



## 2015 CLRP AMENDMENT AWAITS FINAL APPROVAL

The 2015 amendment to the region's Financially Constrained Long-Range Transportation Plan (CLRP) is nearing final approval by the TPB.

At its meeting on October 21, the Board is expected to approve the 2015 CLRP Amendment and the results of the Air Quality Conformity Analysis.

The 2015 CLRP Amendment includes more than 500 projects and segments of projects that are expected to be completed by 2040. Those projects include an additional 650 lane-miles of roadway and 36 miles of rail transit by 2020. An additional 538 lane-miles of roadway are planned by 2040.

New projects this year include proposals to expand the District of Columbia's dedicated bike-lane work, add a bus rapid transit line in Virginia, and to toll portions of I-66, also in Virginia. Maryland did not submit any changes to the CLRP this year.

The District plans to expand its dedicated bike-lane network by removing roadway capacity currently serving motor vehicles. The lane-reduction proposal calls for removing approximately nine lane-miles of capacity on ten different road segments to create dedicated space for bicycle traffic. The project is expected to cost just under \$500,000.

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## SIGNIFICANT ADDITIONAL EFFORTS NEEDED TO ACHIEVE GREENHOUSE GAS REDUCTION GOALS, COG GROUP SAYS

Achieving the region's greenhouse gas reduction goals will require significant additional efforts beyond those already underway or under consideration by area officials. That's according to a Metropolitan Washington Council of Governments (COG) group convened earlier this year to study potential emissions-reductions strategies for the region.

The COG group, known as the Multi-Sector Working Group on Greenhouse Gas Emissions, was charged with identifying promising strategies for achieving reductions goals set by COG in 2008—including a goal

of reducing regional emissions 80 percent below 2005 levels by 2050. That would amount to a reduction in annual greenhouse gas emissions of almost 100 million metric tons.

The group was charged with examining potential strategies across the four main sectors from which the region's greenhouse gas emissions come—energy, transportation, land-use, and the built environment.

On September 16, TPB Planning and Programming Director Bob Griffiths briefed the Board on the working

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### Upcoming meetings and items of interest:

**TPB Meeting: October 21, 2015**

- Approval of the 2015 CLRP Amendment
- Briefing on Metro Fundamentals
- Report on the TPB work session on policy aspects to include in the Regional Freight Plan

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# PROJECTS IN THE 2015 CLRP AMENDMENT

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In Virginia, a bus rapid transit project is planned along US-1 that will connect the Huntington Metro station and the Woodbridge VRE station. This is expected to cost \$1 billion.

The tolling proposals in Virginia would bring express toll lanes to I-66, both inside and outside the Capital Beltway.

Inside the Beltway, the proposal calls for charging tolls for all vehicles with fewer than three people traveling either direction during morning or evening peak periods. Those with three or more people would travel for free.

The proposal also calls for widening a portion of I-66 by 2040 from two lanes in either direction to three—from Fairfax Drive to the Beltway.

All together, the cost of the project is expected to approach \$100 million.

Outside the Beltway, officials are proposing to create two new express toll lanes in either direction from the Beltway to Haymarket in Prince William County—a distance of about 25 miles. One lane in each direction would be built new, and the other would come by converting existing high-occupancy vehicle (HOV) lanes to express toll lanes. The highway would retain three general purpose, non-tolled lanes, as it does today.

The project, which is slated to be complete by 2022 at a cost of \$2-3 billion, also includes improvements to bus service in the corridor, park and ride lots, and a number of nearby bicycle and pedestrian improvements.

Earlier this year VDOT submitted two alternatives for the outside-the-Beltway

project for inclusion in the Air Quality Conformity Analysis. Based on stakeholder feedback and public input, VDOT is going to make changes to this project that will be reflected in a future CLRP amendment.

Board member Jay Fisette, from Arlington County, said that after months of working with VDOT and the community that he is optimistic about the project to add tolling to I-66 inside the Beltway. He likes the multi-modal origins of the project and believes that revenue generated through the tolls can be used to fund more multi-modal enhancements in the corridor.

David Snyder, Board member from the City of Falls Church, expressed some concern that by creating more capacity on I-66 may create a bottleneck at the District border.

There are three projects that will be removed from the CLRP when the 2015 amendment is approved. In Virginia, the Columbia Pike and Crystal City streetcar lines are being removed from the plan, and in the District of Columbia a spur that would have connected the H Street NE/Benning Road streetcar line to the Minnesota Avenue Metrorail station will also be removed.

For more information on this year's CLRP visit: [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015). ♦

## Enhanced Mobility Program Grant Solicitation

The TPB's Enhanced Mobility program offers matching grants to qualifying agencies and projects to help meet gaps in transit service for people with disabilities and/or older adults.

Applications are due at 2:00 p.m. on November 2, 2015.

For more information and the online application form: [www.tpbcoordination.org](http://www.tpbcoordination.org).

## BOARD FOCUSES ON LAND-USE IN DISCUSSION OF 2015 CLRP PERFORMANCE ANALYSIS

Under the region's latest long-range transportation plans, highway congestion and transit crowding are expected to increase significantly between now and 2040, and driving is forecast to continue to be the dominant form of travel. At the same time, more than 250,000 new trips will be taken on the region's transit system each day, the number of trips by foot and bicycle will increase by a larger share than any other travel mode, and average driving per person will decline slightly, reversing a decades-long trend of ever-increasing per-capita driving.

These were the main findings of the most recent Performance Analysis of the region's Financially Constrained Long-Range Transportation Plan (CLRP), presented to the TPB at its meeting on September 16. The CLRP spells out all of the regionally significant transportation projects anticipated to be built in the region between now and 2040.

Board discussion following the September briefing focused on the important role that land-use and development patterns play in affecting travel behavior.

Board member Vic Weissberg, who represents the Prince George's County Department of Public Works and Transportation, highlighted the linkage when he called attention to disproportionate losses in job accessibility anticipated on the eastern side of the region.

"The map shows pretty significant disparity in terms of access to jobs by automobile," Weissberg said. "Obviously this speaks to a larger imbalance in the region," he said, alluding to lower anticipated job growth on the eastern side of the region compared to the western side. The imbalance leads to more people commuting from east to west, leading to congested roadways and transit lines.

"I would call for a joint task force of transportation and land-use officials to find ways to achieve a greater balance," Weissberg said.

Dan Emerine, who represents the District of Columbia Office of Planning, said he shared Weissberg's interest in such a joint effort. "I think the idea of some kind of a joint task force or other formally coordinated way of having a joint discussion with the relevant decision-makers would be very fruitful and useful," he said.

One of the other key highlights in the September 16 briefing was that a majority of population and job growth over the next 25 years is anticipated to locate in mixed-use Activity Centers, many of them near transit. "Close to 60 percent of new households and three-quarters of all new jobs will locate in Activity Centers," said TPB Planning and Programming Director Bob Griffiths, who briefed the Board. "Nearly two-thirds of these Activity Centers will be served by premium transit by 2040," he added.

Greater population and job growth in such areas is responsible for some of the increase in travel by modes other than solo driving, Griffiths told Board members. He also said that such shifts in travel patterns are leading to a decline in vehicle-related emissions of greenhouse gases, though a majority of anticipated declines in emissions through 2040 will be thanks to tougher new federal fuel efficiency standards.

The TPB is scheduled to take a final vote on the 2015 CLRP Amendment at its next meeting on October 21. The amendment includes new tolling proposals on I-66 in Virginia, plans to reduce the number of vehicle lanes on several segments of roadway in the District of Columbia to make room for dedicated bike lanes, and the removal of two streetcar lines planned in Northern Virginia and one in the District.

Get more information about the 2015 CLRP Amendment and related Performance Analysis at [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015). ♦

# GREENHOUSE GAS REDUCTION GOALS

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group's interim findings. He explained that existing local, state, regional, and federal actions are expected to help the region achieve about one-third of its overall reductions goal for 2050. He said that tougher new federal fuel efficiency standards, local plans for more compact, mixed-use development, and shifts toward renewable power sources are among the existing efforts expected to lead to reductions in emissions.

A little more than half of the remaining reduction could be achieved through 21 additional strategies that the working group analyzed this summer, Griffiths told the Board. Most of the gains would come through efforts in the energy and built environment sectors, especially shifting away from coal as a primary source of energy for power generation and improving the energy efficiency of buildings. Efforts in the transportation and land-use sectors would also contribute, but by much smaller margins, Griffiths said.

Taken together, the existing steps and additional efforts that are thought to be viable and implementable will only get the region about three-quarters of the way to its goal, according to Griffiths and the working group. "There would still be a gap of about 27 percent that we would need to close in order to achieve the regional goal," Griffiths told the TPB. "We're going to explore this more in the next phase of the study," he said.

The interim findings of the technical analysis will be presented to COG's other policy boards to receive feedback on which actions the region can pursue.

The working group will release its final report in January, and then start developing a regional action plan for implementation.

"In January, the real work begins in talking about how we actually implement some of these strategies," Griffiths said.

Griffiths' presentation on the working group's interim findings sparked some discussion among Board members.

Board member Jonathan Way, who represents the City of Manassas, drew attention to the fact that additional efforts in the transportation and land-use sectors will only make marginal contributions to overall greenhouse gas reductions. "Are the efforts we're putting into these strategies actually being productive?" Way asked.

Cathy Hudgins, who represents Fairfax County on the Board, stressed the importance of ensuring housing affordability in mixed-use Activity Centers if regional planners and officials expect more people to live in such communities. "We cannot provide the real communities we need without talking about the affordability of housing near transit," she said.

Board member Jay Fisette of Arlington County, who also serves on COG's Climate, Energy, and Environment Policy Committee, sought clarification about how the TPB might use the working group's final recommendations in January to influence regional transportation planning and decision-making. In particular, he focused on the process of making changes and additions to the region's Financially Constrained Long-Range Transportation Plan, or CLRP.

"I would like to see a resolution drafted that allows us to have a conversation about if and how we choose to require some of the imple-

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## BOARD SET TO LEARN ABOUT, DISCUSS CHALLENGES FACED BY WMATA

During the final three Board meetings in 2015, the TPB will be briefed on the challenges faced by WMATA as it seeks to improve the safety, reliability, and performance of its rail and bus service. These three sessions will be led by WMATA staff and will be formed with input from TPB staff.

TPB Chair Phil Mendelson, of the District of Columbia, who requested the series of briefings, said that the purpose is to, “determine ways that the TPB can constructively assist WMATA to address challenges,” faced by the transit agency.

During the October 21 TPB meeting, WMATA staff will brief the Board with an overview of how WMATA is set up, its services, funding, and decision-making processes.

The November session will cover WMATA’s capital needs and focus on safety, operations and maintenance, state of good repair, and expansion.

The final sessions in December will be an open discussion about WMATA’s challenges and ways that the TPB can work with WMATA to assist and address those challenges. ♦

## GREENHOUSE GAS

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mentable strategies identified in this study to be requirements when we consider updates to the CLRP,” Fisetto asked. “I’d like us to have a conversation about if and how this body chooses to use that information in our decision about the distribution of federal transportation dollars, to use that information just as we do with air quality today,” he said.

TPB Chairman Phil Mendelson asked staff to work with Fisetto to develop a resolution for discussion at a future Board meeting. ♦

## UPCOMING OCTOBER AGENDA ITEMS

The October 21 TPB meeting is expected to include the following items:

- Review of comments received and acceptance of recommended responses for inclusion in the Air Quality Conformity Analysis of the 2015 CLRP Amendment
- Approval of the Air Quality Conformity Determination of the 2015 CLRP Amendment
- Approval of the 2015 CLRP Amendment
- Briefing on Metro Fundamentals
- Report of the TPB work session on policy aspects to include in the Regional Freight Plan
- Update on the Regional “Street Smart” pedestrian and bicycle safety education campaign

Prior to the October meeting there will be a Special Work Session on policy aspects to include in the Regional Freight Plan. ♦

## OTHER SEPTEMBER AGENDA ITEM

The TPB’s September 16 meeting also included the following item:

- Notice of a proposed Amendment to the FY 2015-2020 TIP that is exempt from the air quality conformity requirement to include new and updated funding information for 18 projects, as requested by VDOT ♦

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# 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).

## October 2015

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 15 Citizens Advisory Committee (6 pm)
- 20 Employer Outreach Committee (10 am)
- 20 TDM Evaluation Group (noon)
- 21 Transportation Planning Board (noon)**
- 27 Regional Public Transportation Subcommittee (noon)

## November 2015

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Bike to Work Day Steering Committee (10 am)
- 12 Citizens Advisory Committee (6 pm)
- 17 TDM Evaluation Group (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle and Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Public Transportation Subcommittee (noon)

## December 2015

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 10 Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Ridematching Subcommittee (10 am)
- 15 Regional TDM Marketing Group (noon)
- 15 TDM Evaluation Group (2 pm)
- 17 Bicycle and Pedestrian Subcommittee (1 pm)
- 16 Transportation Planning Board (noon)**

Dates and times subject to change. Please visit our website for up-to-date information:  
[www.mwcog.org/calendar](http://www.mwcog.org/calendar)

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

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National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4290