

References

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Appendix A

Resolution on the 2003 Constrained Long-Range Plan

TPB R6-2004
December 17, 2003

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

RESOLUTION APPROVING THE 2003 UPDATE TO THE CONSTRAINED LONG RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) of 1998 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued October 28, 1993 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least triennially ; and

WHEREAS, on September 21, 1994, the TPB adopted the first Constrained Long-Range Transportation Plan (CLRP); and

WHEREAS, on July 17, 1997, the TPB approved the first triennial update to the CLRP, which was approved for publication on July 15, 1998 as the document: *1997 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

WHEREAS, on October 18, 2000, the TPB approved the second triennial update to the CLRP, which was approved for publication on May 15, 2002 as the document: *2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2003 CLRP and inputs to the FY2004-2009 TIP, which were in response to the January 2003 solicitation document issued by the TPB, and the TPB Technical Committee

and the TPB reviewed the submissions and the financial analysis at meetings in April, May, June, July, and September; and

WHEREAS, during the development of the 2003 update to the CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the April 10, 2003 TPB Citizens Advisory Committee (CAC) meeting, the initial project submissions for inclusion in the air quality conformity analysis of the 2003 update and the FY 2004-09 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the April 16 and May 21 TPB meetings; (2) At the May 21, 2003 meeting, the TPB approved a set of responses to the public comments on the project submissions; (3) At the July 16 and September 17 TPB meetings, the TPB made available the financial analysis results for the 2003 CLRP; (4) At the October 15, 2003 TPB meeting, the draft air quality conformity analysis, the draft 2003 CLRP update, and the draft FY 2004-09 TIP were released for a 30- day public comment period which closed on November 14; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the TIP by the TPB on November 19, 2003; and the final version of the TIP includes summaries of the comments and the responses; and

WHEREAS, the major highway, HOV and transit improvements, and studies in the 2002 CLRP together with changes associated with the 2003 CLRP submissions (shown in bold) are described in Attachment A and detailed information on all of the projects is provided in Appendix B of the Air Quality Conformity report as adopted December 17, 2003; and

WHEREAS, the 2003 update to the CLRP has been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues as shown in the tables of projected revenues and expenditures provided in Attachment B; and

WHEREAS, the TPB has determined that the 2003 Update to the CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2003 update to the CLRP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2003 Update to the Constrained Long-Range Transportation Plan for the National Capital Region, as described in Attachment A and in Appendix B of the Air Quality Conformity report as adopted November 19, 2003.

Adopted by the Transportation Planning Board at its regular meeting on December 17, 2003.

Appendix B

The 2003 Constrained Long-Range Plan and Low-Income and Minority Populations

Federal law requires transportation planning agencies to consider the needs of minority, low-income, and disabled populations, and to review the impacts of transportation plans on these communities. U.S. Department of Transportation/Federal Highway Administration (FHWA) regulations indicate that in implementing these requirements, the following information “should be obtained where relevant, appropriate, and practical:

- (1) population served and/or affected by race, or national origin, and income level;
- (2) proposed steps to guard against disproportionately high and adverse effects on persons on the basis of race, or national origin; and,
- (3) present and proposed membership by race, or national origin, in any planning or advisory body that is part of the program¹.”

To ensure on-going participation from low-income and minority communities, and persons with disabilities, the TPB created the Access for All (AFA) Advisory Committee to advise the Board on transportation issues, programs, policies, and services that are important to these communities and individuals. The mission of this committee is to identify concerns of low-income and minority populations and persons with disabilities, and to determine whether and how these issues might be addressed within the TPB planning process. The committee membership is composed of TPB-appointed community leaders from around the region. The committee also includes ex-officio representation from five key transportation agencies that are active in the TPB process— the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, the Washington Metropolitan Area Transit Authority, the Federal Transit Administration and the Federal Highway Administration.

In the fall of 2003, the AFA committee conducted a review of the 2003 CLRP projects. The review did not attempt to quantify disproportionate or adverse impacts; this type of analysis occurs at the project planning level and during the environmental assessment process. Rather, the review was intended to identify potential issues regarding the spatial distribution of major transportation improvements, relative to minority and low-income populations, and to serve as a starting point for future analyses.

¹ See Chapter 2 for more information on Federal requirements.

REGIONAL DEMOGRAPHIC PROFILE

Table B-1 shows statistics for minority, low-income, and disabled individuals living in the Washington region. Over 40 percent of the region's population is non-white, a figure which includes many recent immigrants to the region². Individuals with limited English proficiency make up 5 percent of the population; 58 percent of these individuals are members of the Hispanic/Latino community. African Americans are the region's largest minority group, representing 27 percent of the population. Despite the region's overall affluence, over 328,000 residents were below the poverty level in 2000, and an additional 447,000 residents are classified as low-income. In the same year, 320,000 persons had physical or sensory disabilities that may have made them eligible for specialized transportation services (paratransit).

Table B-1
Low Income and Minority Populations in the Washington Region
(in Thousands)

<i>Population Group</i>	<i>Central Jurisdictions</i>	<i>Inner Suburbs</i>	<i>Outer Suburbs</i>	<i>Washington Region</i>	<i>Percent of Region</i>
African American	389.9	719.3	134.9	1,244.1	27%
Asian (1)	39.4	260.6	29.8	329.7	7%
Two or More Races (2)	27.1	87.4	24.4	139.0	3%
Hispanic/Latino (3)	99.1	268.4	56.2	423.7	9%
Below the Poverty Level (4)	135.1	152.3	40.9	328.3	7%
Low Income (5)	258.1	393.6	123.7	775.3	17%
Limited English Proficiency (6)	46.0	129.3	18.3	193.6	5%
Disabled Persons (7)	81.4	177.3	61.4	320.0	8%
Total Population	889.8	2,676.5	978.7	4,544.9	100%

Source: 2000 U.S. Census; numbers are for the Washington DC-MD-VA MSA

Notes: (1) Includes Native Hawaiian and Pacific Islander.

(2) For the first time in the 2000 Census, respondents could identify themselves as belonging to more than one race.

(3) Hispanic/Latino is considered an ethnicity, not a race, and therefore a Hispanic/Latino person can be of any race and included in the counts for other categories.

(4) Official poverty level depends on family size. For a family of four, the poverty level is an annual income of \$17,000.

(5) "Low income" is defined as twice the poverty level. For example, for a family of four an annual income of \$34,000 is considered low income.

(6) Limited English Proficiency includes individuals who speak English "not well" or "not at all."

(7) "Disabled persons" includes individuals with physical and/or sensory disabilities.

² Our Changing Region. Census 2000. Metropolitan Washington Council of Governments. Volume 1, Number 1. Figures provided are for the TPB Planning Area.

THE SPATIAL DISTRIBUTION OF LOW-INCOME AND MINORITY POPULATIONS AND THE 2003 CLRP MAJOR IMPROVEMENTS

Figures B-1 through B-10 show the locations of major CLRP projects and the distribution of African-American, Asian, Hispanic/Latino, low income, and disabled populations within the Washington region. As the maps illustrate, the Asian population is predominantly located in Fairfax County in Virginia and Montgomery County in Maryland, whereas the African-American population is predominantly located in the eastern half of the District of Columbia and Prince George's County in Maryland. The low income population overlaps significantly with the African-American population, but is more widely dispersed throughout the region. Hispanic/Latino communities are clustered along high density transportation corridors, such as 16th Street in the District of Columbia, Route 1 and I-95 in Virginia, and I-270 and Rockville Pike in Maryland. In contrast, disabled individuals are dispersed throughout the region.

**Figure B-1
2003 CLRP Major Highway Improvements
with African-American Population**

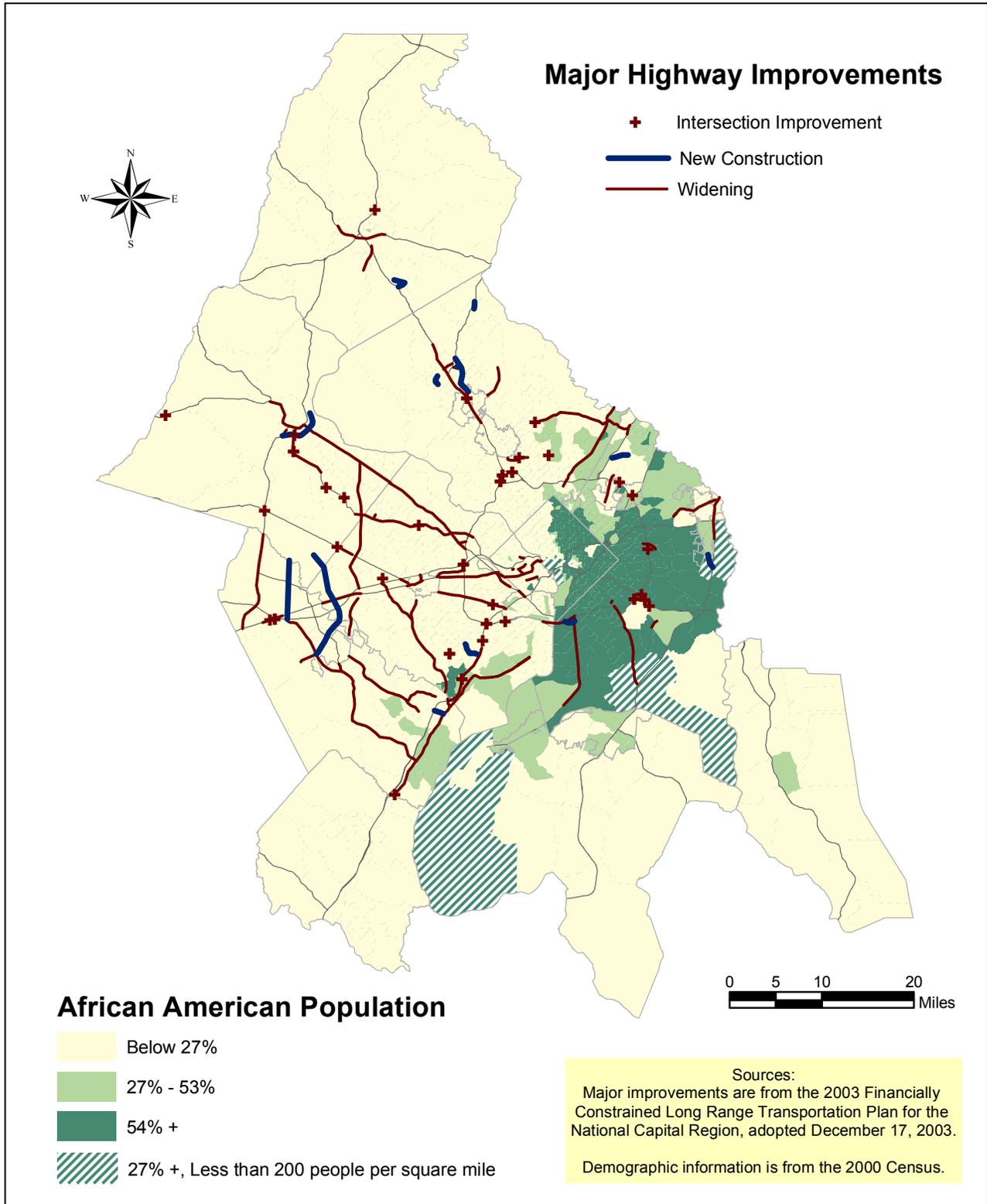
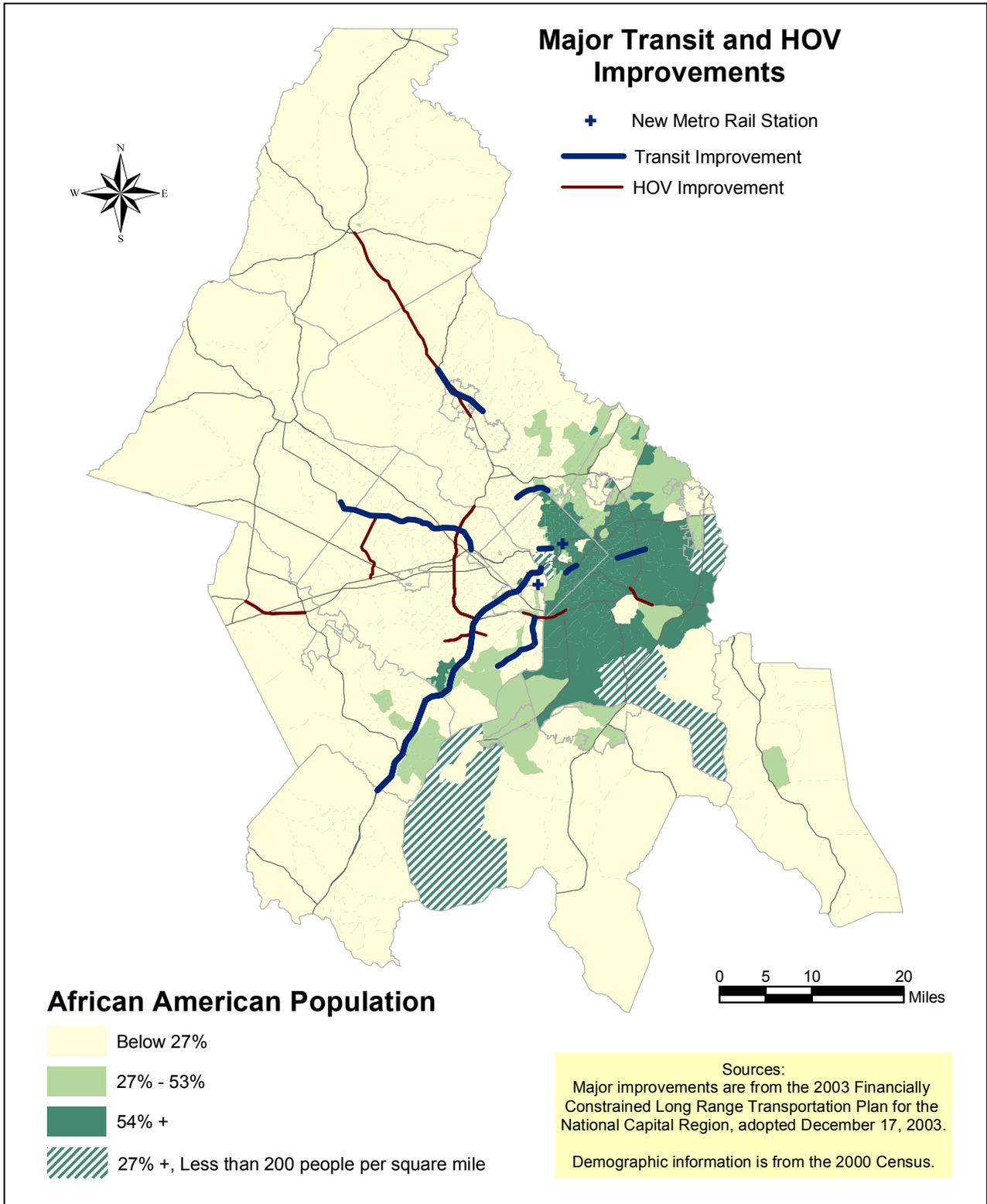


Figure B-2
2003 CLRP Major Transit and High-Occupancy Vehicle (HOV) Improvements
with African-American Population



**Figure B-3
2003 CLRP Major Highway Improvements
with Asian Population**

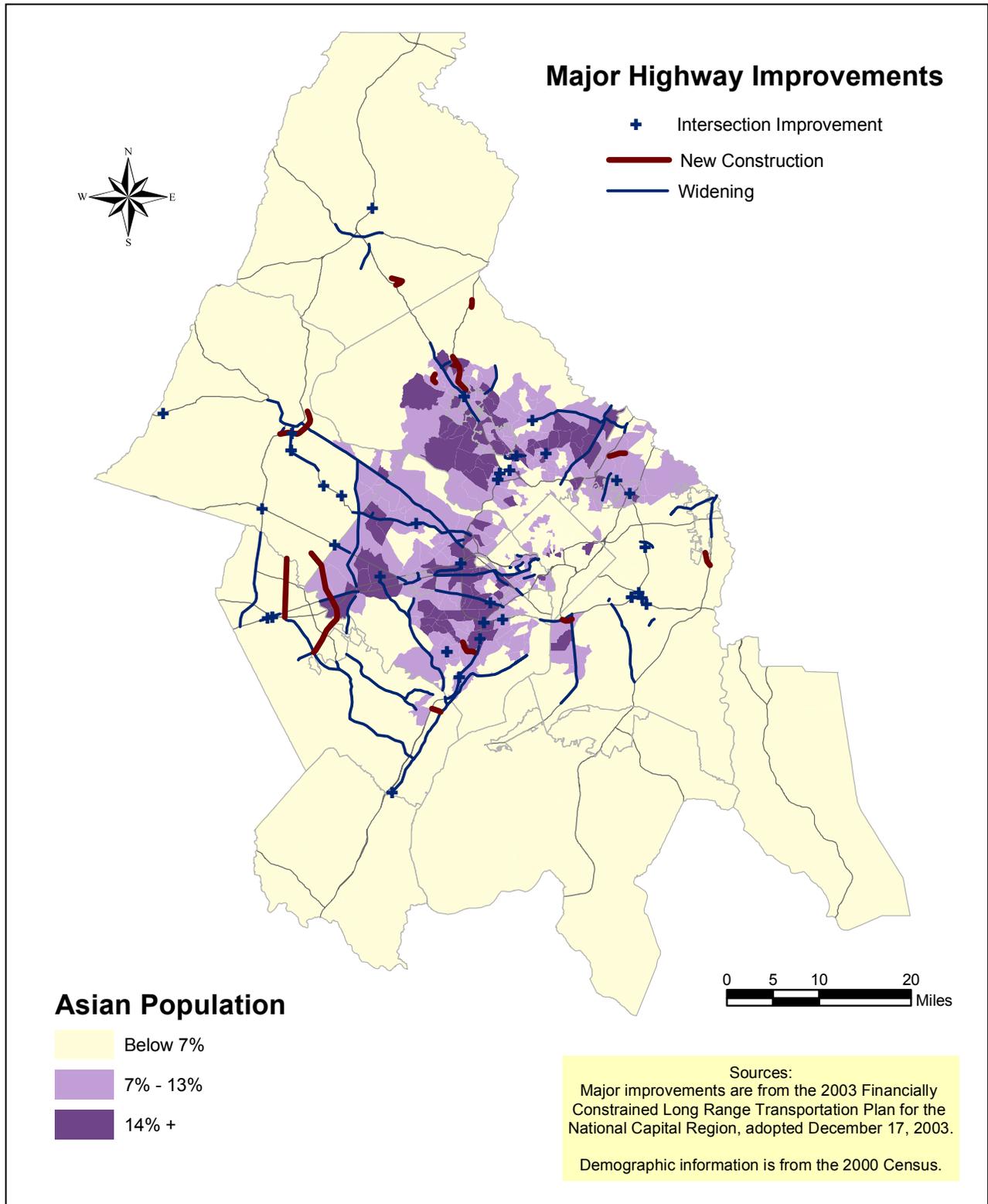
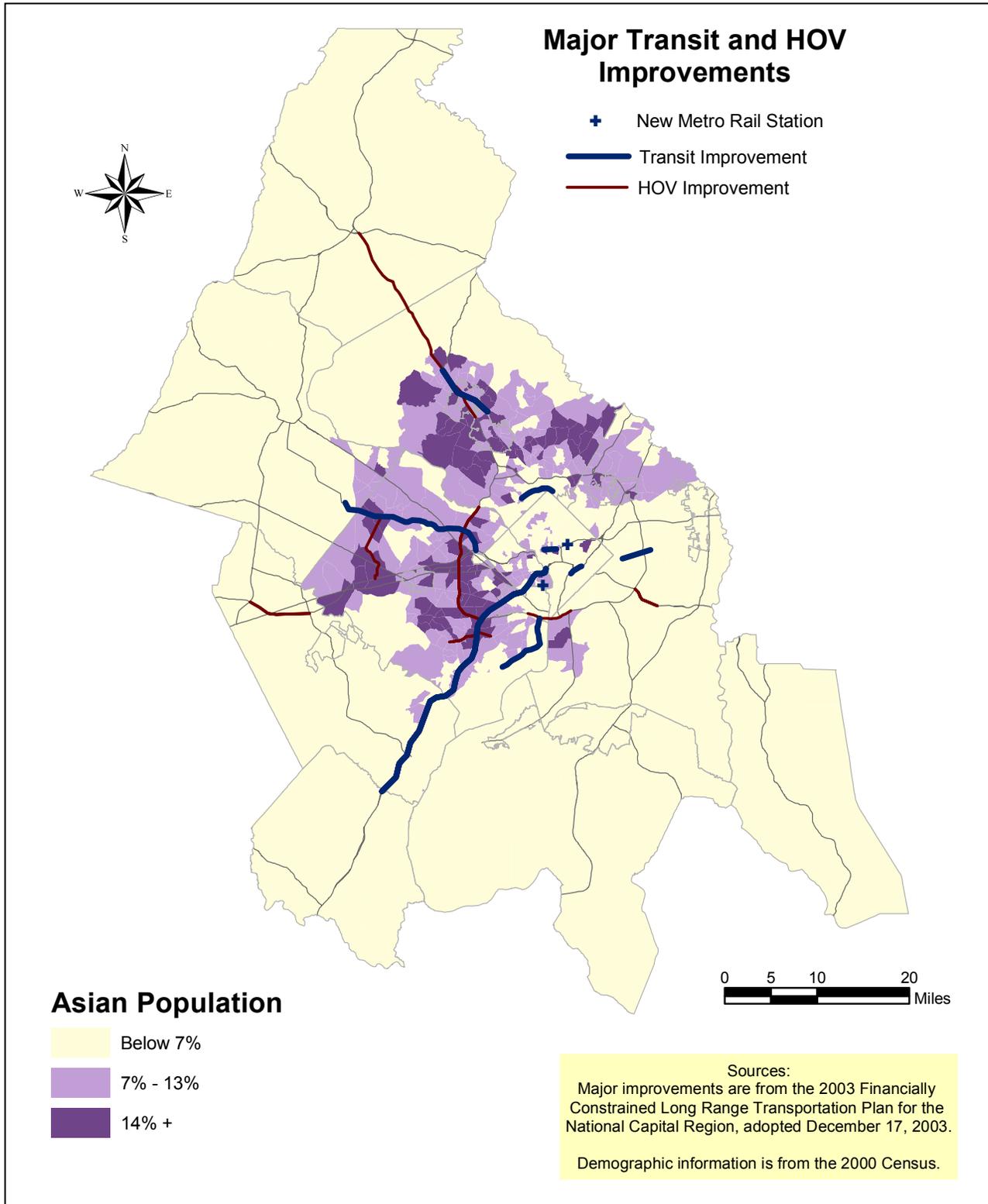


Figure B-4
2003 CLRP Major Transit and High-Occupancy Vehicle (HOV) Improvements
with Asian Population



**Figure B-5
2003 CLRP Major Highway Improvements
with Hispanic/Latino Population**

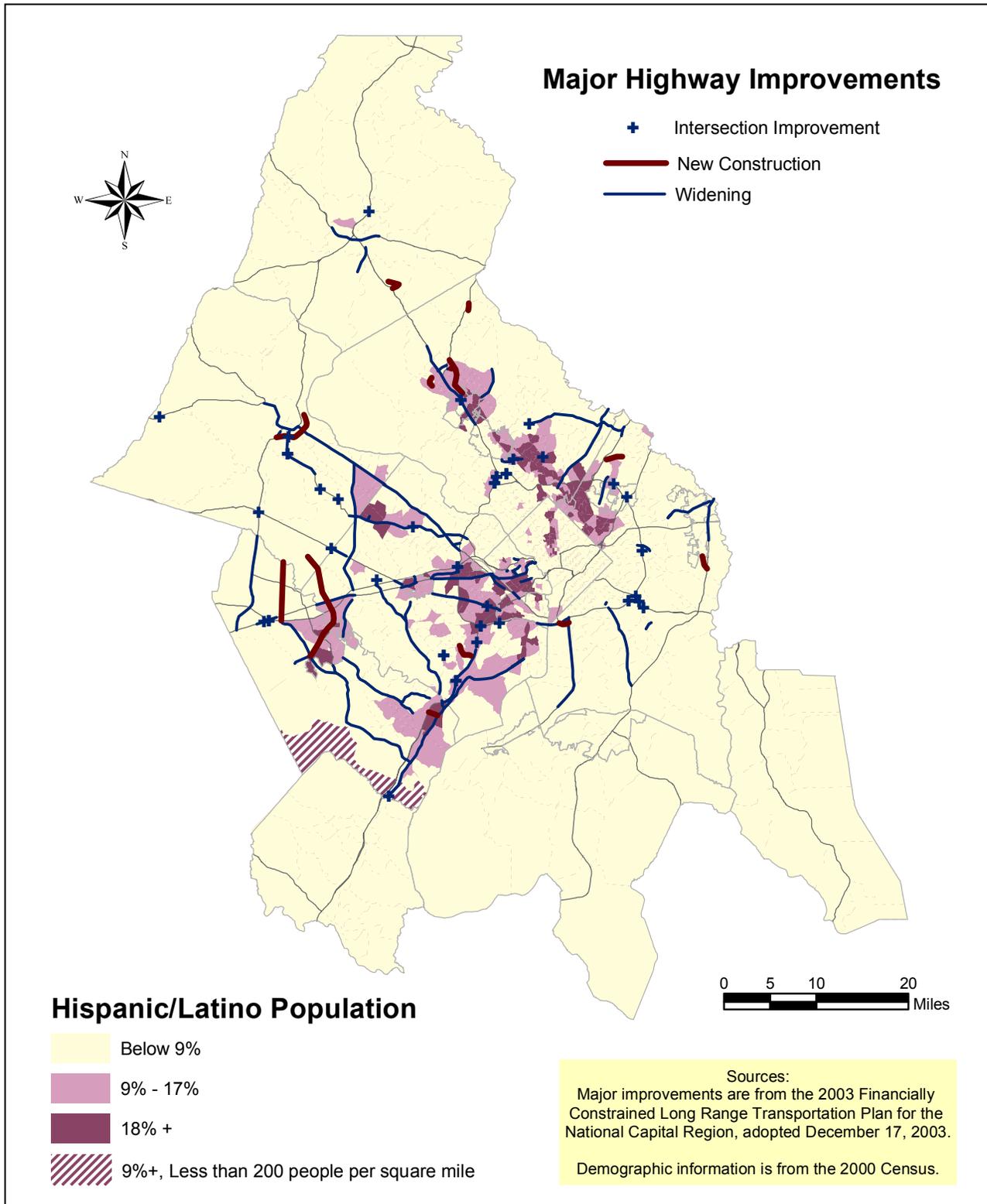
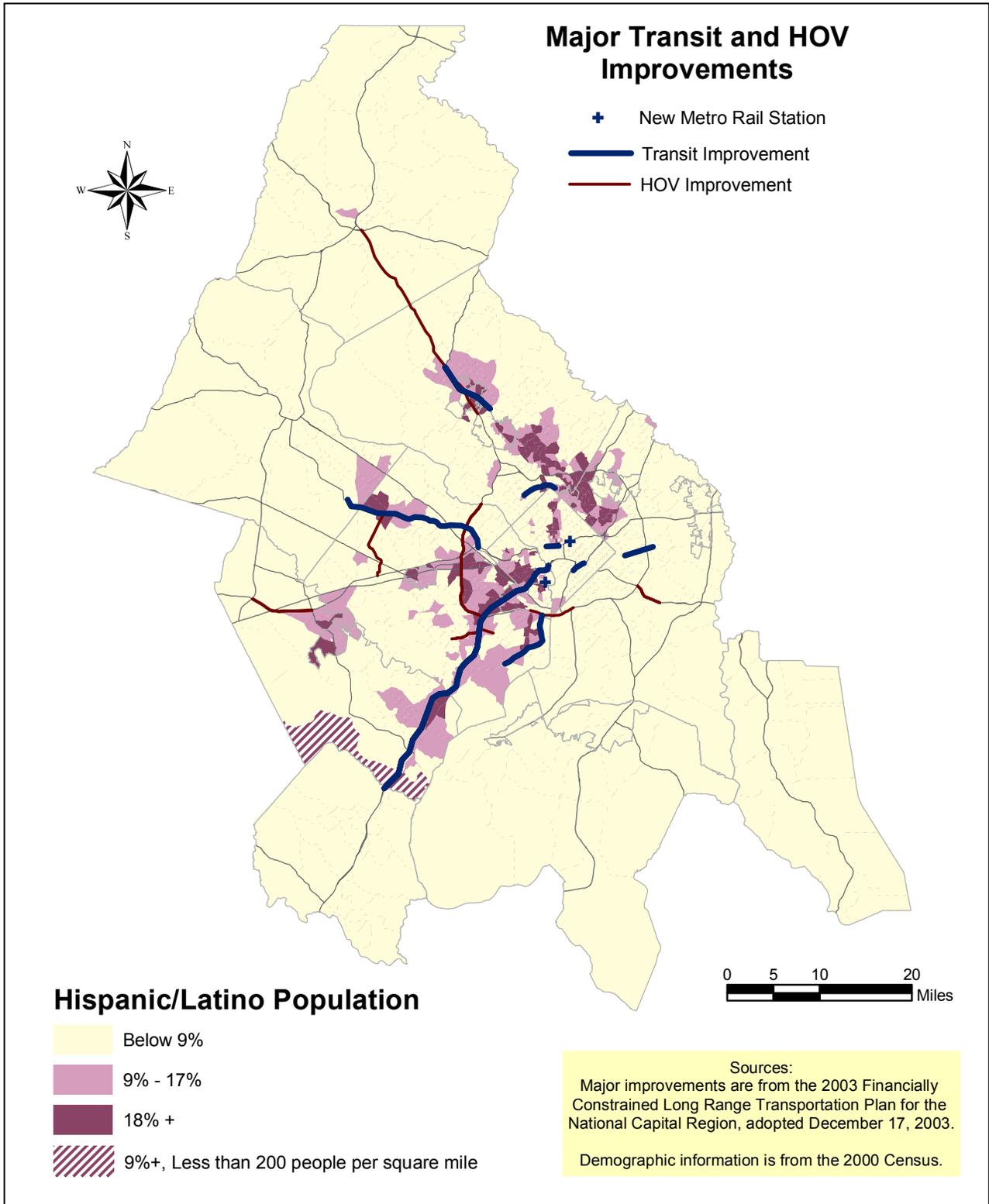


Figure B-6
2003 CLRP Major Transit and High-Occupancy Vehicle (HOV) Improvements
With Hispanic/Latino Population



**Figure B-7
2003 CLRP Major Highway Improvements
with Low Income Population**

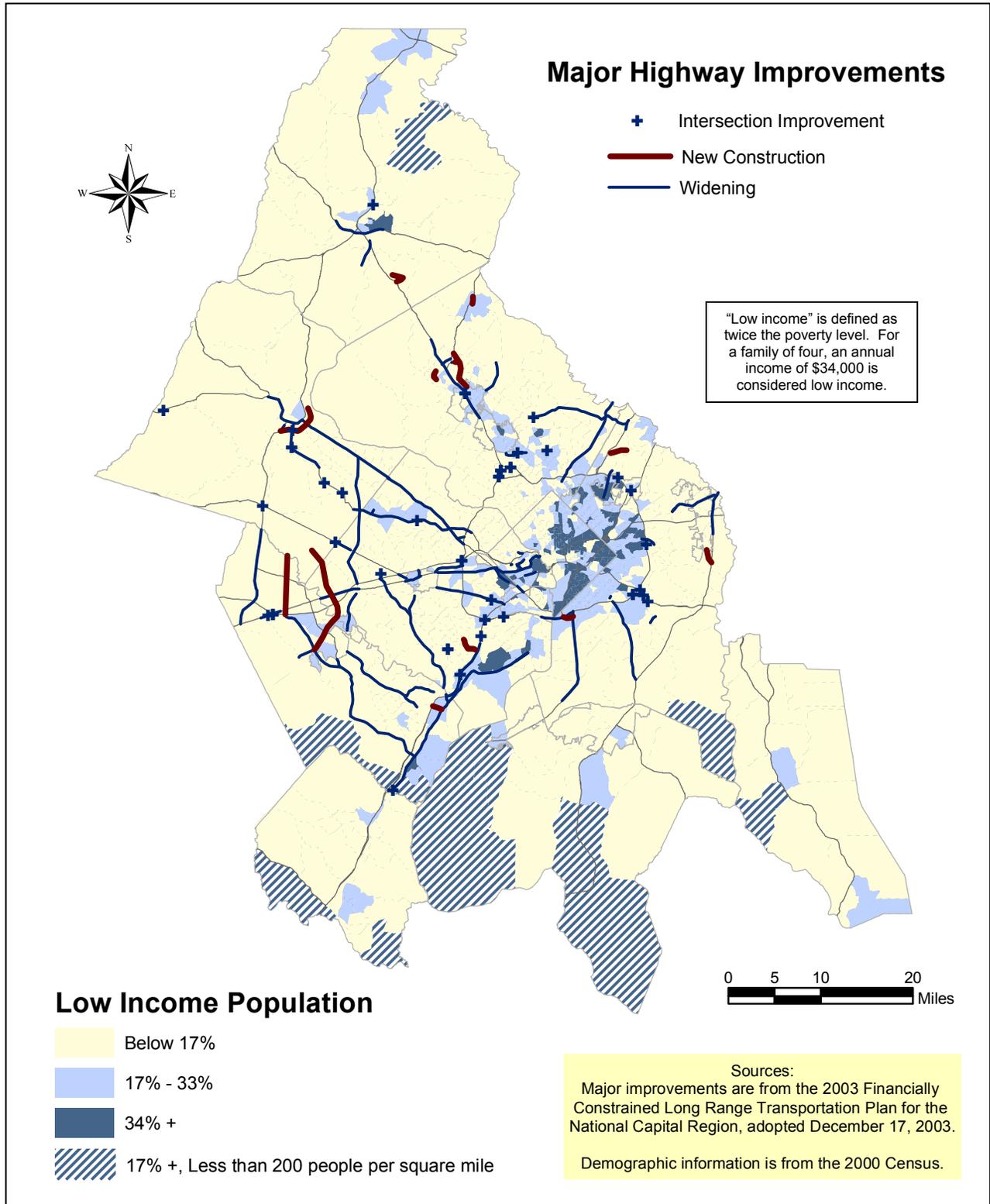
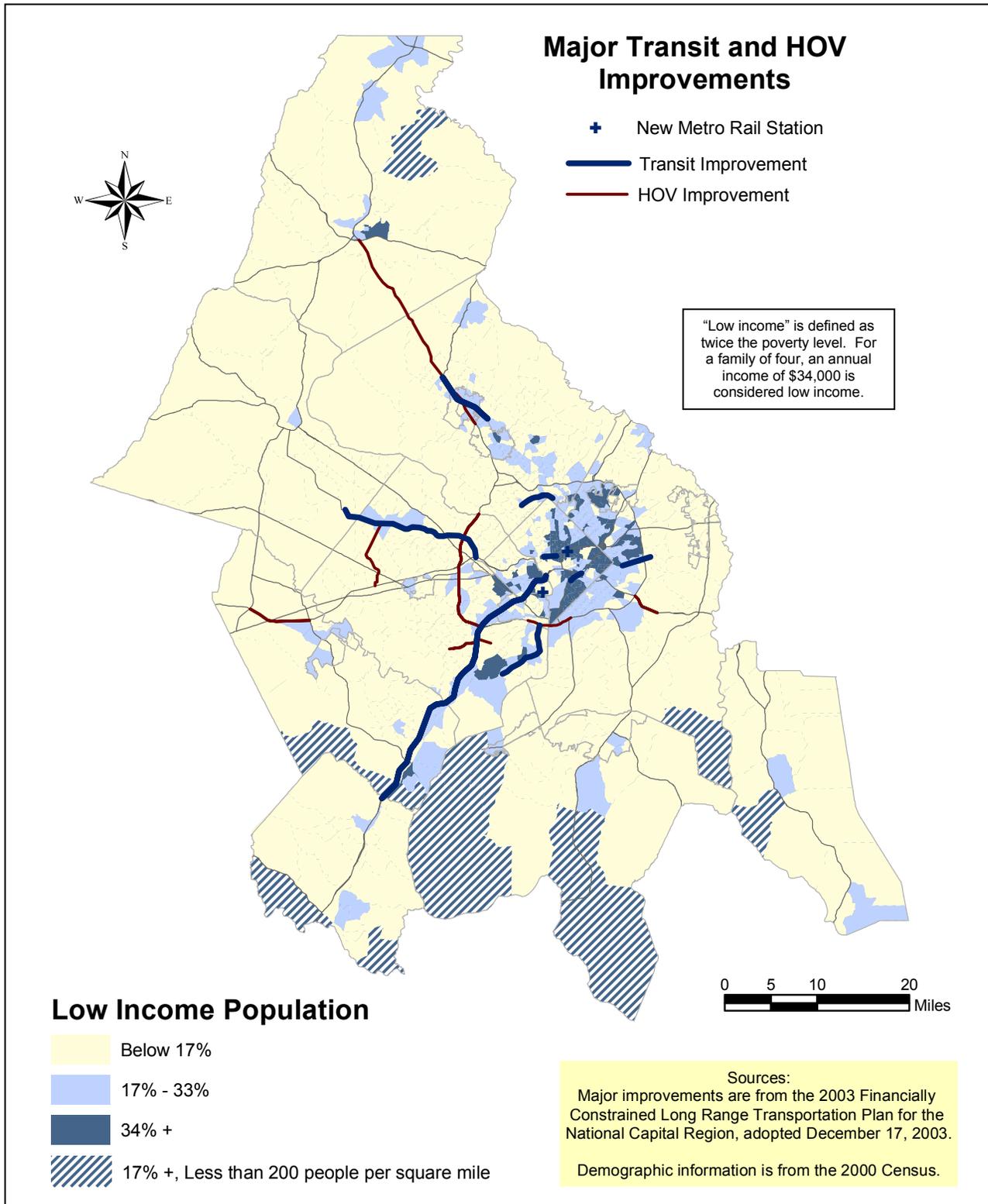


Figure B-8
2003 CLRP Major Transit and High-Occupancy Vehicle (HOV) Improvements
with Low Income Population



**Figure B-9
2003 CLRP Major Highway Improvements
with Disabled Population**

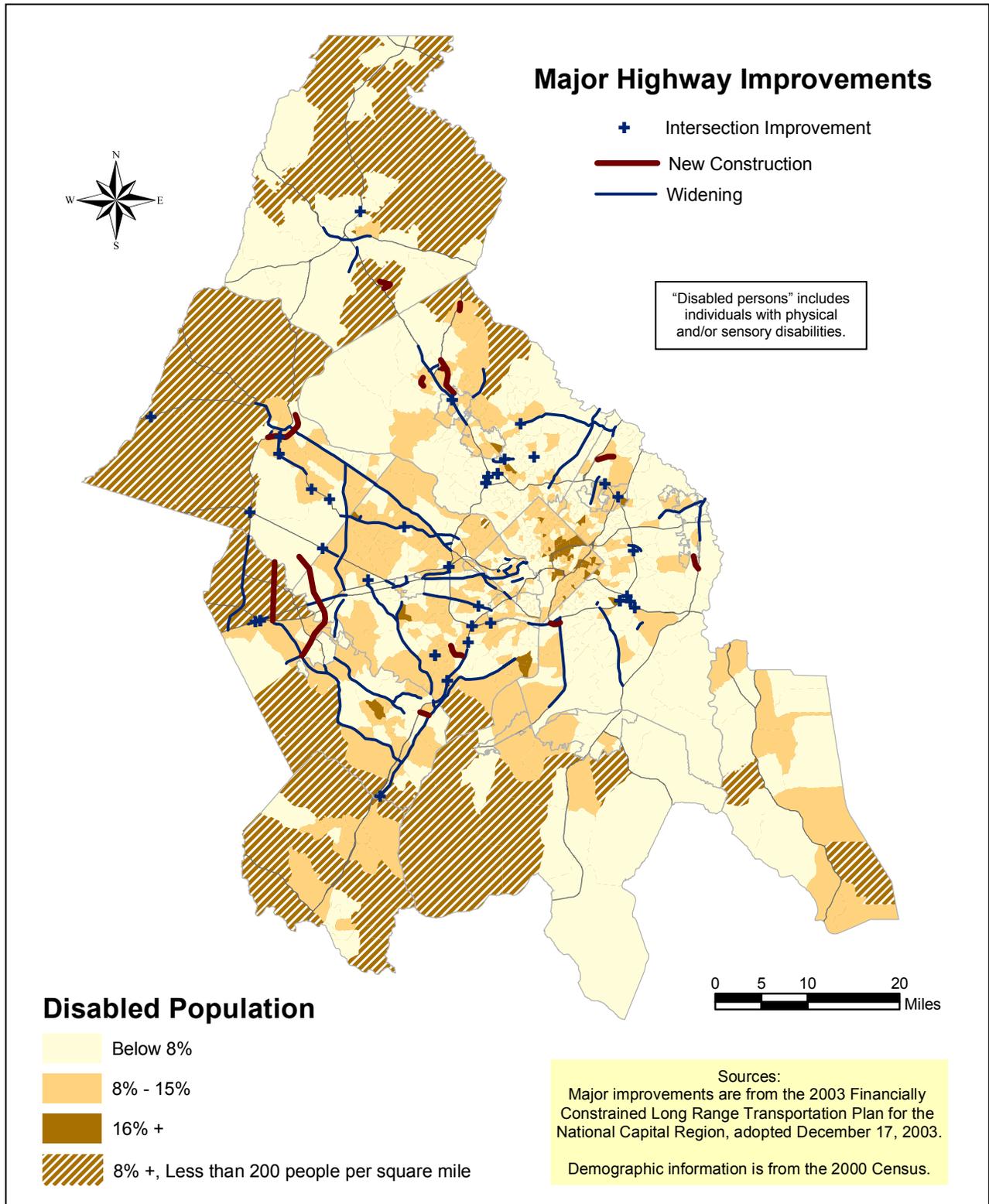
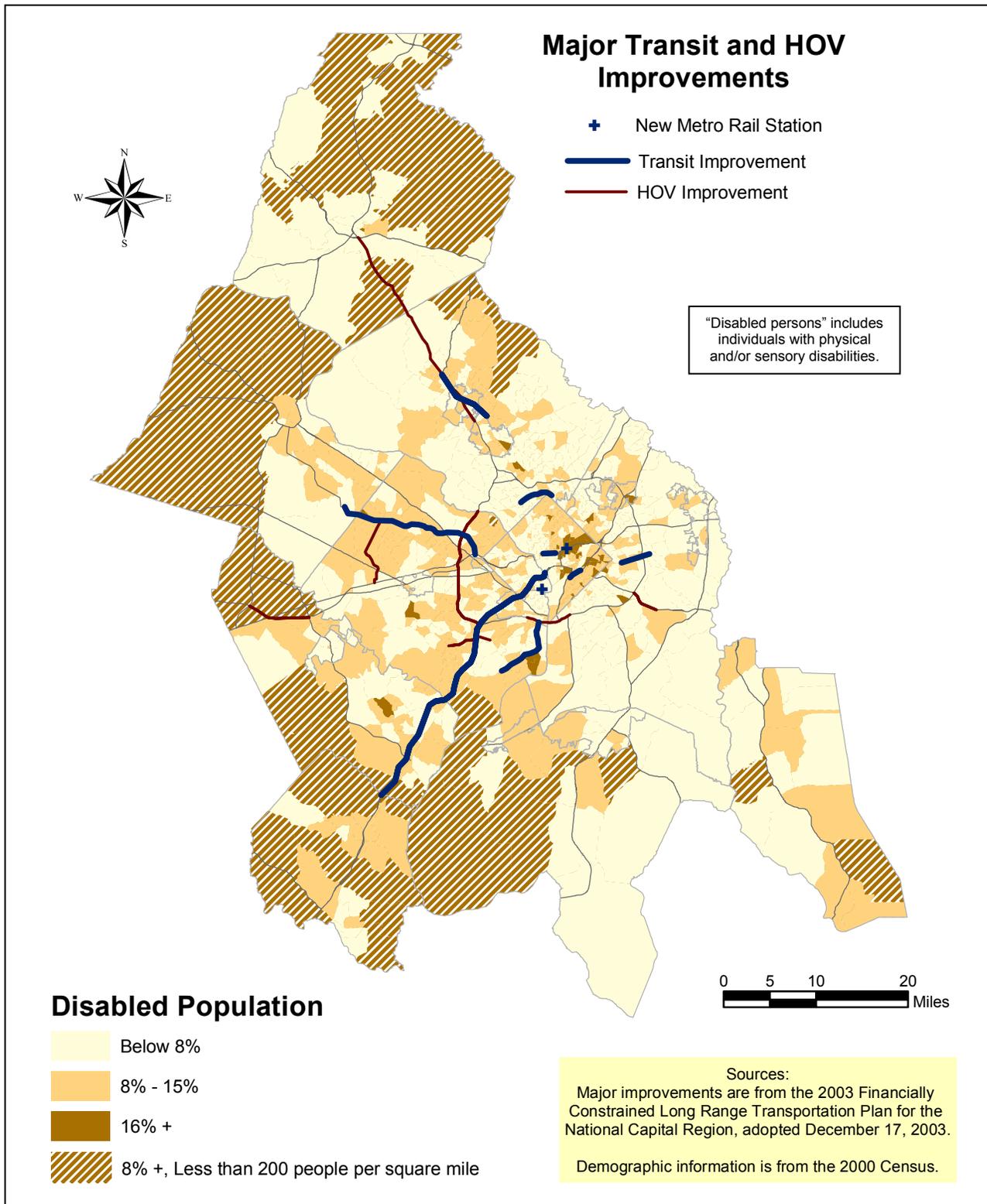


Figure B-10
2003 CLRP Major Transit and High-Occupancy Vehicle (HOV) Improvements
with Disabled Population



AFA COMMENTS ON THE DRAFT 2003 CLRP

After reviewing maps of the CLRP projects and demographic data, the AFA committee presented their comments to the TPB on October 15, 2003. Below is the full text of the AFA comments.

More Transit is Needed in the Inner Parts of the Region

Committee members observed that transit improvements in the 2003 CLRP appear to be serving more suburban areas, rather than low-income communities that may be more transit dependant near the inner part of the region.

Concerns were raised about the lack of planned transit improvements or studies in Southern Prince George's County. The light rail transit study between Silver Spring and New Carrollton should extend further south into Prince George's County and include new rail service across the Woodrow Wilson Bridge.

Current Transit Services Need to be Maintained and Improved *in the Short-Term*

Although the expansion of the Metrorail system is very important, low-income communities and persons with disabilities rely upon the services provided by MetroAccess, Metrobus, and local, community-based bus services.

The AFA committee is concerned about proposed discontinuation in six Metrobus lines due to funding shortfalls. The AFA stressed that the impacts on low-income communities from reductions in Metrobus service need to be considered. The possible reduction in service between the Branch Avenue Metro station and King Street in Alexandria, lines N11 and N13, was of particular concern.

Many low-income workers hold more than one job, and have jobs that do not follow traditional work hours such as 9 a.m. to 6 p.m. The region needs more transit service in the reverse commute direction and expanded levels of transit service to allow these workers access to employment opportunities.

Transit information for people who have limited English proficiency (LEP) needs to be improved and widely available for a significant part of the population dependent on transit. The AFA subcommittee looks forward to hearing from the transit agencies regarding progress on implementing the recommendations from the LEP report presented to the Board in July.

Transit Services for People with Disabilities

Concerns were raised over recent news articles regarding WMATA's short-term budget problems that were credited to increasing costs in paratransit services. Paratransit services for low-income and persons with disabilities should be funded at higher levels and expanded.

The AFA committee will be formally recommending that WMATA study the current door-to-door paratransit system. A six-month study should review how improvements could help more people use paratransit services, and in light of current budget issues, investigate if there are more cost-effective ways to provide and operate paratransit services.

Promote More Development Around Transit Stations, But Take Care Of The Community That's Already There

The AFA committee would like to see more development around transit stations, especially on the eastern side of the region. However, states and localities should make provisions to mitigate potentially negative impacts from such development, in the short- and long-term, such as the increased housing costs and displacement.

AFA RECOMMENDATIONS FOR FUTURE PLAN UPDATES

In April of 2004, the AFA committee produced a second report expanding and detailing the issues and concerns identified during the review of the 2003 CLRP, and developing a thorough set of recommendations for addressing these issues in future plan updates. The recommendations are to be considered by TPB member agencies during the annual project solicitation process for the Transportation Improvement Program (TIP) and the Financially Constrained Long Range Transportation Plan (CLRP). Below is a summary of the committee's recommendations³.

Develop More Effective Communication of Regional Transit Information

- Expand the availability of clear and concise transit information from a variety of sources, especially bus services, for the general public, people with limited English skills, and illiterate persons.
- Improve transit information for people with limited English proficiency (LEP) by implementing the AFA recommendations endorsed by the TPB on June 18, 2003⁴.

Prioritize Regional and Local Transportation Services for Low-Income Populations

- Maintain bus service levels for current transit-dependent riders. Low income communities which are transit dependant are scattered throughout the metropolitan area with a higher concentration near the inner part of the region. This point is of particular concern given current budget concerns and planned rail projects.
- Expand reverse commute services to allow improved access to jobs.
- Pay close attention to low-income populations when developing pedestrian and bicycle safety programs.

Improve Transit Services for People with Disabilities

³ The full "Access for All Advisory Committee 2003 Report to the National Capital Region Transportation Planning Board" of April 21, 2004, may be viewed at <<http://www.mwcog.org/transportation>>.

⁴ The "Report on Major Findings and Recommendations to Improve Transit Information for Limited English Proficiency (LEP) Customers" endorsed by the TPB on June 18, 2003, may be viewed at <<http://www.mwcog.org/transportation>>.

The following recommendations were transmitted from the TPB to the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors on January 21, 2004⁵.

- Coordinate efforts with county and city transit systems throughout the region to encourage more people with disabilities to use bus and rail. Many people access the WMATA system from the local systems, such as Ride-On and Fairfax Connector, which need to be fully accessible and reliable for the “Metro is Accessible⁶” project to be effective.
- Improve reliability of the WMATA system to attract and retain the targeted riders. The AFA fully supports ensuring that elevators work routinely, improving accessibility to bus stops, and making other improvements that increase the reliability of train and bus systems.
- Conduct a study of Metro’s paratransit service to identify ways to serve the greatest number of people with the available budget. The study should examine if there are more cost-effective ways to better serve more people with disabilities who cannot use the fixed route system.

Promote More Development around Transit Stations, But Take Care of the Community that’s Already There

- The AFA committee would like to see more development around transit stations, especially on the eastern side of the region. The committee recognizes that such development is a long-term recommendation. State and local policies should not only focus on the long-term transformation of transit station areas, but also need to focus on provisions to mitigate potentially negative impacts from such development, in the short- and long-term, such as the increased housing costs and displacement.

⁵ The “Letter to the Washington Metropolitan Area Transit Authority (WMATA) Transmitting the TPB Access for All Advisory (AFA) Committee’s Recommendations for Transit Services for People With Disabilities” dated January 21, 2004 is available at < <http://www.mwcog.org/transportation>>.

⁶ “Metro is Accessible” is a WMATA outreach and marketing initiative to encourage more people with disabilities to use the rail and bus systems.

Appendix C

Glossary of Acronyms

AFA	Access for All Advisory Committee
CAC	Citizens Advisory Committee
CLRP	Financially Constrained Long-Range Transportation Plan
COG	Metropolitan Washington Council of Governments
DDOT	District of Columbia Division of Transportation
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MDOT	Maryland Department of Transportation
MOITS	Management, Operations, and Intelligent Transportation Systems
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTA	Maryland Transit Administration
MWAA	Metropolitan Washington Airports Authority
MWAQC	Metropolitan Washington Air Quality Committee
NEPA	National Environmental Policy Act
NCPC	National Capital Planning Commission
NOx	Nitrogen Oxides (smog component)
NVTC	Northern Virginia Transportation Commission
PRTC	Potomac and Rappahannock Transportation Commission
SHA	Maryland State Highway Administration
SIP	State Implementation Plan (air quality)
SOV	Single-Occupant Vehicle
TCC	Transportation Coordinating Council of Northern Virginia
TEA-21	Transportation Equity Act for the 21st Century
TERMs	Transportation Emissions Reductions Measures
TIP	Transportation Improvement Program
TPB	National Capital Region Transportation Planning Board
US DOT	U.S. Department of Transportation
VDOT	Virginia Department of Transportation
VDRPT	Virginia Department of Rail and Public Transportation
VMT	Vehicle-Miles Traveled
VOC	Volatile Organic Compounds (smog component)
WMATA	Washington Metropolitan Area Transit Authority