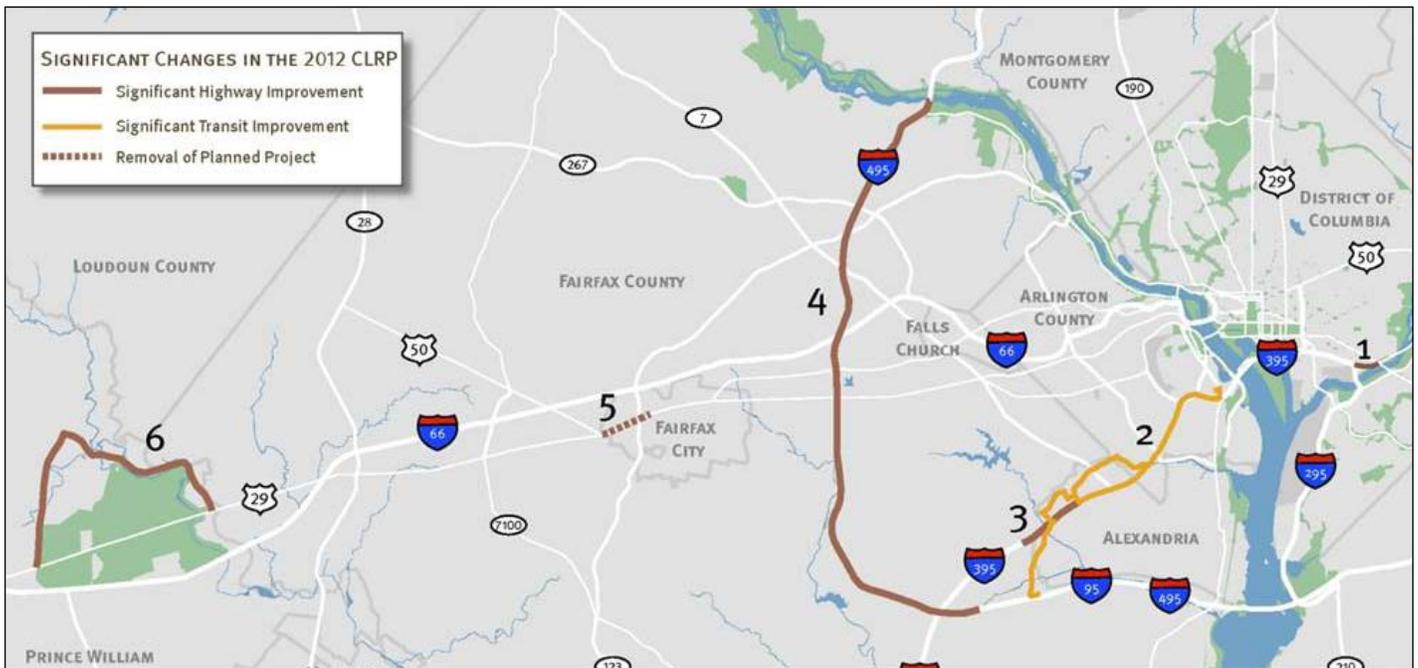
6. Manassas National Battlefield Park Bypass

This project will construct a four lane bypass for US 29 to the north of the Manassas National Battlefield Park. Two segments of the project are already included in the plan:

- a portion of the Tri-County Parkway (improvements to Pageland Lane),
- and widening of VA 234, Sudley Road.

The remaining portion will construct a new four lane facility from Sudley Road to east of the intersection of US 29 and Paddington Lane. Once the Bypass is complete, about four miles of US 29 and three miles of Sudley Road located inside the Park will be closed.
 Complete: 2035
 Length: 9 miles
 Cost: \$305 million
 Funding: Federal, state and local

The map below shows the Significant Additions and Changes to the CLRP and FY 2013-2018 TIP, described to the left and above.



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On Twitter, follow us: **@NatCapRegTPB**. TPB staff will announce upcoming board and committee meetings;

release of key studies, presentations, reports, and publications; public comment periods; and other relevant information. ♦

Bids and Solicitations

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

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.).

February 2012

- 2 TPB Freight Subcommittee (1 pm)
- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 15 Transportation Planning Board (noon)**
- 22 Regional Taxicab Regulators Task Force (noon)
- 23 TPB Access for All (AFA) Advisory Committee Special Meeting (noon—tentative)
- 28 Regional Bus Subcommittee (noon)

March 2012

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 8 Freight Subcommittee (1 pm)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Bike to Work Day Steering Committee (10 am)
- 14 Car Free Day Steering Committee (11:30 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Ridematching Committee (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle & Pedestrian Subcommittee (1 pm)
- 20 Regional TDM Marketing Group (2 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (noon)

April 2012

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 18 Transportation Planning Board (noon)**
- 24 Regional Bus Subcommittee (noon)
- 26 TPB Access for All (AFA) Advisory Committee (noon)

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

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). Allow seven working days for preparation of material.

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