

Long-Range Plan Update Scheduled for October 18

The TPB is scheduled on October 18 to perform what is probably its most defining task—the approval of a comprehensive update to the region’s Constrained Long-Range Transportation Plan (CLRP). The TPB will also approve a six-year Transportation Improvement Program (TIP) for fiscal years 2007-2012.

The approval of the CLRP is essential for keeping federal transportation dollars flowing to the region. Under federal law, the regional

transportation plan – known as the Constrained Long-Range Plan or CLRP – must include all regionally significant transportation projects and programs that are planned in the

Washington region over the next 25 years. Each year the plan is updated to include new projects and programs, and



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Commuter Connections Receives National Award



The TPB’s Commuter Connections Program received the Award for Research Excellence at the annual conference of the Association for Commuter Transportation (ACT). Pictured above is Nicholas Ramfos, left, chief of the Commuter Connections Program, and Jon Martz, president of ACT.

I-95/395 HOT Lanes Studies Move Forward

The Virginia Department of Transportation (VDOT) secured approval from the TPB at its September 20 meeting to move ahead with a process of extensive analysis and stakeholder involvement regarding the proposed conversion of high-occupancy vehicle (HOV) lanes on Interstate 95/395 into high-occupancy/toll (HOT) lanes.

The amendment takes advantage of FY 2006 federal funds that would have been unavailable to VDOT if not allocated and included in the region’s Transportation Improvement Program (TIP) by the end of September. It calls for a total of \$8.369 million in FY 2006 and FY 2007 funds to be spent on environmental and feasibility analysis of the lane conversion.

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analyzed to ensure it meets federal requirements related to funding and air quality.

The District of Columbia submitted this year's only big-ticket items for the plan update. Totalling more than \$1 billion, these projects include major reconstruction of bridges over the Anacostia River, South Capitol Street improvements and the Anacostia Streetcar Project.

Other new additions to the plan include the Cross-County Connector in Charles County, upgrades to VA 28 at the I-66 interchange in Fairfax County and widening of MD 201 in Prince George's County.

In addition, Virginia has added a new study that will examine a proposal to build and operate HOV/HOT lanes on I-95/I-395 between Eads Street in Arlington County and the Massaponax exit in Spotsylvania County – a distance of 56 miles.

More information on the new projects can be found on page 3 and on the long-range plan website at regionaltransportationplan.org

Federal requirements met

Prior to approving the CLRP and TIP, the board must approve an air quality "conformity determination"

showing that anticipated vehicle emissions

will conform to air quality improvement goals contained in the region's air quality plan.

In addition to air quality conformity, another major analysis associated with the CLRP is a long-range assessment of funding. Federal law requires the plan to only include projects for which funding is "reasonably expected to be available." The "C" in CLRP refers to financial constraint. The plan may only include projects that the region can afford to build, maintain and operate. It is not a "wish list" or "needs list."

The CLRP's financial constraint requirement creates a prioritization process through which unfunded projects are left out of the CLRP or are simply included as "studies" that are not slated for development and construction.

Beyond constrained planning

TPB leaders recognize that the plan falls short of meeting the goals of the TPB Vision, the regional transportation policy framework adopted in

1998. For example, analysis of the plan has forecasted an increase of 119 percent in lane miles of morning congestion. In the outer counties in particular, this congestion is expected to

be significantly worse in 2030 than in 2002.

In order to look beyond the constraints of the CLRP, the TPB launched the Regional Mobility and Accessibility Study in 2000 to look at the transportation effects of potential transportation and land use scenarios. The scenarios that have been examined so far would put jobs and households in closer proximity, encourage mixed-use development around transit, and provide more transit to support activity centers.

These scenarios have shown positive results. When compared to the 2030 baseline, all five alternatives would slow the anticipated growth

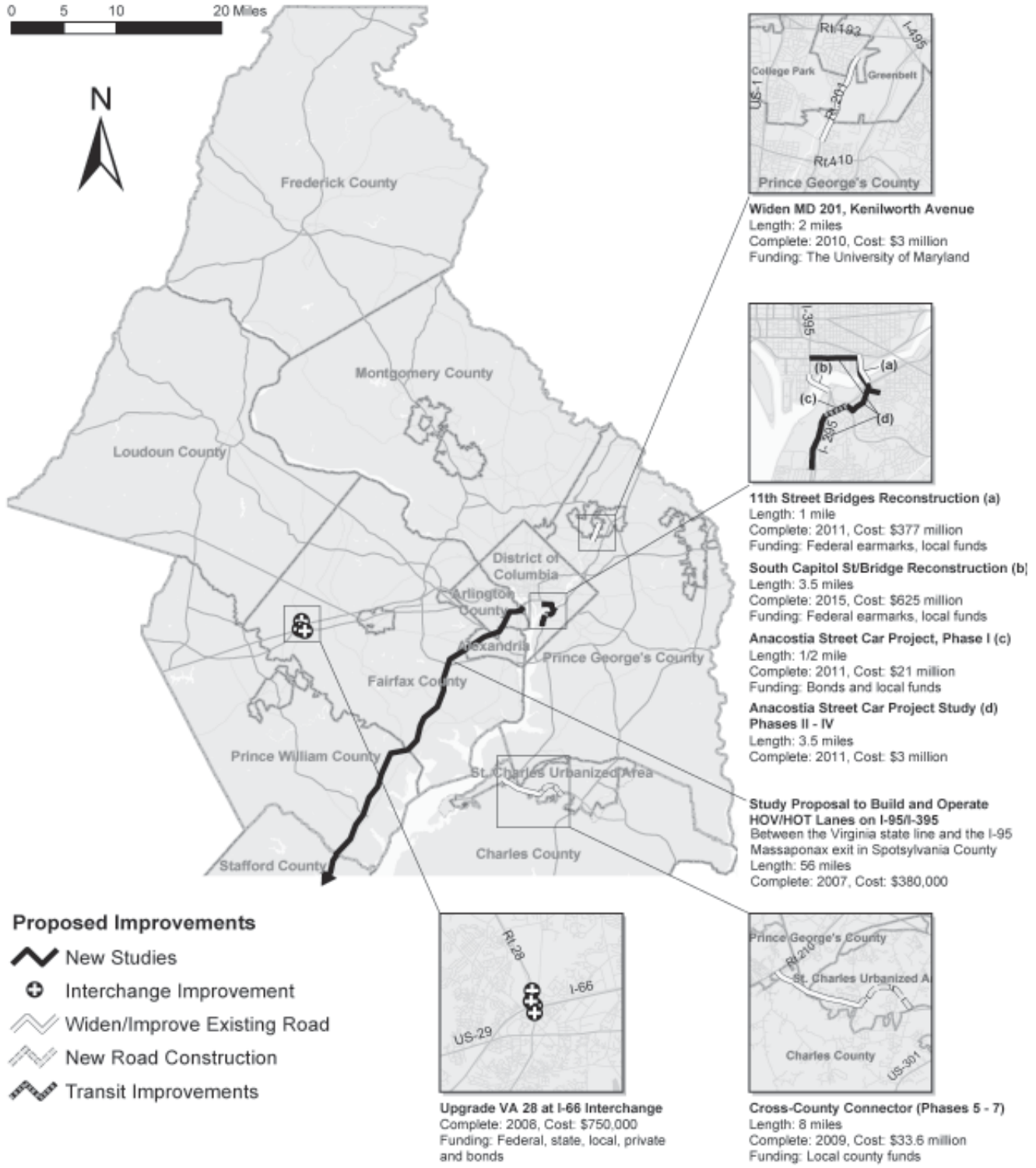
In addition to approving the CLRP and TIP on October 18, the TPB is scheduled to release the first phase report of the scenario study and to approve the new Transportation/Land Use Connection (TLC) program.

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This newsletter is produced by John Swanson and Darren Smith
MWCOG, 777 North Capitol St, NE, Suite 300
Washington, D.C. 20002-4239
202-962-3295; jswanson@mwkog.org
"TPB News" at www.mwkog.org/transportation

New Projects and Studies Proposed

The six projects and two studies shown below have been proposed for the Constrained Long-Range Plan (CLRP) this year. The plan is scheduled to be approved at the TPB's October 18, 2006 meeting.



HOT Lane Study *continued from page 1*

This conversion to HOT lanes, which has been proposed as a joint public/private endeavor by VDOT and the private sector Fluor/Transurban team, would involve 56 miles of roadway between the U.S. 1 exit at Massaponax in Spotsylvania County and Eads Street in Arlington County. VDOT has set a target completion date of 2010 for the northern portion of the project and 2012 for the southern portion, with Virginia Route 234 as the boundary between the two phases.

At the September TPB meeting, Jo Anne Sorenson, representing VDOT on the TPB, explained the crucial timing of the TIP amendment and detailed how VDOT plans to go about this analysis and stakeholder involvement phase. She said that the Virginia Department of Rail and Public Transit (VDPRT) will lead a process of identification of key stakeholders and concerns and ensure that they are addressed in the environmental and feasibility studies. A stakeholder committee, chaired by DPRT Director Matthew Tucker, will provide input during this process.

Several TPB members expressed appreciation for the level of involvement by local

jurisdictions and stakeholders outlined by Sorenson. Board member Timothy Lovain said that the City of Alexandria “has some concerns about the effect of the [HOT lanes] proposal . . . and I appreciate your willingness to do this stakeholder committee as part of your study.”

TPB Vice-chair Cathy Hudgins noted that the I-95/395 HOT lanes project is likely to be the “beginning of the building of a network” and it is good at this early stage “to be inclusive of all needs and

The HOT lane study will look at 56 miles of I-95/395 between Eads Street in Arlington and Massaponox in Spotsylvania County.

concerns so that we don’t find ourselves creating something that does not actually address the overall multi-modal need.”

In addition to the local jurisdictions through which the corridor passes, VDOT also plans to coordinate the effort with the District of Columbia and the Fredericksburg Area Metropolitan Planning Organization. ■

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in congestion and driving, and in most cases, would increase transit use. The first phase report of the scenario study will be presented to the TPB at its meeting on October 18.

As an effort to promote implementation of the strategies outlined in the Regional Mobility and Accessibility Study, TPB leaders hope to establish a six-month pilot program to promote coordination between land use and transportation planning. This new initiative, to be named the Transportation/Land Use Connection (TLC) pilot program, will provide a

regional clearinghouse to document local and state experiences throughout the region, and will offer technical assistance to localities through a consultant team.

The TPB is scheduled to approve the TLC pilot program on October 18. ■

Upcoming TPB Agenda

The TPB's October 18 agenda will include the following items:

- **Briefing** on the 2006 Constrained Long Range Plan (CLRP).
- **Review** of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment, the 2006 CLRP, and the FY 2007-2012 TIP.
- **Approval** of Air Quality Conformity Determination for the 2006 CLRP and FY 2007-2012 TIP.
- **Approval** of the 2006 CLRP.
- **Approval** of the FY 2007-2012 TIP.
- **Certification** of the Urban Transportation Planning Process for the National Capital Region.
- **Briefing** on Documentation of Phase I of the Regional Mobility and Accessibility Scenario Study.
- **Approval** of Pilot Program for Strengthening the Linkages Between Transportation and Land Use Planning. ■

TPB Alphabet Soup

CAC	- Citizens Advisory Committee
CLRP	- Constrained Long-Range 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
TIP	- Transportation Improvement Program
TPB	- Transportation Planning Board
VDOT	- Virginia Department of Transportation
WMATA	- Washington Metropolitan Area Transit Authority

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Other September Agenda Items

The TPB's September agenda also included the following items not covered elsewhere in this newsletter:

- **Appointment** of members of the Human Service Transportation Coordination Task Force. The task force will be responsible for developing a Human Service Transportation Coordinated Plan for the region.
- **Briefing** on the TPB Access for All Advisory Committee comments on the 2006 Constrained Long-Range Plan.
- **Status Report** on the Regional Mobility and Accessibility Study.
- **Briefing** on alternate approaches for strengthening the linkages between transportation and land use planning.
- **Briefing** on regional management and operations strategies and performance measurement concepts. ■

Calendar of Events

Dates and times subject to change. 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., NE (Enter from 1st Street).

October 2006

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 12 TPB Citizens Advisory Committee (6 pm)
- 13 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 17 Employer Outreach Committee (10 am)
- 18 Transportation Planning Board (noon)**

November 2006

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 8 Bike to Work Day Steering Committee (10 am)
- 9 TPB Citizens Advisory Committee (6 pm)
- 10 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 15 Transportation Planning Board (noon)**
- 16 Aviation Technical Subcommittee (10:30 am)
- 17 Travel Forecasting Subcommittee (9:30 am)
- 21 Commuter Connections Subcommittee (noon)
- 21 Bicycle and Pedestrian Subcommittee (1 pm)
- 28 Travel Management Subcommittee (9 am)
- 30 Access for All Advisory Committee—Subcommittee on Limited English Proficiency (noon)

December 2006

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 14 TPB Citizens Advisory Committee (6 pm)
- 15 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 19 Commuter Connections Ridematching Committee (10 am)
- 19 Regional Transportation Demand Management (TDM) Marketing Group (noon)
- 20 Transportation Planning Board (noon)**

Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

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