

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

MEETING NOTICE

Date: September 21, 2011

Time: 12 noon

Place: COG Board Room

A-G-E-N-D-A (BEGINS PROMPTLY AT NOON)

- | | | | |
|----------|----|---|---|
| 12 noon | 1. | Public Comment on TPB Procedures and Activities | Chair Bowser |
| | | Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting. | |
| 12:20 pm | 2. | Approval of Minutes of July 20 Meeting | Chair Bowser |
| 12:25 pm | 3. | Report of Technical Committee | Mr. Kellogg
Chair, Technical Committee |
| 12:30 pm | 4. | Report of Citizen Advisory Committee | Mr. Dobelbower
Chair, Citizens Advisory Committee |
| 12:40 pm | 5. | Report of Steering Committee | Mr. Kirby
Director, Department of
Transportation Planning (DTP) |
| 12:45 pm | 6. | Chair's Remarks | Chair Bowser |

Alternative formats of this agenda and all other meeting materials are available upon request. Phone: 202-962-3300 or 202-962-3213 (TDD). Email: accommodations@mwkog.org. Please allow seven working days for preparation of the material. Electronic versions are available at www.mwkog.org.

ACTION ITEM

12:50 pm 7.

Approval of Recommended Local Projects and Pre-Application for Funding Under the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program

.....Mr. Kirby

On August 12, USDOT released in the Federal Register the Final Notice of Funding Availability (NOFA) for \$527 million in discretionary surface transportation grant funding for the FY 2011 TIGER program, with pre-applications due on October 3 and final applications on October 31. The Board will be briefed on the recommended local projects for the application to implement pedestrian and bicycle access improvements in rail station areas, and asked to approve the recommended projects and pre-application for submission by October 3. The Board will be asked to approve the final application package at its October 19 meeting for submission by October 31.

Action: Adopt Resolution R3-2012 to approve the recommended projects and pre-application for submission by October 3, as described in the attached materials.

INFORMATION ITEMS

1:00 pm 8.

Update on the Rail~Volution Conference in Washington DC October 16-19

.....Mr. Zimmerman

The mission of Rail~Volution is to create a national movement that uses transit to develop livable communities – those that are healthy, economically vibrant, socially equitable, and environmentally sustainable. The Board will be updated on the conference program of over 75 sessions, mobile workshops, networking events, and charettes.

1:05 pm 9.

Briefing on the Transforming Governance of the Washington Metropolitan Area Transit Authority: Phase 1 Recommendations Report by the Governance Work Group (GWG) Appointed by the Governors of Maryland and Virginia and the Mayor of the District of Columbia

.....Mr. Gartner,
Maryland Department of Transportation

The GWG was established in January 2011 by the two Governors and the Mayor to make recommendations to improve governance at WMATA. As part of its work, the GWG requested and received research support from TPB staff on five topics related to WMATA board functions and funding needs. The public comment period on the report ended August 25. The Board will be briefed on the GWG Phase I report recommendations and public comments.

1:20 pm 10. **Briefing on Housing and Transportation Cost Study for the Washington Metropolitan Area**
..... Mr. Rodgers
DC Office of Planning

The Board will be briefed on the final report for the Housing and Transportation Cost Study for the Washington Metropolitan Area prepared by the DC Office of Planning and the Center for Neighborhood Technology (CNT).

1:30 pm 11. **Briefing on Household Travel Survey in Fourteen Geographic Subareas of the Region**
..... Mr. Griffiths, DTP

In response to the need expressed by local jurisdiction users of the 2007/2008 Regional Household Travel Survey to have additional household samples in smaller geographic subareas, new household travel survey data will be collected in FY 2012 from 4,800 households in fourteen focused geographic subareas of the region to permit more intensive analysis of specific growth and transportation issues. The Board will be briefed on the schedule and proposed subareas to be surveyed.

1:40 pm 12. **Status Report on Study of Public Attitudes toward Road-Use Pricing**
..... Mr. Swanson, DTP

In October 2009, the TPB approved the submission in partnership with the Brookings Institution of a grant proposal to the Federal Highway Administration (FHWA) to investigate issues related to the public acceptability of road-use pricing in the Metropolitan Washington Region. The grant was awarded in late 2010. The study will use a series of invitation-based *deliberative forums* to explore public attitudes toward a variety of pricing options, ranging from variably priced lanes to system-wide vehicle-based pricing systems. The Board will receive a status report on the schedule and activities to date for the study.

1:50 pm 13. **Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2012 CLRP and FY 2013-2018 TIP**
..... Mr. Austin, DTP

The Board will be briefed on the draft call for projects document and schedule for the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP. The Board will be asked to approve the final call for projects document at its October 19 meeting.

1:55 pm 14. **Other Business**

2:00 pm 15. **Adjourn**

2 hours

Lunch will be available for Board members and alternates at 11:30 am

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
July 20, 2011**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Andrew Beacher, Loudoun County
Nat Bottigheimer, WMATA
Muriel Bowser, DC Council
Colleen Clay, City of Takoma Park
Eulois Cleckley, DDOT
Barbara Comstock, Virginia House of Delegates
Kerry Donley, City of Alexandria
Marc Elrich, Montgomery County
Tawanna Gaines, Maryland House of Delegates
Edgar Gonzalez, Montgomery County Executive Branch
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Julia Koster, NCPC
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Phil Mendelson, DC Council
Colleen Mitchell, DC-OP
Garrett Moore, VDOT
Michael Nixon, MDOT
Eric Olson, Prince George's County
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
Kanti Srikanth, VDOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Lori Waters, Loudoun County Board of Supervisors

Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County
Robert Werth, Private Providers Task Force
Patrick Wojahn, City of College Park
Christopher Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Bob Griffiths
Ron Milone
Nicholas Ramfos
Douglas Franklin
Daivamani Sivasailam
Andrew Austin
Wendy Klancher
Dan Sonenklar
Jane Posey
Michael Farrell
Karin Foster
Gareth James
Debbie Leigh
Deborah Etheridge
Sarah Crawford
Deb Kerson Bilek
Beth Newman
Rich Roisman
Dave Robertson
Paul DesJardin COG/DCPS
Patrick Powell COG/DPSH
John Mataya COG/DCPS
Lewis Miller COG/OPA
Steve Kania COG/OPA
Alex Verzosa City of Fairfax
Bill Orleans HACK
Randy Carroll MDE
Greg McFarland NVTC
Jennifer Fioretti Arlington County DOT
Jim Maslanka City of Alexandria
Bob Chase Northern Virginia Transportation Alliance
Bob Grow Greater Washington Board of Trade
Roger Diedrich Sierra Club
Mike Lake Fairfax County Department of Transportation
Tina Slater Action Committee for Transit

John Townsend	AAA
Patrick Durany	PWC
Bennett Lipscomb	AMPO
Art Smith	Citizen
Quynn Nguyen	M-NCPPC
Matt Dernoga	Councilmember Mary Lehman's Office – Prince George's County
Robert H. Wilson	VDRPT
Jennifer Aument	Transurban
Al Francese	Centreville VA Citizens for Rail
Judi Gold	Councilmember Bowser's Office
Nick Alexandrow	PRTC
Faramarz Mokhtari	Prince George's County – M-NCPPC
Ben Dendy	Vectre

1. Public Comment on TPB Procedures and Activities

Vice Chair Turner called the meeting to order, and said that Chair Bowser was running about 15 minutes late.

Mr. Diedrich, representing the Virginia chapter of the Sierra Club, commented on amending the 2010 CLRP at the request of VDOT, the Scope and Process for the Regional Transportation Priorities Plan, and amendments to the FY2012 UPWP. He said that he objected to the actions to widen I-66 from Route 29 to 50 and to revise the I-95 HOT lanes project. He added that the Regional Priorities Plan should be tied more tightly to the various scenario studies conducted by the TPB, and that the amendments to the FY2012 fall short of what's needed.

Mr. Chase, representing the Northern Virginia Transportation Alliance, urged the TPB to amend the 2010 CLRP to include the revised I-95 HOT lanes project, the I-395/Seminary Road reversible ramp, and the I-66 widening west of I-66. He stated that each of these projects include important multimodal regional improvements. He submitted comments for the record.

Mr. Grow, representing the Board of Trade, spoke in support of the I-95 HOV/HOT lanes project, stating that it will offer mobility increases and provide critical infrastructure and capacity for future regional transportation needs, particularly given the anticipated impacts of BRAC on the region. He submitted comments for the record.

Vice Chair Turner thanked the public for their comments.

2. Approval of Minutes of June 15 Meeting

Mr. Donley moved to approve the minutes of the June TPB meeting.

Ms. Smyth seconded the motion, which was approved unanimously.

3. Report of Technical Committee

Mr. Kellogg said that the Technical Committee met on July 8, and considered eight items that are on the TPB agenda, including: the Car-Free Day events scheduled for September 22, the update to the draft air quality conformity analysis and the TIP amendment relating to interstate projects in Virginia, the Transportation/Land-Use Connections (TLC) Program, the Scope and Process for the Regional Transportation Priorities Plan, and the proposed Sustainable Communities Planning Grant which COG intends to submit to the US Department of Housing and Urban Development. He said that the Committee also received briefings on several new FTA grant programs as well as the upcoming TIGER competitive grant program, identifying improvements to the COG regional incident management plan relating to the January 26 snowstorm, and the amendment to the FY 2012 UPWP relating to the budget and recommendations and corrective actions included in the federal transportation planning certification review. He added the committee was also briefed on five information items, including: the housing and transportation cost study, which has been completed by the DC Office of Planning and the Center for Neighborhood Technology, the I-95 Corridor Coalition's Green Corridors Eco Driving Campaign, the Citizen Advisory Committee (CAC's) request that the TPB develop and approve a regional policy on Complete Streets, a joint letter from the Commonwealth Transportation Board in Virginia and the Fredericksburg Area Metropolitan Planning Organization about the project selection process for the transportation improvement program, and a grant submitted by COG to the US Environmental Protection Agency to prepare a regional climate adaptation plan.

4. Report of Citizen Advisory Committee

Mr. Dobelbower commented on the development of the Regional Transportation Priorities Plan. He conveyed the CAC's appreciation of the robust discussion that has occurred regarding this planning activity, and said that the CAC looks forward to being a part of this endeavor in the coming months. He also mentioned that at its last meeting, the CAC reviewed and had an opportunity to participate in the FHWA-funded Study on Public Acceptability of Road Use Pricing, which is being conducted jointly by the TPB and the Brookings Institution. He provided an overview of some of the CAC members' comments about the study.

Mr. Dobelbower said the CAC received a presentation on the Prince George's County Master Plan of Transportation, which included a thorough background on how the county-level transportation plan supports regional goals, including multimodal access and support for regional centers. He emphasized that CAC members extensively discussed the role of transit-oriented development as a key theme underpinning the plan. He added that CAC members have expressed concern regarding the proposed changes in the I-95 HOT lanes, citing that the public was not generally aware of these changes, and that the scaled-back project would no longer contain the previously developed transit plan. He concluded by stating that the CAC was pleased to learn that the TPB had favorably received the Committee's recommendation to develop a Regional Complete Streets policy.

5. Report of Steering Committee

Mr. Kirby said that the Steering Committee met on July 8, and acted on six resolutions that he said were listed and further detailed in the mailout. He mentioned that the Committee amended the FY 2012 Commuter Connections work program to include vanpools in the Pool Reward program. He clarified that the intent is not to move forward with this program until there is full coordination with an ongoing vanpool incentive program study in Northern Virginia, which is due to be completed by the end of the year.

He summarized the letters packet, which included letters committing \$150,000 from Metro, \$15,000 from Loudoun County, and \$7,300 from Alexandria for the Street Smart Pedestrian Safety campaign; a press release on the Eco Driving Campaign implemented by the I-95 Corridor Coalition; a write-up of the Commuter Connections employer Recognition Awards program; notification of a new I-66 corridor study; a formal letter on the FTA/FHWA certification review; and an announcement about the establishment of the Suburban Maryland Transportation Alliance, which he said is chaired by former Montgomery County Executive Doug Duncan.

Ms. Tregoning, referring to the letter about the FTA/FHWA Certification Review, inquired about the nature of the corrective actions that TPB must take in order to meet all requirements of the certification.

Mr. Kirby replied that there are four corrective actions, which he said are all associated with the Fredericksburg Area MPO, or FAMPO. He mentioned that more detailed information on this matter was provided in a briefing to the TPB at its May 18th meeting. He said that three of the four corrective actions concern civil rights compliance, and that the final corrective action focuses on project selection procedures. He added that TPB staff is working with FAMPO staff to address these corrective actions, and, in some cases, significant progress has been made already.

Ms. Tregoning asked where she could find the text of the comments from the certification review.

Mr. Kirby replied that the entire report is posted under the documents for the May 18 TPB meeting.

Ms. Tregoning thanked Mr. Kirby.

6. Chair's Remarks

Chair Bowser thanked Mr. Wojahn for agreeing to serve as the chair of the Human Services Transportation Coordination Task Force and mentioned that he is also the chair of the Access for All Advisory Committee. She asked TPB staff to provide an informational update on commuter bus and other bus parking in the District, and that this update be added as a ten-minute item on a

future TPB agenda.

ACTION ITEMS

7. Approval of Regional Car Free Day 2011 Proclamation

Mr. Ramfos, referring to a PowerPoint presentation, provided an overview of Regional Car Free Day, which is scheduled for September 22. He discussed the history of the event, noting that it started in Europe in 1995, went global in 2000, first took place in the District on 2007, and then went region-wide with support of the TPB in 2008. He said the event invites citizens in the region to try alternative forms of transportation, and to pledge to go car-free or car-light for that day. He explained that car-light means using carpools, vanpools, and supporting telework activities. He said participation is open to anybody, and emphasized this year's goal is to get 10,000 pledges, up from 7,000 pledges received in 2010. He showed the pledge form, as well as some promotional materials. He discussed an advertising and marketing campaign that will occur in advance of and during the event, and said that local jurisdictions will have concurrent events as well. He mentioned that partnerships have been formed with some area transit agencies to promote the event, and that social media, including Twitter and Facebook, will also help promote the event. He said that volunteers from the TPB were welcome to participate, and offered to serve as a resource for any TPB member who is interested.

Vice Chair Turner moved to approve the Car Free Day 2011 Proclamation. The motion was seconded by Mr. Olson, and approved unanimously.

Chair Bowser signed the Car Free Day 2011 Proclamation.

8. Approval of the Air Quality Conformity Analysis, an Amendment to the 2010 CLRP to Modify the I-95/395 HOV/HOT Lanes Project, Widen I-66 between US 29 and Route 15, and Add a Ramp from the HOV Lanes of I-395 to Seminary Road, and an Amendment to the FY 2011-2016 TIP to Include Funding for the I-66 Project as Requested by the Virginia Department of Transportation (VDOT)

Mr. Moore made a motion to adopt Resolution R1-2012 to approve the air quality conformity determination for the 2010 CLRP amendment, the amendment to the 2010 CLRP, and the amendment to the 2011-2016 TIP. Ms. Waters seconded the motion.

Mr. Donley referred to several questions he asked of VDOT at the June TPB meeting related to clarification of proposed transit services along the I-95/I-395 corridor. He referred to a letter from VDOT Secretary Connaughton related to transit services and the HOV ramp at I-395 and Seminary Road. He asked VDOT to confirm that there is a commitment to expand park and ride lots at Horner Road, Stafford Boulevard, and Gordon Park.

Mr. Moore said that is correct and that there is a total of \$100 million in improvements,

including the ramp at Seminary Road. He noted that funding commitment was made prior to the Virginia Department of Rail and Public Transit (VDRPT) study of the corridor.

Mr. Donley asked if the park and ride lots would be expansions of existing facilities to accommodate more transit usage in the area.

Mr. Moore said that is correct.

Mr. Donley said he appreciated the specific information related to transit accommodations along the corridor. He referred to the TDM study outlined in Secretary Connaughton's letter and asked if the study would include major activity centers within the beltway, such as the Pentagon, Crystal City, and the Mark Center.

Mr. Moore said that those major regional destinations are integral to the operation of the corridor. He said he hopes the study will provide outcomes that will reduce traffic on local roads.

Mr. Donley said he appreciated the Secretary's response to the TPB's concerns. He asked if any thought has been given to funding mechanisms that might be available to fund recommendations from the study.

Mr. Moore said those possible recommendations would be brought into the six year plan process and prioritized with VDOT's other needs.

Mr. Donley said the projects are critical and that there needs to continue to be more emphasis on transit in the corridor. He said he appreciates the current emphasis on additional park and ride lot capacity. He said one of the critical projects for the corridor will be the transit infrastructure at the Mark Center.

Mr. Moore said the transit improvements around the Mark Center and I-395 and Seminary Road are a key component.

Mr. Donley mentioned the shuttle proposed by the Department of Defense's Transportation Management Plan for the Mark Center. He said that of all the shuttle routes identified, the route using the HOV/HOT facility from the Mark Center to the Pentagon was the fastest. He said this information made it more clear that there is a need for a transit facility at the Mark Center.

Mr. Zimmerman said Mr. Donley is right about the need for a ramp on the facility to access the Mark Center. He believes the key question is whether transforming this facility from a public, transit-based facility, as it was built, to a privately run roadway allowing occupants of single-driver vehicles, is going to be able to move people with the efficiency that the roadway has been able to achieve up to this point. He said the express facility is one of the most efficient roadways in the Washington region, moving more people per lane per hour than many other facilities in the region, in part due to the commuter bus service using the facility. He asked what would happen if the roadway is not as successful as anticipated, but is then owned by a private entity. He said that this question should be considered over the next several years as the project proceeds. He said

those most immediately affected by a reduction in quality of the system would be commuters in Prince William and Stafford counties, who would end up with a longer or more expensive commute. He said secondary impacts could include more traffic elsewhere and increased air pollution, rippling up and down the corridor. He said that a positive end product is possible, but that it will take careful design and implementation, adding that a large component would have to focus on transit.

Ms. Smyth referred to a conversation she had with staff from the VDRPT, assuring her that Secretary Connaughton was committed to finding funding to implement transit along the corridor. She said she could not vote for the action at hand without the funding commitment.

Mr. Moore echoed that there is a funding commitment, as shown through the park and ride project. He responded to Mr. Zimmerman's concerns about coming up with the best solutions for the corridor at the best value. He said that as the transit analysis moves forward, VDOT will ensure that all options are reviewed carefully so that the facility functions correctly.

Ms. Smyth said everyone understands that transit isn't optional and that the corridor will not work without it.

Mr. Moore said there is a commitment to that.

Ms. Waters thanked VDOT for the time invested in making the clarifications to the project. She noted that the project is innovative and different, which necessarily brings about questions about implementation and operation. She said she thinks it can be done well and is confident VDOT will respond to jurisdictions' concerns. She said that transit does not work for everyone and that transportation solutions need to include options for all modes.

Ms. Tregoning asked Mr. Zimmerman to clarify his statement that the item would come back before the TPB so that the Board could have a better understanding of what the TDM study would show.

Mr. Zimmerman said he was not referring to the TPB when he said there would be further review. He said there would be future public hearings and forums, particularly through the NEPA process, that would provide for opportunities for input. He suggested that people at all levels, from citizens to elected officials, should partake of these opportunities.

Mr. Kirby mentioned that the TPB received some comments through the public comment process. He said there were relatively few comments, some of which were represented during the public comment session within this meeting. He said he does not believe the comments require further response.

Chair Bowser asked if the comments have been addressed directly by staff.

Mr. Kirby said the comments have been addressed.

Chair Bowser called for a vote. The motion passed with Mr. Roberts voting no.

9. Approval of Technical Assistance Recipients Under the FY 2012 Transportation/Land Use Connections (TLC) Program

Ms. Koster said it has been her privilege to chair the TLC Selection Panel and thanked TPB staff for their support. She said staff added an extra step for FY 2012 to provide more support to applicants prior to formal application submission, and that staff will work with applicants who were not selected to determine if there are opportunities to strengthen project proposals for FY 2013. She thanked the jurisdictions and organizations for submitting applications and noted that the applications submitted for FY 2012 funding represented a great deal of thought and innovation. She said the technical assistance program was oversubscribed and that the panel had to make some tough choices.

Ms. Koster said the panel wished to emphasize the importance of proposals that explicitly look at the connection between land use and transportation, not simply transportation. She said the panel was very encouraged by the fact that many of the applications involve different agencies working together. She asked Ms. Crawford to review the projects the panel recommends for funding.

Ms. Crawford provided a brief overview of the purpose of the TLC Program and a summary of program funding over the past five fiscal years. She said the TPB has funded 48 projects at roughly \$1.3 million. She said there is \$350,000 available in technical assistance funding for FY 2012, \$220,000 from the TPB's Unified Planning Work Program (UPWP) and \$130,000 from the Maryland Department of Transportation's technical assistance account in the UPWP. She said the panel recommends funding eight projects of the 15 applications received by the May 18 deadline. She provided a summary of the eight projects: one project is located in the District of Columbia, four projects are located in Maryland, two projects are located in Virginia, and one project was submitted by three jurisdictions: the District of Columbia, Prince George's County, and the City of Alexandria. She said staff will provide a full debriefing to jurisdictions whose projects were not funded.

Ms. Crawford said the TPB will host on September 16 the first event of the TLC Regional Peer Exchange Network, a new addition to the TLC Clearinghouse. The goal of the Regional Peer Exchange Network is to provide a mechanism to share information about past TLC technical assistance projects and to promote dialogue regionally about TLC topics.

Mr. Mendelson asked for more detail on the three jurisdiction project.

Ms. Crawford said the project was developed by Prince George's County in collaboration with the District of Columbia and Alexandria. She said the project will analyze affordable housing needs around transit stations in those jurisdictions and identify strategies to preserve, maintain, and develop affordable housing within close proximity to the transit stations.

Vice Chair Turner noted that this round of funding marks the sixth year of the TLC technical assistance Program. He asked if the TPB has conducted a review of jurisdictions to learn if any of the recommendations have been implemented.

Ms. Crawford said TPB staff followed up with all of the grantees earlier in the calendar year. She said that several jurisdictions whose projects contained recommendations for capital improvements have been able to secure funding to implement the recommendations. She said many of the projects recommending enhancements to policies and procedures have been implemented. She added that some projects were recommended for further study and that the jurisdictions have moved forward on several.

Chair Bowser asked if the funding is stable for the coming year.

Ms. Crawford said the \$350,000 for technical assistance is stable.

Chair Bowser asked if the project solicitation for the next round of funding would occur in March 2012.

Ms. Crawford said that is correct.

Chair Bowser asked what agencies TPB staff typically reach out to with information about the technical assistance program.

Ms. Crawford said staff contacts transportation partners, planning agencies, and housing agencies. She said TPB staff works with COG staff to reach out to other disciplines. She added that as the TLC Program has grown, many business improvements districts and other non-profits have worked with TPB member jurisdictions to submit an application.

Chair Bowser said she appreciates the hard work of the TLC Selection Panel and asked for a motion.

Ms. Koster made a motion to approve the recommended TLC technical assistance recipients under the FY 2012 TLC Program.

Mr. Bottigheimer seconded the motion, which passed unanimously.

10. Approval of a Scope and Process to Develop a TPB Regional Transportation Priorities Plan

Vice Chair Turner said staff revised the scope and process to develop a Regional Transportation Priorities Plan based on comments received from TPB members at the July 20 TPB Meeting. He requested that the TPB move forward with this process, and added that the TPB will be continually involved in the development of the Priorities Plan and can refine the product as it occurs according to the schedule that staff recommended.

Mr. Kirby reviewed a memorandum containing the changes in the scope and process that were included in the latest version of the document. He reviewed the tasks and schedule for the development of the Priorities Plan. He said the structure of the process will allow for the TPB and interested stakeholders to see immediate outputs and become engaged in the process. He referred to a letter from Harriet Tregoning asking the TPB to take the opportunity to reframe the scope and process to include different work tasks and approaches. He said he does not feel that the TPB should delay progress on the Priorities Plan, and noted that many of Ms. Tregoning's concerns are covered in the scope. He added that the scope will not repeat earlier work conducted by the TPB, but will instead be used as the starting point for a new undertaking. He said he thinks the scope is sufficiently broad and flexible so as to accommodate diverse viewpoints in the process.

Chair Bowser thanked Vice Chair Turner, all of the task force members, and TPB staff for their hard work, noting staff has worked hard since the June TPB meeting to address a number of the concerns raised by the Board. She said her particular concern was that the TPB be urgent in how it compiles the Priorities Plan so that it would not lose the benefit of the planning when funding opportunities arise. She said her concern was addressed in the revised scope and process.

Ms. Tregoning said she agreed with Chair Bowser that the biggest concern is that the TPB needs to understand the priorities in the region in a sufficient timeframe so that it may have an effect on the funding opportunities. She said there is currently the chance to apply for FY 2011 TIGER funding, which highlights the need for the region to be well positioned. She said she is pleased that there will be interim products as soon as December 2011. She clarified that her concern was never that things were not covered in the scope and process, but that it erred on the side of being comprehensive and not strategic. She said she is happy to move forward.

Vice Chair Turner made a motion to approve the scope and process to develop a TPB Regional Transportation Priorities Plan for incorporation into the FY 2012 UPWP.

Mr. Smith seconded the motion, which passed unanimously.

11. Approval of TPB Participation in the Submission by COG of a Sustainable Communities Regional Planning Grant Application to the Department of Housing and Urban Development (HUD)

Mr. Robertson said that he sought the Board's approval to participate in COG's regional application to the HUD Sustainable Communities Regional Planning Grant Program. He informed members that the resolution before them laid out two action tasks, the first being their participation, and the second being an agreement to use a portion of the TPB's work program funding to provide some of the matching funds for the effort in the event of a successful grant application. He said that the initiative had been approved by the COG Board of Directors the previous week, and that it would synthesize transportation, land use, environmental, housing, and other areas. He said that participation by the regional council and the MPO are required to apply

for these grants, so the TPB's approval would be required to proceed with an application. He advised the TPB that an advance notice of the grant opportunity had already been received and that the release of the actual notice was imminent. He said that the information from the advance notice had been used to communicate with the Planning Directors Committee, the Housing Committee, the TPB Technical Committee, and other stakeholders. He said that the effort would be overseen by the new Region Forward Coalition, and he noted that TPB members including Mr. Olsen are members of that group, which would provide a nice cross-fertilization of ideas and information.

Mr. Robertson said that there were two key words in the title of the grant application: "regional" and "planning." He said that projects needed to be truly regional, so that the regional work supports the local initiatives, and the local initiatives support the regional work. He said that unlike the TIGER grant application, a later agenda item, this grant was principally intended for planning activities rather than for capital projects. He said that the grant opportunity had arisen from the Livability and Sustainability Partnership between the EPA, DOT, and HUD, and that such intra-agency work is a very welcome development. He reminded members that they had generously supported a similarly-themed application last year, and he said that while that application was unsuccessful, a debrief from HUD had highlighted the many strengths of the proposal and the areas in which the application could have been improved. He said that staff had communicated with successful applicants to learn what had made them successful, and he stated his belief that COG and the TPB would have a competitive edge going forward.

Mr. Robertson said the overarching goals of the proposed program include equitable transit-oriented development, and access to affordable housing, jobs, and services. He thanked Ms. Tregoning for providing valuable insight on this matter. He said that the effort should support the local and regional economy, and that it should help create more effective regional partnerships, which he noted had been a key factor in the award of these grants in the previous round of applications. He emphasized that the proposals would not be restricted to the existing transportation network, as it is important to anticipate where future transportation investments will be needed and to ensure that regional planning efforts support them. He informed members that it would be important to aggressively seek matching funds for the proposed effort, as another lesson that had been learned from the debrief was that those applicants who are more aggressive in seeking matching funds often have a slightly greater chance of success. He also explained that while the Notice of Funding Availability was yet to be released, he anticipated a tight schedule over the course of the summer, and he appreciated the ongoing support of all the staff and officials in helping take advantage of this opportunity.

Mr. Robertson invited Mr. Mataya of COG staff to provide some additional information. Mr. Mataya reiterated the overarching goals of the proposal, and mentioned some specific examples of how they might be achieved, such as by looking at the potential impacts of the Purple Line on small businesses, existing communities, and equitable access to jobs. Referring to a map in the PowerPoint presentation, he identified the other transit lines that would be the subject of research and analysis. He said the intention was to learn lessons from each of these examples that could be applied elsewhere in the region. He asked if anybody had any questions.

Chair Bowser moved for the adoption of Resolution R2-2012 to approve TPB participation in the COG consortium, and the move was seconded. Chair Bowser asked if there were any comments.

Vice Chair Turner asked for confirmation that the funding request was for \$100,000 per year over the next three years if the application were to be accepted.

Mr. Robertson confirmed that this was the case.

Vice Chair Turner asked if the COG Board had agreed to match that amount, for a total of \$600,000.

Mr. Robertson said that COG funds were available and that it was anticipated project partners would also provide some funding. He said it was likely that the amount of federal funding requested would be scaled back by the time of the application, based on feedback from the previous round of funding, and he reiterated that providing a higher level of matching funds would likely make the application more competitive.

Vice Chair Turner asked whether the amount of federal funding requested would therefore be in the range of three to four million dollars.

Mr. Robertson said this was around the figure they anticipated.

Chair Bowser called for a vote on approving Resolution R2-2012, and it was passed unanimously.

12. Endorsement of a Proposed TPB Project Application Concept for Funding Under the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program, and of Applications Under Development by TPB Member Agencies for Four FTA Competitive Grant Programs

Mr. Kirby explained that members were being asked to approve a concept to be developed into an application for new TIGER funding. He said that the pre-application would need to be submitted on October 3 and the final application would be due on October 31, so there would be an opportunity for the Board to sign-off on the pre-application at its September meeting. He said that the proposed concept had been outlined in the memo that had been sent to members. Referring to a PowerPoint presentation, Mr. Kirby summarized the key aspects of the TIGER program, and he outlined the goals and other details of the proposed concept, including potential partners, suggested criteria, and milestone dates in the application process. Mr. Kirby said that he expected the application process to be very competitive, as this was the third round of TIGER funding, so there would be more applicants and those applying would be more sophisticated. He added that the Notice of Funding Availability had made it clear that the modal and geographic distribution of the projects would also be considered, so higher ranked applications could make way for less well regarded proposals if the initial distribution did not appear to be satisfactory. He said it was not clear whether the fact the TPB had received funding in the first round of

TIGER would count against an application in this latest round, but that such a possibility was all the more reason to develop a very strong application.

Mr. Kirby said that the focus of the proposed concept was on capital projects that would promote better access around rail stations throughout the region. He stated that around six sites would be selected, meaning a \$20 million application could have an average of around \$3 million per site, an amount commensurate with the kinds of improvements that could greatly improve access to under-utilized stations. He said that while Silver Line stations could be considered, it would not be appropriate to include the Purple Line in this process, as projects would need to be “ready to go.” He said that the proposal can only request funding for capital projects that are ready for implementation, as there would be no funding available for planning in this round of TIGER, and funds would have to be committed before the end of FY 2013. He added that the US DOT would also prefer that the NEPA process for the projects is already taken care of or well underway, so that it would not delay implementation. He noted that the memo included a straw man set of six locations that had been selected on the basis of the TLC program and WMATA’s Metrorail bicycle and pedestrian access improvement study. He described the six projects, but emphasized that they were provisional and had been included in part to demonstrate the kind of projects that were being sought for the application. He encouraged jurisdictions to propose better alternatives if possible, especially projects that met all of the criteria and were closer to implementation, and he noted that the memo had included a list of some other potential candidates for inclusion. He stated that there were certain components of potential projects that could be particularly attractive, such as private developer participation in the form of funding matches and true partnerships with local land use planners. He said that creative initiatives that could be replicated elsewhere in the region would also be likely to attract US DOT’s attention and support.

Referring to the PowerPoint presentation, Mr. Kirby outlined the proposed schedule, including several milestones before the submission of the final application on October 31. He concluded by briefly summarizing a list of projects that member jurisdictions planned to submit for funding under other FTA programs, and he requested that the Board approve letters demonstrating TPB support for applications from Montgomery County, Prince George’s County, and the Potomac and Rappahannock Transportation Commission.

Chair Bowser moved to approve the resolution and it was seconded. She invited discussion.

Mr. Bottingheimer endorsed the application concept.

Ms. Tregoning, noting that a TPB application for funding for bike-sharing in the second round of TIGER had been unsuccessful, asked whether there would be an interest in considering bike-sharing for inclusion in the latest application.

Mr. Kirby said that bike-sharing had been considered, but there was a feeling that it was not as innovative a concept as it had been a year or two ago, and that while it had been funded in a TIGER grant for Boston, the system in the Metropolitan Washington area was now further along. He acknowledged that there was the potential to do a lot more with bike-sharing in the region, but he said the concept that had been presented was considered to be the basis for a stronger

application.

Ms. Tregoning asked if it would be possible to have bike-sharing components in some of the proposed projects, especially as the current bike-sharing program was limited to just two from more than twenty jurisdictions in the region.

Mr. Kirby responded that this was a good point and said that bike-sharing could certainly be part of the application if new stations were to be integrated into the regional system.

Ms. Tregoning stated that bike-sharing also had the potential for the private sector match that Mr. Kirby had mentioned, especially given the cost-effectiveness of the system.

Chair Bowser asked if the TPB had submitted a project related to pedestrian access or bus facility enhancements to the Fort Totten Metro station.

Mr. Kirby said it had not, though he mentioned that all station areas would be studied should the TPB receive the US DOT Transportation, Community, and System Preservations Program grant for which it applied in June 2011.

Chair Bowser called for a vote on approving the resolution and it was passed unanimously.

INFORMATION ITEMS

13. Update on COG's Regional Incident Management and Response (IMR) Action Plan

Chair Bowser invited Mr. Andrews to speak concerning the first of the information items, an update on COG's Regional Incident Management and Response Action Plan.

Mr. Andrews said it was a pleasure for him to have the opportunity to provide an update on the activity of the COG Incident Management Response Steering Committee that he had been privileged to chair. He said that while many people would rather forget the experience they had on January 26, when many spent hours in commutes home during the snow and ice storm, it was important to learn from the experience in order to try to prevent it from being repeated. He reminded members that the COG Board had established the Steering Committee in March and had set out an ambitious schedule. He said that they were on track to provide their recommendations by October, and that the TPB and the Emergency Preparedness Council would have a chance to review them and to advise the COG Board on what recommendations to adopt at its November meeting. He emphasized that what he was about to present was not a draft report, but a summary of some of the key points of the discussion to date and a sense of the direction in which the Steering Committee was headed.

Referring to the memo that had been sent out to Board members, Mr. Andrews presented a series of proposed actions that were grouped into four focus areas: 1) Improve Real-Time Information or Situational Awareness Among Local, State and Federal Government Agencies with

Operational Authority or Responsibilities; 2) Improve Real-Time Information to the Media and the Public; 3) Improve Regional Coordination; and 4) Strengthen and Focus Decision-Making.

Mr. Smith asked if there was something that could be done to get the message out better if a truck jackknifed on the I-270 or I-70, with no prospect of resolving the situation for many hours, as had happened in the last storm.

Mr. Andrews responded affirmatively, saying that there needed to be real-time information conveyed about traffic conditions on particular roads and potential alternative routes, so that people do not inadvertently arrive in a situation that they cannot get out of. He said that it would be possible to provide better and more timely information, and that once the system was demonstrated to be accurate, people would take the warnings more seriously. He added that the Federal Office of Personnel Management was reviewing its policies relating to its employees in such situations, and that the coordination of decisions among employers was also a work in progress. He said it was important to try to avoid releasing a large number of employees after the snowstorm had already started, and that those who had not left in advance of the storm might need to be encouraged to shelter in place until the worst of the storm was over. He noted that MetroRail had fared well that day, which made the situation better than it might have been.

Chair Bowser asked if the Steering Committee had taken a position on the effectiveness of MATOC and made any specific recommendations in that regard.

Mr. Andrews replied that the Committee had received a presentation about MATOC at its last meeting, and that there had been a comparison with a similar agency, TRANSCOM, in New York. He stated that MATOC seemed to be working reasonably well, but he said he believed some members were more expert than him in this matter, and he invited feedback and suggestions that he could take back to the Steering Committee.

Mr. Mendelson said that he viewed the challenge faced on January 26th as being similar to that faced on September 11th, 2001, and that the challenge was not simply one of information sharing, but also of decision-making. He said that an example of that was on September 11th, when DDOT turned the signals green so that people could get out of the city, but the military district closed the bridge. He said a variation of this had occurred on January 26th, when the Federal Office of Personnel Management decided to tell people they could leave early without consulting any of the DOTs, making it hard for the DOTs to handle an early and compressed rush hour. He said that one of the issues was that there are so many jurisdictions and that they do not want to cede decision-making authority to another body. He said he believed that could change if MATOC were to be fully supported and fully funded, as it would be credible, knowledgeable and respected, and it could make recommendations that people would follow. He said a conversation concerning legal authority might not be necessary, as if MATOC were to become credible, it could make decisions through the voluntary agreement of the jurisdictions.

Mr. Andrews thanked Mr. Mendelson and commented that MATOC had recently received a \$2.3 million grant from the Urban Area Security Initiative (UASI) process, which would enable it to expand. He said that it would not, however, be sufficient to make it a 24/7 operation like

TRANSCOM.

Chair Bowser thanked Mr. Andrews and said she looked forward to seeing the recommendations.

14. Briefing on Amendments to the FY 2012 Unified Planning Work Program (UPWP) to Revise the Budget and Respond to the Federal Transportation Planning Certification Review

Chair Bowser stated that time was running short, but that members should turn their attention to the materials for the final item in the mail-out packet, as they would be asked to vote on them at the September meeting. She asked Mr. Kirby if he could advise members what to focus on.

Mr. Kirby said that this item concerned the work program for this fiscal year, 2012, and that the memo had two features. He said it included final budget numbers that were about \$70,000 more than had been assumed last March, quite close to the initial estimate. He said the other feature was aimed at the recommendations from the federal certification review, and included amendments that members would be asked to consider in September. He stated that some language on the priorities plan and scope would also be included now that it had been approved.

Chair Bowser thanked Mr. Kirby and asked if anybody had any questions.

Ms. Comstock said she had a housekeeping question, and asked whether it would be possible to receive the materials electronically each month instead of receiving all the paper.

Mr. Kirby said that individual members could opt to be removed from the mailing list if they so wished, as they can already access the materials electronically on the TPB website.

Ms. Comstock said she would like to encourage electronic communication of materials to reduce costs, as the savings could be spent on improving transit and transportation instead of on paper.

Mr. Kirby said that this change had already been made for the Technical Committee, and that consideration would be given to doing the same for the Board.

15. Other Business

There was no other business.

16. Adjourn

The meeting was adjourned at 2:10pm.

TPB Technical Committee Meeting Highlights September 9, 2011

The Technical Committee met on September 9 at COG. Seven items were reviewed for inclusion on the TPB agenda on September 21.

- TPB agenda Item 7

The Committee was briefed on the recommended local projects for the TPB's FY 2011 TIGER application to implement pedestrian and bicycle access improvements in rail station areas throughout the region. The Board will be asked to approve the recommended projects and pre-application for submission by October 3. The Board will be asked to approve the final application package at its October 19 meeting for submission by October 31.

- TPB agenda Item 8

The Committee was briefed on the national Rail~Volution conference to be held in Washington DC October 16-19. The conference program has over 75 sessions, mobile workshops, networking events, and charettes.

- TPB agenda Item 9

The Committee was briefed on the Phase I recommendations to improve governance at the Washington Metropolitan Area Transit Authority (WMATA) by the Governance Work Group (GWG) appointed by the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

- TPB agenda Item 10

Staff of the DC Office of Planning briefed the Committee on the final report of the Housing and Transportation Cost Study for the Washington Metropolitan Area prepared by the DC Office of Planning and the Center for Neighborhood Technology (CNT).

- TPB agenda Item 11

The Committee was briefed on the purpose and schedule of a new Household Travel Survey to be conducted this fall and spring in fourteen geographic subareas of the region.

- TPB agenda Item 12

Staff briefed the Committee on the schedule and activities to date for the Federal Highway Administration (FHWA) funded study to investigate issues related to the public acceptability of road-use pricing in the Metropolitan Washington Region.

- TPB agenda Item 13

The Committee was briefed on the draft call for projects document and schedule for the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP. The Board will be asked to approve the final call for projects document at its October 19 meeting.

Three items were presented for information and discussion:

- At the June 15 TPB meeting, the CAC requested that the TPB develop and approve a Regional Policy on Complete Streets and that the Bicycle and Pedestrian Subcommittee take the lead in developing this policy. The Committee was briefed on the Subcommittee's draft policy, which is scheduled to be reviewed in October by the TPB Access for All Committee and the Regional Bus Subcommittee. The draft policy is scheduled to be presented to the Technical Committee, CAC and TPB in November.
- The "CLRP Aspirations" scenario, completed and reported to the TPB in September 2010, integrates a regional network of toll lanes and bus rapid transit with more concentrated growth in mixed-use activity centers. The Committee was briefed on the results of a sensitivity test of the scenario that analyzes the impact of a lower-cost "streamlined" variably priced lane network with less new construction and more conversion of general purpose lanes to variably priced lanes.
- At the July 8 meeting, the Committee was briefed on an amendment to the 2012 UPWP budget to reflect changes in new FY 2012 funding and adjustments in the unobligated FY 2010 funding provided by DDOT, MDOT and VDOT. The Committee was also briefed on amendments to implement the recommendations and corrective actions included in the federal certification report on the transportation planning process for the Washington DC-VA-MD Transportation Management Area. The Committee was updated on these amendments to the FY 2012 UPWP, which will be presented to the TPB for approval at its October 19 meeting.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - September 9, 2011**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Colleen Mitchell

MARYLAND

Charles County -----
Frederick Co. Ronald Burns
City of Frederick -----
Gaithersburg -----
Montgomery Co. Gary Erenrich
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. -----
 Prince George's Co. -----
MDOT Lyn Erickson
MTA -----
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
City of Fairfax Alexis Verzosa
Fairfax Co. Mike Lake
Falls Church -----
Loudoun Co. -----
Manassas -----
Prince William Co. Monica Backmon
NVTC -----
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Kanathur Srikanth
VDRPT Anthony Foster
NVPDC -----
VDOA -----

WMATA

WMATA Mark Kellogg

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA Melissa Barlow
NCPC -----
NPS -----
MWAQC -----

COG Staff

Ronald Kirby, DTP
Gerald Miller, DTP
Ron Milone, DTP
Andrew Austin, DTP
Robert Griffiths, DTP
Michael Farrell, DTP
Andy Meese, DTP
John Swanson, DTP
Rich Roisman, DTP
Sarah Crawford, DTP
Elena Constantine, DTP
Eric Randall, DTP
Ben Hampton, DTP
Deb Bilek, DTP
Jim Yin, DTP
Yu Gao, DTP
Daniel Son, DTP
Erin Morrow, DTP
Sunil Kumar, DEP

Other Attendees

Randy Carroll, MDE
Matthew Zych, WMATA
Rick Rybeck, Just Economics LLC
Marti Ann ReinFeld, DDOT
Bruce Gartner, MDOT
Thomas Webster, MDOT
Kristen Weiss, MDOT
Art Rodgers, DC Office of Planning
Bill Orleans

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

September 12, 2011

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Steering Committee Actions

At its meeting of September 9, 2011, the TPB Steering Committee approved the following resolutions:

- TPB SR7-2012 on an amendment to the FY2011-2016 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for construction of the George Mason West Campus Roadway Connection Project, as requested by the Virginia Department of Transportation (VDOT).
- TPB SR8-2011 on an amendment to the FY2011-2016 TIP that is exempt from the air quality conformity requirement to modify funding for ten Transit Projects, as requested by the Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Railway Express (VRE) and VDOT.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.”

TPB SR7- 2012
September 9, 2011

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR CONSTRUCTION OF THE GEORGE MASON
WEST CAMPUS ROADWAY CONNECTION PROJECT, AS REQUESTED
BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of August 23, 2011 VDOT has requested an amendment to the FY 2011-2016 TIP to include the George Mason West Campus Roadway Connection Project with \$4,000 in STP funds and \$14.995 million in state advanced construction funds programmed in FY 2012, as described in the attached materials; and

WHEREAS, the proposed project is not considered to be regionally significant and is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include the George Mason West Campus Roadway Connection Project with \$4,000 in STP funds and \$14.995 million in state advanced construction funds programmed in FY 2012, as described in the attached materials.

Adopted by the Transportation Planning Board at its regular meeting on September 9, 2011.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

August 23, 2011

The Honorable Muriel Bowser, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2011-2016 Transportation Improvement Program Amendment

Dear Chairman Bowser:

Fairfax County, George Mason University, and the Virginia Department of Transportation request amending the FY 2011-2016 Transportation Improvement Program (TIP) to reflect revisions to the planned obligation of funds for the George Mason West Campus Roadway Connection Project (UPC #100431) in Northern Virginia.

The proposed amendment adds the project to the TIP with planned funding obligations of \$4,000 in STP funds for the preliminary engineering (PE) phase, and \$14,995,000 in advance construction for the construction (CN) phase and other state bond funds in FY 2012. The funding to be obligated in this amendment has been allocated by the Commonwealth Transportation Board (CTB) as part of the FY 2012-2017 Six Year Program adopted on June 15, 2011, and Virginia's amended financial plan for the 2010 CLRP. The attached table presents the revised project funding for the FY 2011-2016 TIP.

The project involves the planning and construction of a new road by extending Mason Pond Road within George Mason University campus. The new road will be constructed to the west of Route 123 and be grade separated without any movements to/from Route 123. This new roadway is planned to then turn south (within the University Campus) and eventually intersect Braddock Road west of Route 123. The type of intersection of the extended Mason Pond Drive with Braddock Road and the movements allowed at this new intersection are still to be determined.

Mason Pond Road is considered a local street and determined not to be regionally significant for air quality purposes. The new road, an extension of Mason Pond Drive, is also considered not regionally significant for air quality purposes. As such, the proposed TIP amendment will not impact the currently approved air quality conformity analyses of the 2010 CLRP.

The Honorable Muriel Bowser
August 23, 2011
Page 2

We request the TIP amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at the September 9, 2011 meeting. Representatives from VDOT and Fairfax County plan to attend the meeting and be available to answer any questions. Upon approval of this amendment, please provide copies of the approval to Ms. Renée Hamilton, VDOT's Assistant District Administrator for Programming and Investment Management in Northern Virginia, and Mr. Chad Tucker, VDOT's District Coordinator for the Transportation and Mobility Planning Division in Richmond.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Garrett W. Moore". The signature is written in a cursive style with a large initial 'G'.

Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachment

Copy: Renée N. Hamilton
Chad Tucker

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

FY 2011 - 2016

TIP Amendment - 8/22/2011

VDOT-Secondary	Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
				Fed	State	Local							
TIP ID: Agency ID: 100431			STP	80%	20%	0%	\$0	\$5	\$0	\$0	\$0	\$0	Complete: 2013
Facility: Mason Pond Dr.	PE						\$0	\$0	\$0	\$0	\$0	\$0	\$5.00
From: Patriot Circle	RW						\$0	\$0	\$0	\$0	\$0	\$0	\$0.00
To: Braddock Road (620)	CN		AC-Bonds	0%	100%	0%	\$0	\$14,995	\$0	\$0	\$0	\$0	\$14,995.00
Description: Provide funds for PE and CN for Extension of Mason Pond Drive over Rte 123 to new intersection with Braddock Road.							Total Funds:						\$15,000.00
Jurisdiction: Fairfax County													
Amendment: This TIP amendment is to add PE & CN phase and to obligate \$4,000 STP funds PE phase:\$14,995,000 AC-other (Bonds) phase FY12													
Air Quality: This amendment does not impact the Regional Air Quality Conformity Analysis for the Metropolitan Washington Regionl.													

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO MODIFY FUNDING FOR TEN TRANSIT PROJECTS, AS REQUESTED
BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of August 29, 2011 VDOT has requested an amendment to the FY 2011-2016 TIP to modify funding for ten transit projects, increasing Section 5307 funds by \$158,000 in FY 2012 and by \$4 million in FY 2013, decreasing Section 5309 funding by \$549,000 in FY 2012, increasing CMAQ funding by \$4.3 million in FY 2012, decreasing Flexible STP funds by \$6.5 million in FY 2012, increasing state bonds by \$6.5 million in FY 2012, and adding \$6.217 million and \$4.215 million in State Rail Enhancement Funds in FY 2012 and FY 2013 respectively, as described in the attached materials; and

WHEREAS, the proposed changes are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to modify funding for ten transit projects, increasing Section 5307 funds by \$158,000 in FY 2012 and by \$4 million in FY 2013, decreasing Section 5309 funding by \$549,000 in FY 2012, increasing CMAQ funding by \$4.3 million in FY 2012, decreasing Flexible STP funds by \$6.5 million in FY 2012, increasing state bonds by \$6.5 million in FY 2012, and adding \$6.217 million and \$4.215 million in State Rail Enhancement Funds in FY 2012 and FY 2013 respectively, as described in the attached materials.

Adopted by the Transportation Planning Board at its regular meeting on July 8, 2011.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

August 29, 2011

The Honorable Muriel Bowser, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2011-2016 Transportation Improvement Program Amendment

Dear Chairman Bowser:

The Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Railway Express, and the Virginia Department of Transportation (VDOT) request amending the FY 2011-2016 Transportation Improvement Program (TIP) to reflect revisions to the planned obligation of funds for a series of transit related projects.

There are a total of ten VRE and PRTC transit projects included in this amendment that involves mostly FTA funds (Sec. 5307, 5309), some CMAQ, and some flexible STP funds. The variety of projects includes the purchase of replacement buses, installation of bus shelters, building a third track for a limited stretch, and improvements at VRE train stations.

None of the projects included in this TIP amendment affect the approved regional air quality conformity analyses for the CLRP and TIP since they are exempt from consideration for regional air quality purposes. The changes proposed to the 2012-2016 TIP are indicated in boldface in the attached spreadsheet and are outlined below:

- PRTC Bus Shelter Programs (PRTC0001). This project provides for the engineering and design of site-specific improvements and permitting requirements that lead to the installation of bus shelters. The proposed amendment will add \$38K in the preliminary engineering phase of FY2012 using Federal Section 5307 funds.
- PRTC Commuter Assistance Program (UPCT1833). This project will provide comprehensive transit commute matching services to Prince William County and the Cities of Manassas and Manassas Park. The proposed amendment will add \$300K in the preliminary engineering phase in FY2012 using Federal CMAQ funds.

- PRTC Bus Acquisition/Replacement Program (UPCT158). This project involves the acquisition of commuter buses for the PRTC fleet. The proposed amendment will add \$2,000K in the construction phase in FY2012 using Federal CMAQ funds.
- VRE Rolling Road Station Platform Extension (UPCT11289). This project will lengthen the existing platform from 400 feet to 650 feet and extend the canopy 100 feet as well. The proposed amendment will add \$500K in the preliminary engineering phase in FY 2012 using Federal CMAQ funds and will add \$1,500K in the construction phase in FY 2012 using Federal CMAQ funds.
- VRE Spotsylvania Third Track (VRE0017). This project will construct 2.5 miles of third mainline track and associated infrastructure on the CSX RF&P rail corridor. The proposed amendment will add \$1,100K to the preliminary engineering phase and \$800K in the construction phase in FY 2012 using Federal Section 5309 funds. It will also add \$4,000K in the construction phase of both FY 2012 and FY 2013 using Federal Section 5307 funds and add \$6,217K and \$4,215K in the construction phase of FY 2012 and FY 2013, respectively, using State Rail Enhancement Funds (REF). The proposed addition of the third track will not lead to any increased VRE commuter rail services and as such will not impact the transit related assumptions of regional air quality conformity analyses for the 2010 or 2011 CLRP.
- VRE Rolling Stock Acquisition (VRFE0009). This project provides for the debt service on rail cars and the purchase of rail cars and locomotives. The proposed amendment will reduce the construction phase of FY 2012 using Federal Section 5307 funds by \$2,375K (for a total of \$3,100K), add \$117K in the construction phase of FY 2012 using Federal Section 5309 funds (for a total of \$5,930K), revise the current STP number to show \$10,300K in the construction phase of FY 2012 using Flexible STP and add \$6,500K in the construction phase of FY 2012 using State Bond funds.
- VRE Storage Yards Improvements (VRE0007). This project provides for improvements to the yards and maintenance facilities to allow additional maintenance to be performed by VRE Federal Section 5309 funds and reduce the construction phase of FY 2012 the Federal Section 5307 funds by \$816K.
- VRE Fare Collection System/Comm. Improvements (VRE0002). This project provides for the maintenance of the fare collection equipment and a system upgrade. This amendment will delete \$123K from the FY 2012 construction phase of the Federal Section 5307 funds and reduce the FY2012 construction phase of Federal Section 5309 funds by \$390K.

The Honorable Muriel Bowser
August 29, 2011
Page 3

- VRE Rolling Stock Modifications and Overhauls (VRE0001). This project provides for the continued maintenance of the rolling stock to meet FRA safety standards. This amendment will delete \$519K from the construction phase FY 2012 of federal section 5309 funds and reduce the construction phase of FY 2012 of federal section 5307 funds by \$490K.
- VRE Stations and Facilities (VRE0011). This project provides for the upgrades and improvements for contractors or additional vehicles to be stored. This amendment will delete \$1,417K from the construction phase of FY 2012 to stations, including signage, lighting, platforms, extending canopies, etc. This amendment will add \$159K in the construction phase of FY 2011 of federal section 5307 funds and reduce the construction phase of FY 2012 of federal section 5309 funds by \$240K, and reduce the construction phase of FY 2012 of federal section 5307 funds by \$235K.

We request the TIP amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at the September 9, 2011 meeting. Representatives from VDOT, the Virginia Railway Express, and the Potomac Rappahannock Transportation Commission plan to attend the meeting and be available to answer any questions.

Upon approval of this amendment, please provide copies of the approval to Ms. Renée Hamilton, VDOT's Assistant District Administrator for Programming and Investment Management in Northern Virginia, and Mr. Chad Tucker, VDOT's District Coordinator for the Transportation and Mobility Planning Division in Richmond.

Correspondence from PRTC is attached for your information.

Thank you for your consideration of this request.

Sincerely,



Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachments

Copy: Renée N. Hamilton
Chad Tucker

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

FY 2011 - 2016

TIP Amendment -9/14/2011

Changes to funding are noted in **bold**.

	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							

PRTC - Transit

TIP ID:	5304	Agency ID:	PRTC 0001	Title: PRTC Bus Shelter Programs			Complete:	2040					
Facility:	PRTC Transit Center	67 a	Section 5307	80%	20%	0%	\$37 a	\$38 a	\$39 a	\$40 a	\$41 a	\$42 a	\$237.00
From:													
To:													
Description: Installation of bus shelters, pads, benches, and access improvements.													
Jurisdiction: Prince William County, & Cities of Manassas & Manassas Park													
Amendment: Add \$38K of 5307 funds to FY12 Engineering phase.													
Air Quality: This project is exempt from the requirement to determine air quality conformity.													
Total Funds: \$237.00													

TIPGROUP: Transit Ridesharing

TIP ID:		Agency ID:	T1833	Title: PRTC Commuter Assistance Program			Complete:	2040					
Facility:		\$600 a	CMAQ	80%	20%	0%	\$300 a	\$300 a					\$600.00
From:													
To:													
Description: Provides comprehensive transit commute matching services for Prince William Co., Manassas, and Manassas Park. Ridematching services are coordinated with the regional MWCOC commuter connection database.													
Jurisdiction: Prince William County, & Cities of Manassas & Manassas Park													
Amendment: Add \$300K of CMAQ funding into the FY12 Engineering phase.													
Air Quality: This project is exempt from the requirement to determine air quality conformity.													
Total Funds: \$600.00													

PRTC - Transit

TIP ID:	4506	Agency ID:	PRTC0005 or T158	Title: Bus Acquisition/Replacement Program			Complete:	2040					
Facility:	PRTC - Bus Acquisition		CMAQ	80%	20%	0%	\$1,000 c	\$2,000 c					\$3,000.00
From:	NOVA Districtwide	\$3,734	Section 5309	80%	10%	10%	\$1,853 c	\$1,908 c	\$1,965 c	\$2,024 c	\$2,085 c	\$2,148 c	\$11,983.00
To:													
Description: Replacement of existing buses within the PRTC fleet.													
Jurisdiction: Prince William County													
Amendment: Add \$2,000K of CMAQ funding to the FY12 Construction phase and \$2,148K of 5309 funding to the FY16 Construction phase.													
Air Quality: This project is exempt from the requirement to determine air quality conformity.													
Total Funds: \$14,983.00													

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

FY 2011 - 2016

TIP Amendment -9/14/2011

Changes to funding are noted in bold.

	Previous Funding	Funding Source	Funding Shares				FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local								

VRE - Transit													
TIP ID:	NEW	Agency ID:	T11289/VRE0016	Title:	Rolling Road Platform Extension								Complete:
Facility:	VRE Rolling Road Station			CMAQ	80%	20%	0%						2014
From:	Fairfax County			CMAQ	80%	20%	0%						\$500.00
To:													\$1,500.00
Total Funds:												\$2,000.00	

Description: Project will add 250 feet to the existing platform and extend the canopy by 100 feet.
 Jurisdiction: Fairfax County
 Amendment: Add \$ 500K of CMAQ funds to FY2012 Engineering phase and \$1,500K of CMAQ funds to the FY2012 Construction Phase.
 Air Quality: This project is exempt from the requirement to determine air quality conformity.

VRE - Transit													
TIP ID:	NEW	Agency ID:	VRE0017	Title:	Spotslyvania Third Track								Complete:
Facility:	CSX RF&P Rail Corridor Third Track			Section 5309	80%	14%	6%						2014
From:	CFP 55.7 Hamilton Interlocking (HA)			Section 5309	80%	14%	6%						\$1,100.00
To:	CFP 53 VRE Crossroad Yard (XR)			Section 5307	80%	14%	6%						\$800.00
				State-REF	0%	70%	30%						\$4,000.00
Total Funds:												\$20,332.00	

Description: Project will construct 2.5 miles of third mainline track and associated infrastructure on the CSX RF&P rail corridor.
 Jurisdiction: Spotslyvania County
 Amendment: Add \$1,100K in 5309 funds to FY2012 Engineering phase, add \$800K in 5309 funds to the FY2012 Construction phase, add \$4,000K in 5307 funds and \$6,217K in State REF funds to the FY2012 Construction phase. This also adds \$4,000K of 5307 funds and \$4,215 of State REF funds to the FY2013 Construction phase.
 Air Quality: This project is exempt from the requirement to determine air quality conformity.

VRE - Transit													
TIP ID:	4534	Agency ID:	VRE0009	Title:	Rolling Stock Acquisition								Complete:
Facility:	VRE Rolling Stock			Sections5309-FG	80%	20%	0%						2040
From:	Systemwide			Section 5307	80%	16%	4%						\$3,750.00
To:				Section 5309	80%	16%	4%						\$20,346.00
				Flex STP	80%	16%	4%						\$33,959.00
				State-Bonds	0%	80%	20%						\$10,300.00
Total Funds:												\$74,855.00	

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. In addition, VRE has contracted with Motive Power for 20 locomotives. VRE has initiated a procurement of up to 50 rail cars. This project includes funding for debt service on the rolling stock, spec development, and construction oversight.
 Jurisdiction: NOVA Districtwide
 Amendment: Revise the current STP number to show \$10,300K of Flexible STP and \$6,500K of State Bond funds in the Construction phase of FY12, add \$117K in 5309 funds to the FY2012 Construction phase, and reduce by \$2,375K the 5307 funds in the FY2012 Construction phase.
 Air Quality: This project is exempt from the requirement to determine air quality conformity.

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

FY 2011 - 2016

TIP Amendment -9/14/2011

Changes to funding are noted in bold.

	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							

VRE - Transit												
TIP ID:	4070		Agency ID:	VRE0007		Title: Storage Yards Improvements						Complete: 2030

Facility:	Systemwide	\$ 473 c	Section 5307	80%	11%	9%	\$857 c	\$1,100 c	\$3,173 c	\$5,345 c	\$5,397 c	\$15,872.00
From:		\$1,318 c	Section 5309	80%	20%	0%	\$943 c	\$0	\$819 c	\$2,869 c	\$2,849 c	
To:												
Total Funds:											\$23,352.00	

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

Jurisdiction: Systemwide

Amendment: **Delete \$1,417K of 5309 funds in the FY2012 Construction phase and reduce by \$816K the 5307 funds in the FY2012 Construction phase.**

Air Quality: This project is exempt from the requirement to determine air quality conformity.

VRE - Transit												
TIP ID:	4802		Agency ID:	VRE0002		Title: Fare Collection System/Comm. Improvements						Complete: 2030

Facility:	Systemwide	\$ 679 c	Section 5307	80%	20%	0%	\$123 c	\$0	\$123 c	\$123 c	\$123 c	\$615.00
From:		\$ 550 c	Section 5309	80%	0%	20%	\$400 c	\$10 c	\$400 c	\$400 c	\$400 c	
To:												
Total Funds:											\$2,625.00	

Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment, Fare Collection III.

Jurisdiction: Systemwide

Amendment: **Delete \$123K of 5307 funds in the FY2012 Construction phase and reduce by \$390K the 5309 funds in the FY2012 Construction phase.**

Air Quality: This project is exempt from the requirement to determine air quality conformity.

VRE - Transit												
TIP ID:	4818		Agency ID:	VRE0001		Title: Rolling Stock Modifications and Overhauls						Complete: 2030

Facility:	Systemwide	\$ 244 c	Section 5307	80%	0%	20%	\$10 c	\$500 c	\$500 c	\$500 c	\$500 c	\$2,010.00
From:			Section 5309	80%	20%	0%	\$1,038 c	\$519 c	\$519 c	\$519 c	\$519 c	
To:												
Total Funds:											\$4,605.00	

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority.

Jurisdiction: Systemwide

Amendment: **Delete \$519K of 5309 funds in the FY2012 Construction phase and reduce by \$490K the 5307 funds in the FY2012 Construction phase.**

Air Quality: This project is exempt from the requirement to determine air quality conformity.

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

FY 2011 - 2016

TIP Amendment -9/14/2011

Changes to funding are noted in bold.

	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							

VRE - Transit													
TIP ID:	4310	Agency ID:	VRE0011	Title: VRE Stations and Facilities									Complete: 2030
Facility:	VRE Stations and Facilities			80%	20%	0%	\$249 c	\$100 c	\$335 c	\$360 c	\$360 c	\$360 c	
From:	Districtwide			80%	20%	0%	\$210 c	\$500 c	\$450 c	\$400 c	\$400 c	\$1,764.00	
To:												\$1,960.00	
				Total Funds:									\$3,724.00

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations.
 Jurisdiction: Systemwide
 Amendment: Add \$159K of 5307 funds in the FY2011 Construction phase, reduce by \$240K the 5309 funds in the FY2012 Construction phase and reduce by \$235K the 5307 funds in the FY2012 Construction phase.
 Air Quality: This project is exempt from the requirement to determine air quality conformity.

PRTC - Transit											
TIP ID:	New	Agency ID:	PRTC0007	STP	Title:	Rehab Bus Maintenance/Admin Facility				Complete: 2012	
Facility:	PRTC Transit Center				80%	20%	0%			\$450 c	
From:											
To:											
Description: The PRTC Maintenance/Admin Facility is now 16 years old and several projects need to be completed to keep the facility in state of good repair. (e.g. concrete pads have failed in the bus storage area and need to be replaced, gate to yard needs to be upgraded and replaced, yard needs an emergency exit, etc.)										Total Funds:	\$450.00
n: Jurisdiction: Prince William County											
Amendment Add \$450K in the Construction Phase of FY11 for replacing concrete pads, upgrade gates and emergency egress.											
Air Quality: This project is exempt from the requirement to determine air quality conformity.											

PRTC - Transit											
TIP ID:	8540	Agency ID:	PRTC0003	STP	Title:	Rehabilitate/Rebuild OmniRide Buses				Complete: 2015	
Facility:	OmniRide Buses				80%	20%	0%			\$227 c	
From:											
To:											
Description: Overhaul MCI buses in order to lengthen the useful life and rebuild several power trains/bus engines.										Total Funds:	\$2,026.00
n: Jurisdiction: Prince William County											
Amendment Add \$ 227 of STP funds to the FY11 Construction phase for power train or engine replacements.											
Air Quality: This project is exempt from the requirement to determine air quality conformity.											

PRTC - Transit											
TIP ID:	5061	Agency ID:	UPC 85382/PRTC02	CMAQ	Title:	Western Facility Maintenance Facility				Complete: 2014	
Facility:	OmniRide Buses				80%	20%	0%			\$1,000 b	
From:											
To:											
Description: Design and construct new PRTC bus maintenance facility and bus storage yard in Western Prince William County.										Total Funds:	\$2,250.00
n: Jurisdiction: Prince William County											
Amendment Add \$1250K of Federal earmark (5309-B) funds to the FY11 construction phase.											
Air Quality: This project is exempt from the requirement to determine air quality conformity.											

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

September 21, 2011

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the May 18th TPB Meeting

The attached letters were sent/received since the July 20th TPB meeting. The letters will be reviewed under Agenda #5 of the September 21st TPB agenda.

Attachments

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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

Telephone (202) 962-3200 TDD (202) 962-3213 Fax (202) 962-3201 Internet: www.mwcog.org

FOR IMMEDIATE RELEASE

September 14, 2011

CONTACT: Lewis Miller, lmiller@mwcog.org / 202-962-3209

Steven Kania, skania@mwcog.org / 202-962-3249 (for Spanish-language inquiries)

Transportation Officials Seek Input from Washington Area Hispanic Residents

Travel Survey Helps Influence Transportation Planning, Projects

WASHINGTON, DC – The National Capital Region Transportation Planning Board (TPB) is encouraging Washington area Hispanic residents to participate in its 2011-2012 Household Travel Survey. The survey collects and analyzes daily travel behavior from nearly 5,000 households within geographic subareas in the District of Columbia, Suburban Maryland, and Northern Virginia. Spanish-language speakers were underrepresented in [the previous Regional Household Travel Survey](#) taken in 2007-2008.

“In order to get an accurate picture of how people travel in our region, we need all area residents to participate in this survey,” said Muriel Bowser, District of Columbia Councilmember and TPB Chairman. “It’s especially important that our data reflects fast growing population groups like the region’s Hispanic residents.”

This year’s survey includes geographic areas with large Hispanic populations such as Woodbridge and the Purple Line International Corridor (Langley Park area). Participants are selected randomly and surveys are conducted in English and Spanish. The first round of interviewing is underway and will continue through mid-November. The survey is confidential and personal information is not shared with others.

Data collected in this survey will assist in transportation planning efforts to ensure that local road and public transit networks are able to meet the region’s growing travel demands. Major transportation improvements are underway or under consideration (the Purple Line in the Langley Park area, the I-95 HOT lanes, and potential VRE service expansion in the Woodbridge area, for example), and it is important to collect information on household travel before such projects begin.

Arlington County used the TPB’s survey instrument to produce their [recent report](#) on the County’s travel patterns. The TPB hopes that this unique data collection and analysis will eventually be conducted on an

annual basis to supplement the American Community Survey, which will only report data for smaller communities every five years.

#

One Region Moving Forward

The TPB is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), and members of the Maryland and Virginia General Assemblies.

www.mwcog.org / TPB & COG on Facebook: [Click Here](#)

#



TLC Regional Peer Exchange Network Kickoff Forum

Join us for the launch of the Regional Peer Exchange Network, a new component of the National Capital Region Transportation Planning Board's (TPB) Transportation/Land-Use Connections (TLC) Program. The Regional Peer Exchange Network will provide a variety of opportunities through which to communicate best practices on TLC topics. The Forum will serve as an opportunity for past TLC grant recipients, stakeholders, and other interested individuals to begin a dialogue on TLC topics relevant to our region.

Friday, September 16, 2011

9:00 a.m.—12:00 p.m.

National Capital Planning Commission

401 9th Street, NW, Suite 500, Washington DC 20004 | Metro: Archives, Navy Memorial



Lecture at NCPC | 9:00-9:45 *Perspectives from Miami, Florida*

The National Capital Planning Commission invites you to a presentation by:

Ana Gelabert-Sanchez, Former Planning Director of Miami

Ms. Gelabert-Sanchez is a Loeb Fellow and the driving force behind "Miami 21," a form based zoning code that takes a holistic approach to land use and urban planning.

Project Showcase | 10:00-11:30

Previous TLC Technical Assistance Recipients and Consultants

Waldorf Urban Transportation Plan

Jason Groth
Charles County

**Purple Line Bicycle Access/
Bicycle Hub Location Study**

Carol Kachadoorian
Toole Design Group

**NoMa Gateway Transportation
Enhancement Project**

Jamie Brätt
NoMa Business Improvement District

**Wiehle Avenue Station Multimodal
Mobility Needs Analysis**

Stephanie Denis
Nelson\Nygaard Consulting Associates

**Van Ness-UDC: Commercial
Corridor Enhancement Study**

Elliot Rhodeside
Rhodeside & Harwell

South Washington Street Corridor Planning

Wendy Block Sanford
City of Falls Church

Pedestrian Facility Standards for Mixed-Use Development Centers

Rick Canizales, *Prince William County*

Forum Discussion | 11:30-12:00

Looking Towards the Future of TLC

Following the Project Showcase, we invite the audience to participate in a forum discussion about the future of the TLC Program. What other issues in our region should future TLC projects help address? Are there ways the TLC Program can tackle regional challenges that cross multiple modes and sectors?

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. For more information about the TLC Program or to register for the event, please visit www.mwcog.org/tlc or contact Sarah Crawford at scrawford@mwcog.org.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

Mr. Peter Rogoff
Administrator, Federal Transit Administration
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC, 20590

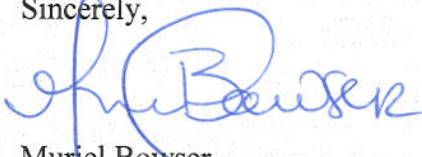
Dear Administrator Rogoff:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for Montgomery County's application for \$13 million under the FTA's Bus State of Good Repair (SGR) Bus Initiative, to purchase 48 diesel buses.

The TPB as the metropolitan planning organization (MPO) for the national capital region has long supported the use of transportation dollars to support re-investment in the region's bus system. New buses will provide benefits to the region's citizens through higher quality transportation service.

This application was endorsed by the TPB on July 20, 2011 and the board enthusiastically supports Montgomery County's grant application. The application is consistent with the region's constrained long-range plan (CLRP), the region's transportation improvement program (TIP) can be amended to include the project upon award, and the application is coordinated and supported among the region's transit operators.

Sincerely,



Muriel Bowser
Chair, National Capital Region Transportation Planning Board

cc: Ms. Letitia Thompson, FTA Regional Administrator for Region III

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

Mr. Peter Rogoff
Administrator, Federal Transit Administration
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC, 20590

Dear Administrator Rogoff:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for Montgomery County's application for \$6 million under the Clean Fuels Grant Program to purchase 11 hybrid buses and 5 CNG buses.

The TPB as the metropolitan planning organization (MPO) for the national capital region has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using clean fuels will provide benefits to the region's citizens through cleaner and higher quality transportation service.

This application was endorsed by the TPB on July 20, 2011 and the board enthusiastically supports Montgomery County's grant application. The application is consistent with the region's constrained long-range plan (CLRP), the region's transportation improvement program (TIP) can be amended to include the project upon award, and the application is coordinated and supported among the region's transit operators.

Sincerely,



Muriel Bowser
Chair, National Capital Region Transportation Planning Board

cc: Ms. Letitia Thompson, FTA Regional Administrator for Region III

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

Mr. Peter Rogoff
Administrator, Federal Transit Administration
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC, 20590

Dear Administrator Rogoff:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for Prince George's County's application for \$1.79 million under the FTA's Bus State of Good Repair (SGR) Bus Initiative, to purchase seven new vehicles.

The TPB as the metropolitan planning organization (MPO) for the national capital region has long supported the use of transportation dollars to support re-investment in the region's bus system. New buses will provide benefits to the region's citizens through higher quality transportation service.

This application was endorsed by the TPB on July 20, 2011 and the board enthusiastically supports Prince George's County's grant application. The application is consistent with the region's constrained long-range plan (CLRP), the region's transportation improvement program (TIP) can be amended to include the project upon award, and the application is coordinated and supported among the region's transit operators.

Sincerely,



Muriel Bowser
Chair, National Capital Region Transportation Planning Board

cc: Ms. Letitia Thompson, FTA Regional Administrator for Region III

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

Mr. Peter Rogoff
Administrator, Federal Transit Administration
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC, 20590

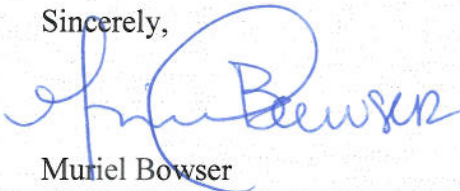
Dear Administrator Rogoff:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for Prince George's County's application for \$8.93 million under the Clean Fuels Grant Program to purchase 20 hybrid buses.

The TPB as the metropolitan planning organization (MPO) for the national capital region has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using clean fuels will provide benefits to the region's citizens through cleaner and higher quality transportation service.

This application was endorsed by the TPB on July 20, 2011 and the board enthusiastically supports Prince George's County's grant application. The application is consistent with the region's constrained long-range plan (CLRP), the region's transportation improvement program (TIP) can be amended to include the project upon award, and the application is coordinated and supported among the region's transit operators.

Sincerely,



Muriel Bowser
Chair, National Capital Region Transportation Planning Board

cc: Ms. Letitia Thompson, FTA Regional Administrator for Region III

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

Mr. Peter Rogoff
Administrator, Federal Transit Administration
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC, 20590

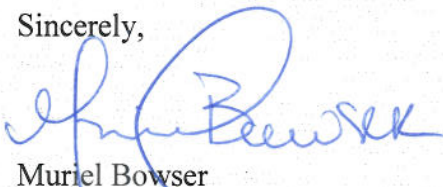
Dear Administrator Rogoff:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for Prince George's County's application for \$6.358 million under the FTA's Section 5309 Bus and Bus Facilities Livability Initiative Program Grant, to fund comprehensive bus stop and necessary accessibility improvements.

The TPB as the metropolitan planning organization (MPO) for the national capital region has long supported the use of transportation dollars to support re-investment in the region's bus facilities. Bus stop investments will provide benefits to the region's citizens by improving the accessibility and safety of transportation service.

This application was endorsed by the TPB on July 20, 2011 and the board enthusiastically supports Prince George's County's grant application. The application is consistent with the region's constrained long-range plan (CLRP), the region's transportation improvement program (TIP) can be amended to include the project upon award, and the application is coordinated and supported among the region's transit operators.

Sincerely,



Muriel Bowser
Chair, National Capital Region Transportation Planning Board

cc: Ms. Letitia Thompson, FTA Regional Administrator for Region III

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

Mr. Peter Rogoff
Administrator, Federal Transit Administration
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC, 20590

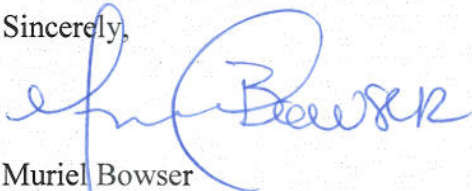
Dear Administrator Rogoff:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for the Potomac and Rappahannock Transportation Commission's application for \$4.48 million under the FTA's Bus State of Good Repair (SGR) Bus Initiative, to fund the mid-life overhaul of 28 OmniRide buses.

The TPB as the metropolitan planning organization (MPO) for the national capital region has long supported the use of transportation dollars to support re-investment in the region's bus system. Refurbished buses will provide benefits to the region's citizens through higher quality transportation service.

This application was endorsed by the TPB on July 20, 2011 and the board enthusiastically supports PRTC's grant application. The application is consistent with the region's constrained long-range plan (CLRP), the region's transportation improvement program (TIP) can be amended to include the project upon award, and the application is coordinated and supported among the region's transit operators.

Sincerely,



Muriel Bowser
Chair, National Capital Region Transportation Planning Board

cc: Ms. Letitia Thompson, FTA Regional Administrator for Region III



The 2030 Group

July 12, 2011

The Honorable Muriel Bowser
Chair, National Capital Region Transportation Planning Board
C/O National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Ms. Bowser,

I very much appreciated the opportunity to appear before the National Capital Region Transportation Planning Board (TPB) on June 15th to provide an overview of the survey of area transportation professionals commissioned by the 2030 Group. A copy of the final report is enclosed.

As I stated at the time, the 2030 Group is composed of private sector leaders from the District, Northern Virginia and Suburban Maryland. Its focus is on finding and building regional consensus around solutions to three core regional issues – workforce housing, workforce training and transportation – that are key to this area’s ability to sustain prosperity and a high quality of life through the year 2030 and beyond.

The 2030 Group commends the TPB for its initiative to develop a Regional Transportation Priorities Plan.

In an effort to develop perspective on regional transportation matters, the 2030 Group commissioned the Northern Virginia Transportation Alliance and Suburban Maryland Transportation Alliance to survey area transportation professionals as to which transportation investments would make the greatest difference in improving regional mobility and which criteria are most important in determining such priorities.

Virtually all respondents had a minimum of 20 years of hands-on transportation experience and involvement with highways, public transit and land use matters.

The objective was the gathering of candid, objective, professional input. All questions were open-ended – no multiple choice questions or pre-selected project lists.

The results reveal remarkable consensus around a balanced group of ten or so key investments that we commend for inclusion in any list of projects evaluated for a draft Regional Transportation Priorities Plan.

In addition to the obvious need to improve Metrorail maintenance and reliability, the most frequently recommended regional investments include:

- A regional Bus Rapid Transit (BRT) network
- New Potomac River Bridges north and south of the Capital Beltway
- I-66 and I-95 corridor upgrades in Northern Virginia and an I-270 corridor upgrade in Suburban Maryland
- One or more north-south outer jurisdiction connectors in Northern Virginia and an Eastern Bypass to relieve I-95 congestion
- The Purple Line
- Maryland Beltway BRT/HOV/SOV improvements to mirror those underway on Northern Virginia's portion

In terms of selection criteria, transportation experts single out travel time savings as the single most important factor. Few mentioned vehicle miles of travel reductions.

Again, the survey's focus was on identifying the best, most important regional transportation investments. Clearly, other parts of the region's road and transit networks must also be addressed. However, the severity of the transportation crisis that grips this region dictates the creation of a short list of transportation investments that will make the greatest difference and by which regional transportation progress will be measured.

Intelligent land use planning and transit oriented development also are part of the solution and will enhance the value of the recommended regional multi-modal investments.

The 2030 Group commends this survey for the TPB's and your personal consideration. It is our hope that its recommendations will be incorporated in the Regional Transportation Priorities Plan.

I would welcome any questions you might have as well as the opportunity to discuss the results of this study with you in greater detail.

Sincerely,

A handwritten signature in cursive script that reads "Robert E. Buchanan".

Robert E. Buchanan
President, The 2030 Group



Survey of Metropolitan Washington Area Transportation Professionals On Regional Transportation Priorities



**Conducted by:
Northern Virginia Transportation Alliance and
Suburban Maryland Transportation Alliance**

**For The 2030 Group
June 2011**

Introduction and Context

The greater Washington metropolitan area is both a national and international capital.

Between 1990 and 2010 the region added 1.3 million people, 540,000 households and 800,000 jobs. In the next 20 years (by 2030) the National Capital Region Transportation Planning Board (TPB) projects the region will add another 1.2 million people, 675,000 households and 940,000 jobs.

During that same time period the TPB also projects another 3.9 million daily vehicular trips, another 25 million miles of daily travel and another 250,000 daily transit trips. However, the number of lane miles and new transit capacity expansion will be limited by fiscal and possibly political constraints.

The region's and sub-regions' (Northern Virginia and Suburban Maryland) fiscally and non-fiscally constrained long range plans for 2030 and beyond include hundreds of highway and transit projects but no short-lists of performance-based, "game-changing" priorities, i.e. projects that would do the most to improve surface transportation mobility and reduce congestion over the next two decades.

The TPB is currently undertaking a three-year priority-setting exercise with input from local governments and the general public (the final report is scheduled for 2013). The Northern Virginia Transportation Authority is also starting to develop its 2040 regional plan. Experienced transportation professionals in the region, who are arguably in the best position to know which transportation investments will make the greatest difference in improving mobility in the next 20 years, can provide valuable input to both of these initiatives.

To contribute to this process in a positive way, the 2030 Group commissioned the Northern Virginia Transportation Alliance and Suburban Maryland Transportation Alliance to conduct a survey of leading public and private-sector transportation professionals in the metropolitan Washington region. We asked top experts in the field to provide their perspectives on how priorities are set; which highway, public transit and other projects are most critical to complete in the next two decades; and what are the most important selection criteria for such projects.

The details of the survey, its results and conclusions appear below.

Survey Sample and Methodology

The survey involved telephone and focus group interviews conducted between late February and early June 2011.

A total of 45 transportation professionals participated in the combined telephone-focus group process. All participants were highly trained and experienced traffic engineers, transportation administrators, civil engineers, designers, or urban planners. Virtually all had a minimum of twenty years of hands-on transportation experience in the public sector, the private sector or both, and most have worked with both highway and transit projects. The sample was balanced to make sure those professionals with road, transit and land-use planning specialties, from a variety of disciplines and all parts of the region, were all represented. All participants understand the inter-relationship of each transportation mode as well as the contributions that transit-oriented development and intelligent land use planning make to improved surface transportation.

The geographical distribution/area of the 43 telephone survey participants' expertise was as follows:

- Northern Virginia – 37.2%
- Suburban Maryland – 32.5%
- District of Columbia – 9.3%
- Regional – 20.9%

Participants were asked a series of questions regarding regional and sub-regional priorities within their areas of expertise, as well as most important criterion upon which to base priority selection. Other questions involved the current planning process and how to improve upon it.

To ensure objectivity and guard against bias, questions were open ended and verbatim responses recorded. There were no multiple choice questions or pre-determined lists of projects from which to choose. Respondents were assured that their comments would be treated with confidentiality to allow them to speak their minds freely.

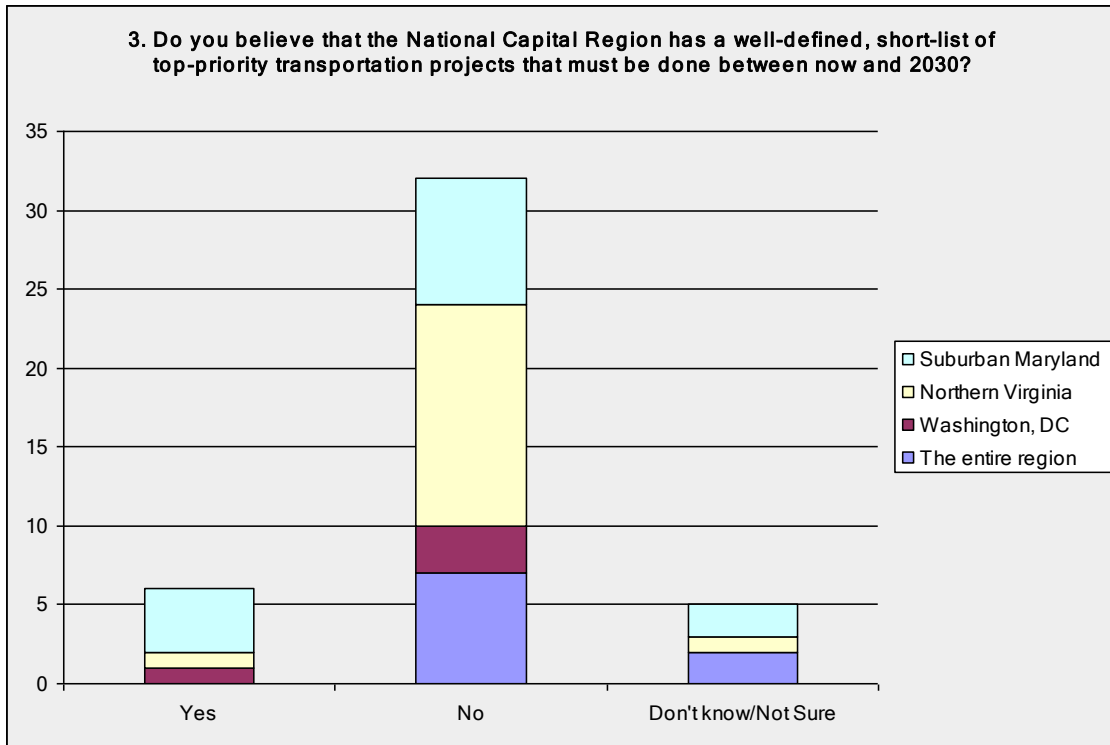
Upon completion of the telephone interviews survey participants and other transportation professionals with similar credentials were invited to follow-up focus group meetings to review and discuss the results. This was done in order to dig deeper into the issues and help ensure correct interpretation of responses and conclusions.

Survey Results & Key Findings

1. Transportation Professionals Say the Region Lacks Priorities

a. At the Regional Level:

Three of four expert respondents (74.4%) said they believe the National Capital Region does not have a well defined short-list of game-changing transportation priorities to complete by 2030, a small minority (14%) disagreed, and 11.6% percent said they didn't know or were uncertain.



When asked to identify those priorities, most of the 14% of respondents who did believe the region had a short-list of projects either could not name specific projects or referred to the fiscally Constrained Long Range Plan (CLRP), which contains more than 250 projects considered to be of “regional significance.” It is difficult to view the CLRP as any kind of “short-list” for focusing effort on top priority projects that have the most impact on the region.

The most striking observation here is that the vast majority of the very people who should be most informed about regional transportation priorities agree that no such list for the Metropolitan Washington Region exists today.

Among the handful of respondents who could identify what they thought were the top existing regional priorities, these were the most frequently cited projects:

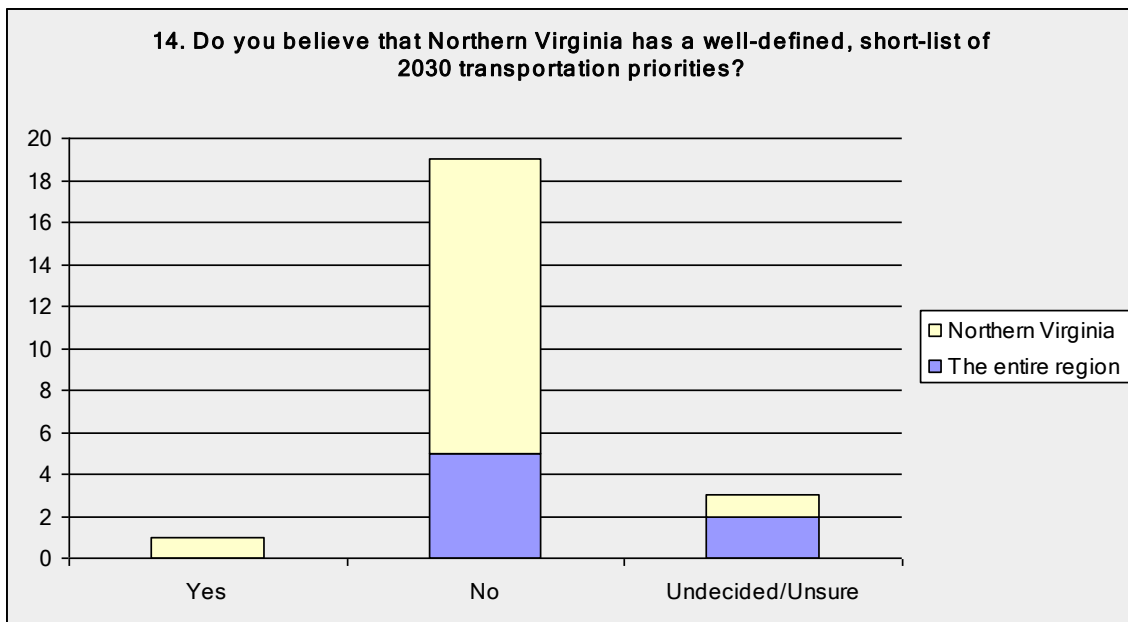
Ranking	Existing Regional Priorities:	(Minority view)
Ranking	Priorities	Location
1	Corridor Cities Transitway(CCT)	MD
2	Purple Line	MD
5	Bus-Rapid-Transit(BRT)/Express-Bus Networks	Region
3	I-270 Expansion/HOT Lanes	MD
4	I-495 Expansion/HOT Lanes	MD/VA
6	MARC/MTA Service Expansion	MD
7	WMATA Core Capacity Expansion	Region
8	WMATA System Preservation	Region
9	DC Street Car Network	DC
10	Dulles Rail/Silver Line	VA

b. At the Sub-regional level

Northern Virginia: Respondents with experience focused largely in Northern Virginia and those who are knowledgeable about Northern Virginia’s transportation needs as a result of their experience at the regional level were asked about existing priorities in that sub-region. Their responses were as follows.

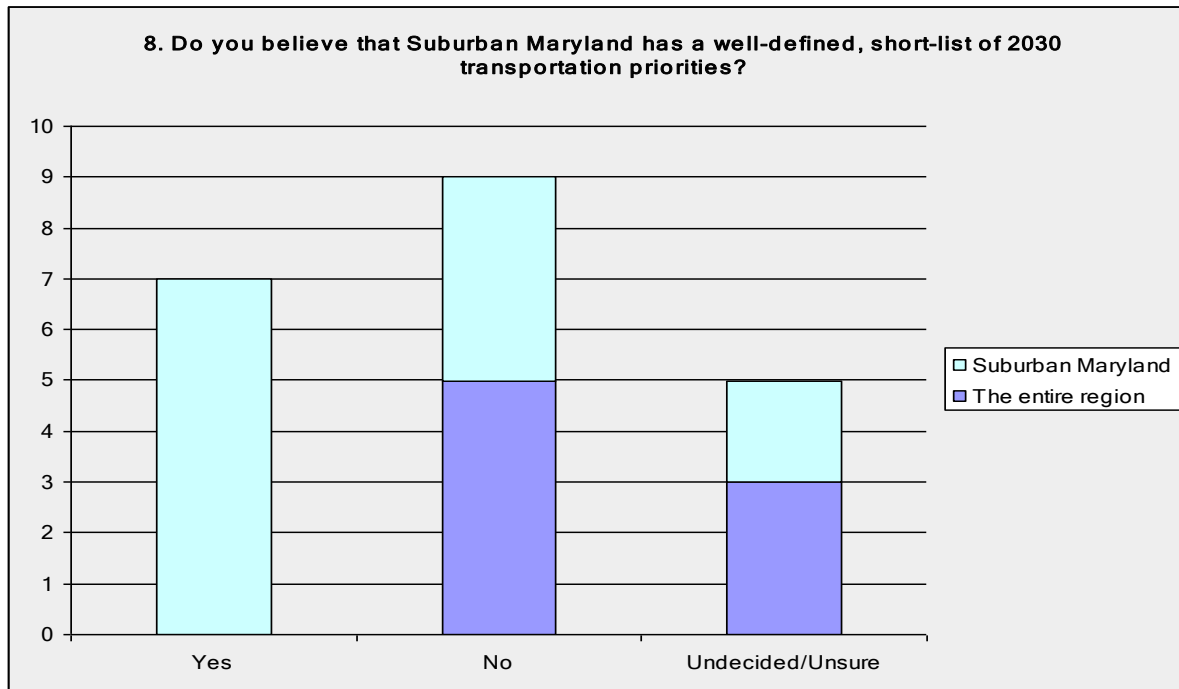
Northern Virginia Lacks a Short-List of Game-changing Priorities

- During the past two decades Northern Virginia’s population and job growth have far exceeded that which has occurred in Suburban Maryland and the District. This trend is projected to continue.
- During this same time period local governments have banded together first as a Transportation Coordinating Council and more recently as the Northern Virginia Transportation Authority to adopt (sub)-regional transportation plans.
- However, when asked whether they believe Northern Virginia has a well-defined short-list of game-changing transportation investments, 19 of the 23 (83%) of the Northern Virginia and regional respondents said “no.” Three others (13%) said they did not know or were uncertain. Only one said “yes.”



Suburban Maryland: There were some differences in transportation professionals’ perceptions in suburban Maryland and northern Virginia. More professionals could identify priorities in Suburban Maryland than Northern Virginia, for example, but significant majorities feel neither sub-region has a true priority list. Maryland and regional experts were somewhat more likely to believe suburban Maryland jurisdictions had identified top priorities, with several mentioning an

annual process in which Maryland counties provide a list of priorities each year to the Maryland Department of Transportation. Still, a plurality of Maryland and regional experts (43%) did not feel suburban Maryland jurisdictions have effectively prioritized their projects into a well-defined short-list. Just one third (33%) thought they did and a significant segment (24%) was undecided or unsure.



District of Columbia: A majority of the District of Columbia experts we surveyed (75%) said there was a short-list of transportation priorities in the District, but in the comments section of this question some indicated that they thought the list was either not well-defined, not based on performance, or constantly changing.

2. Among Transportation Professionals, Consensus Exists on Short-List of Top-priority “Game-changing” Projects at the Regional Level

The Region’s “Top-10” Game-changing Transportation Investments Mentioned Most Frequently by Transportation Experts: To begin to refine the focus from existing plans that contain hundreds of projects and studies, participants were asked to put funding and political considerations aside and identify the three (3) transportation investments they believe would make the greatest difference in the next 20 years. Again, this was an open-ended question. No lists of suggested projects were provided. The top-ten most frequently mentioned responses appear below (bracketed numbers indicate the number of responses for that specific category):

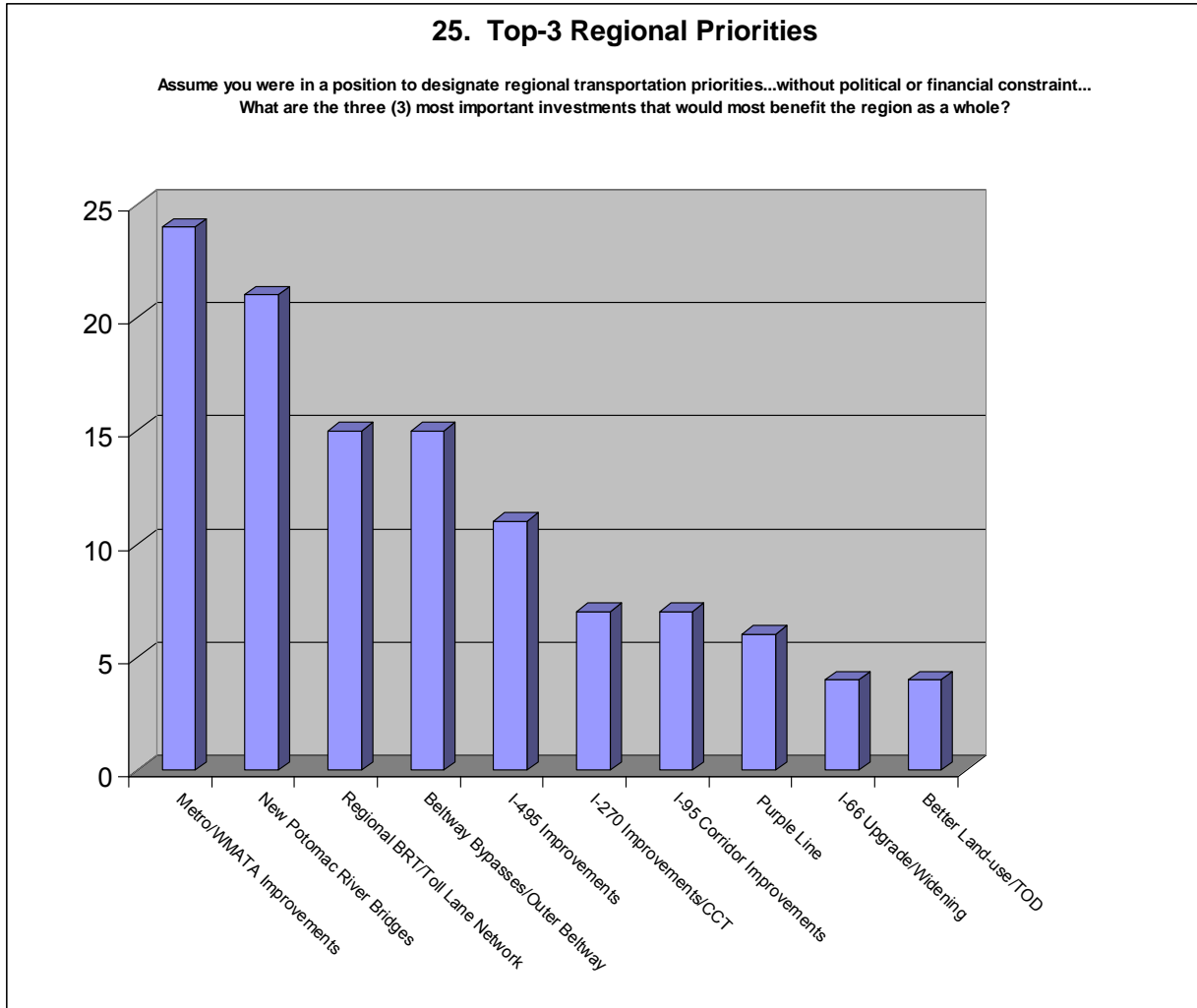
Table 2. Top-10 Most Frequently Mentioned Projects:

Ranking	Priorities	Location
1	Metro/WMATA Improvements (24) <ul style="list-style-type: none"> • Maintenance and Operations (12) • Add New Lines (4) • Expand Core Capacity (4) • General/Funding/Mgmt (4) 	Region
2	New Potomac River Bridges (21)	Region
3	Regional Bus-Rapid-Transit(BRT)/Toll Lane Network (15)	Region
4	Beltway Bypasses/Outer Beltway Segments (15) <ul style="list-style-type: none"> • Outer Beltway/both (6) • Eastern Bypass (5) • Western Bypass (4) 	Region
5	I-495 Improvements/High-Occupancy-Toll (HOT) Lanes (11)	MD
6	I-270 Improvements/Corridor Cities Transitway(CCT) (7)	MD
7	I-95/I-395 Corridor Improvements (7)	VA
8	Purple Line (6)	MD
9	I-66 Upgrade/Widening (4)	VA
10	Better Land-use/Transit-Oriented-Development (TOD) (4)	Region

Several major points emerged here from our survey:

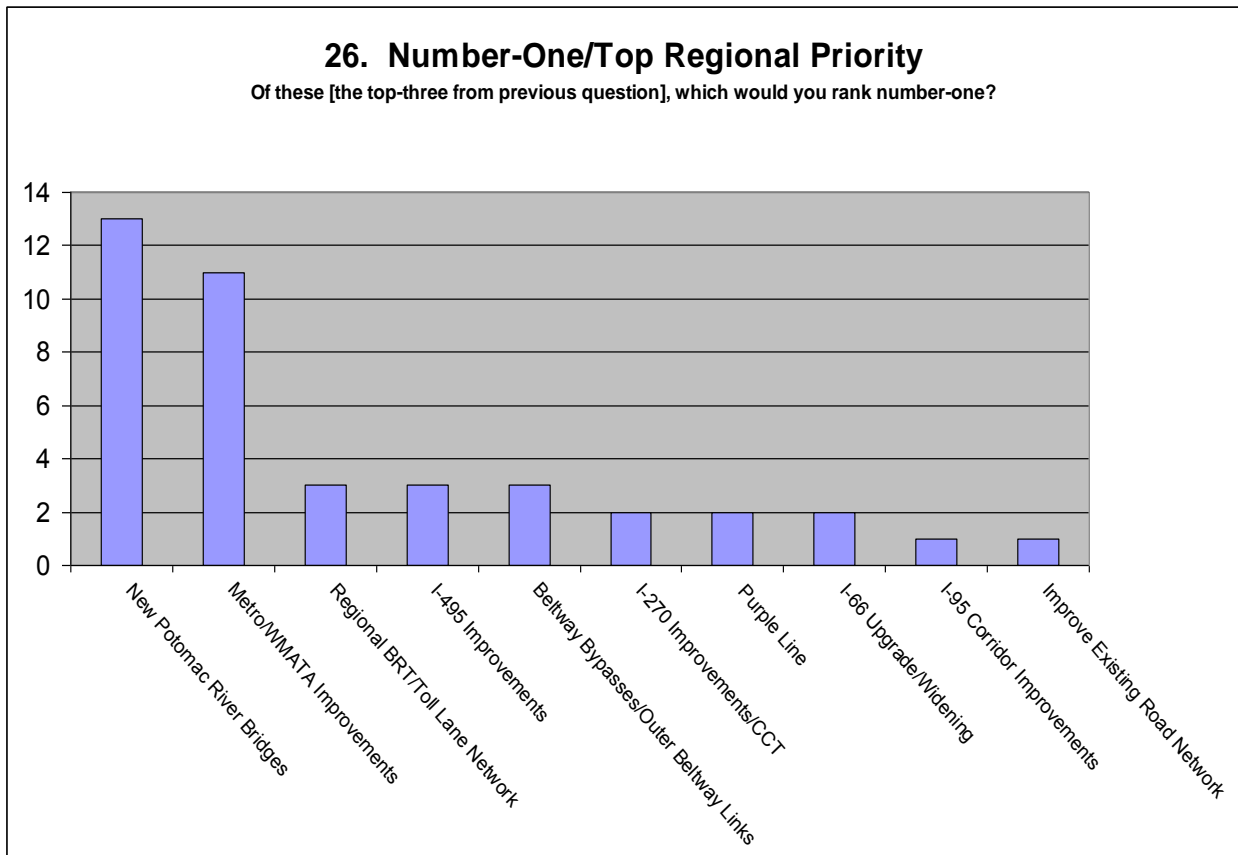
- Metro Maintenance Takes Precedence Over Expansion Projects: According to the experts, funding Metro’s continued operations and maintenance needs is a top priority, more so than expansion of the system. Several participants commented on the severe economic and traffic impacts that would result if we as a region failed to invest in Metro’s core system and improve its reliability.
- New/Improved Bridges and Major Regional Highway Connections Linking Key Corridors Are Near the Top the List: 36 of the 43 participants (83%) name projects that involve new or upgraded Potomac River Bridges (Northern Potomac Crossing, Outer Beltway, Eastern Bypass, Creating Seamless Beltway HOT/HOV/BRT network.) among their top-3 regional transportation priorities.
- Focus on Bus Rapid Transit (BRT). Creation of a regional BRT network received more frequent mention than any expansion of the current Metrorail system (Note: Dulles Rail is assumed to be part of the current system since it is now under construction).
- Provide Capacity in Key Economic Corridors: The balance of the top-10 projects included several multi-modal corridor projects (I-270, I-95/395, I-66, and the Purple Line/Capital Beltway).

- Better Land-use and Transit-Oriented Development also made our experts' list. This shows the long-term importance of better integration of land-use and transportation to maximize transportation investments. However, adding capacity on all modes, and ensuring continued Metro operations and reliability, all rank much higher on their consensus regional priority list.



We then asked: What is the Single Most Important Regional Transportation Investment in the Next 20 Years? To further narrow the focus, respondents were asked to identify which one of their three top choices they consider to be the single most important transportation investment the region can make in next 20 years. The results were as follows:

- New Potomac River Bridges (13) – 31.7%
- WMATA Maintenance/Operations (11) – 26.8%
- Regional BRT/Toll Lane Network (3) – 7.3%
- Improve Existing MD Beltway/BRT (3) – 7.3%
- New Regional Beltway Bypasses (Eastern/Western) (3) – 7.3%
- Upgrade I-270/CCT (2)– 4.9%
- Purple Line (2) – 4.9%
- Upgrade I-66 Corridor (2) – 4.9%



Here again, the two most important regional transportation investments are considered to be improving bridge connectivity between Maryland and Virginia and the maintenance and operation of the Metrorail system (which includes rail to Dulles Airport and Eastern Loudoun County). A second-tier including regional BRT/HOT lane networks, Beltway improvements, Beltway bypasses (in key corridors to the east and west of I-495) is also apparent, followed by investments in key corridors.

When we asked the experts to pare their lists down to their number-one pick, the relative importance of two key projects (New bridge crossings and Metro/Wmata Improvements) became even more pronounced.

*[NOTE: When we asked experts for their single most important priority, “Better land-use/Transit Oriented Development” dropped off the list of top-10 most frequent responses, and was replaced with “Improve Existing Road Network”. In the focus group discussions the experts observed that in a mature urban and suburban community, future changes in land-use in areas that are already largely built-out are not going to produce as much impact as new transportation capacity. So even though experts see these land-use changes as important to maximizing transportation investments in the long-term, they do not make it to the top of the list because they are not considered substitutes for needed capacity.]

3. The Most Important Regional Public Transit Investment: System Preservation, Operations and Maintenance of Regional Metro System

The metropolitan Washington region ranks second in the nation in terms of percentage of persons moved by public transit. Upwards of 18% of work trips and about 6% of all daily trips are made via public transit.

Since public transit is in many cases funded separately from highways and bridges, and to ensure that all respondents were focused on and thinking about public transit as part of the solution, each participant was asked to identify those three (3) public transit investments that would make the greatest difference and should command greatest attention in the next 20 years. The responses were as follows:

- Metro/Wmata Improvements (34) – 82.9%
 - Maintenance & Operations (15) – 36.6%
 - Core Capacity Expansion (12) – 29.3%
 - General Funding & Mgmt (4) – 9.8%
 - Extensions/New Lines (3) – 7.3%
- Regional BRT/Toll Lane Network (20) – 48.8%
- Purple Line (14) – 34.1%
- I-66 Metro/BRT/Light Rail Extension (8) – 19.5%
- New Potomac River Transit Crossing Connections (6) – 14.6%
- Route I/I-95(VA) Corridor Transit (6) – 14.6%
- Corridor Cities Transitway (CCT) (5) – 12.2%
- DC Street Cars (5) – 12.2%

Once again, maintenance of the region’s Metrorail network and creation of a supplemental Bus Rapid Transit network command the most support. Construction of the Purple Line and I-66 rail extension or BRT also receive significant mention.

4. Northern Virginia’s Most Important Transportation Investments

Among northern Virginia and regional experts, the most frequent responses to the question as to which three (3) transportation investments would make the greatest difference in improving mobility and reducing congestion in the next 20 years in the northern Virginia sub-region were as follows:

Northern Virginia’s Top Transportation Priorities:

- I-66 Corridor Widening/Improvements (15) – 65.2%
 - Inside Beltway (4)
 - Outside Beltway (5)
 - Both (6)
- New North-South Corridor/Western Bypass (13) – 56.5%
 - Bi-County Parkway (2)
 - Tri-County Parkway (3)
 - Western Corridor (8)

- New Potomac River Bridges (11) – 47.8%
 - North of Beltway (7)
 - South of Beltway/Eastern Bypass (4)
- I-95 Corridor Widening/Improvements (6) – 26.1%
 - South of Beltway (4)
 - Including I-395 North of the Beltway (2)

Other Northern Virginia investments mentioned included:

- I-495 – Match MD-VA HOT Lanes/Widen AL Bridge (3)
- Route 1 BRT (3)
- Better Land Use/Transit Oriented Development (3)
- Convert Fairfax County Parkway to limited access (3)
- Widen existing road network (2)
- Dulles Rail (2)
- BRT Network (1)
- Ridgefield Road (Fairfax-Prince William Connector) (1)
- Columbia Pike Trolley (1)
- Route 9 upgrade/alternative (1)

5. Suburban Maryland’s Most Important Transportation Investments

When Suburban Maryland and regional transportation professionals with experience in Maryland were asked to identify the three (3) most important transportation investments in the next 20 years within suburban Maryland, the most frequent responses were as follows:

Maryland’s Top Transportation Priorities:

- I-270 Widening/Improvements (HOT/HOV lanes with BRT) (17) – 85%
- MD Beltway Widening/Improvements (HOT/HOV with BRT) (11) – 55%
- Purple Line (10) – 50%
- Potomac River Bridges (8) – 40%
- Corridor Cities Transitway (7) – 35%

Other Suburban Maryland investments mentioned included:

- Regional BRT System (4) – 20%
- Local BRT System (3) – 15%
- Metro/Wmata Funding & Maintenance (3) – 15%
- Route 5 Corridor (3) – 15%
- ICC Extended (east to Route 50) (2) – 10%
- Arterial Highway Improvements (1) – 5%
- Montrose Parkway East (1) – 5%
- Potomac Crossing – Metro (Grosvenor to Dulles) (1) – 5%
- Purple Line Extension (New Carrollton to National Harbor) (1) – 5%
- Regional Bike/Pedestrian Network (1) – 5%

6. The District of Columbia's Most Important Transportation Investments

Although home to only about 11% of the region's population, the District of Columbia is a vital part of the regional transportation network and the economic center of the region.

Realistically, most of the District's major transportation infrastructure is in place and this survey takes as a given the importance of maintaining the City's key streets and its Anacostia and Potomac River Bridges, along with maintaining and expanding Metro's core capacity, including new rolling stock, Metro tunnels, parking and platform capacity.

Nevertheless, the survey interviewed several private and public sector transportation professionals knowledgeable about the District's Transportation needs.

Opinion was fairly uniform as to what constitutes the District of Columbia's most important transportation investments. The two most frequently mentioned priorities were as follows:

District of Columbia's Top Transportation Priorities:

- A Citywide Streetcar Network – 80%
- South Capital Street Corridor/11th Street Bridge/I-295 Connections – 75%

Other DC investments mentioned included:

- Expanding the District's successful bike sharing program
- Increasing Metrorail's core capacity (including underground pedestrian connections between Farragut North and Farragut West stations, Orange Line Tunnels, etc).
- Maintain and improve Anacostia and Potomac River bridges in DC

7. How We Set Regional Priorities: The Most Important Evaluation Criteria According to the Experts

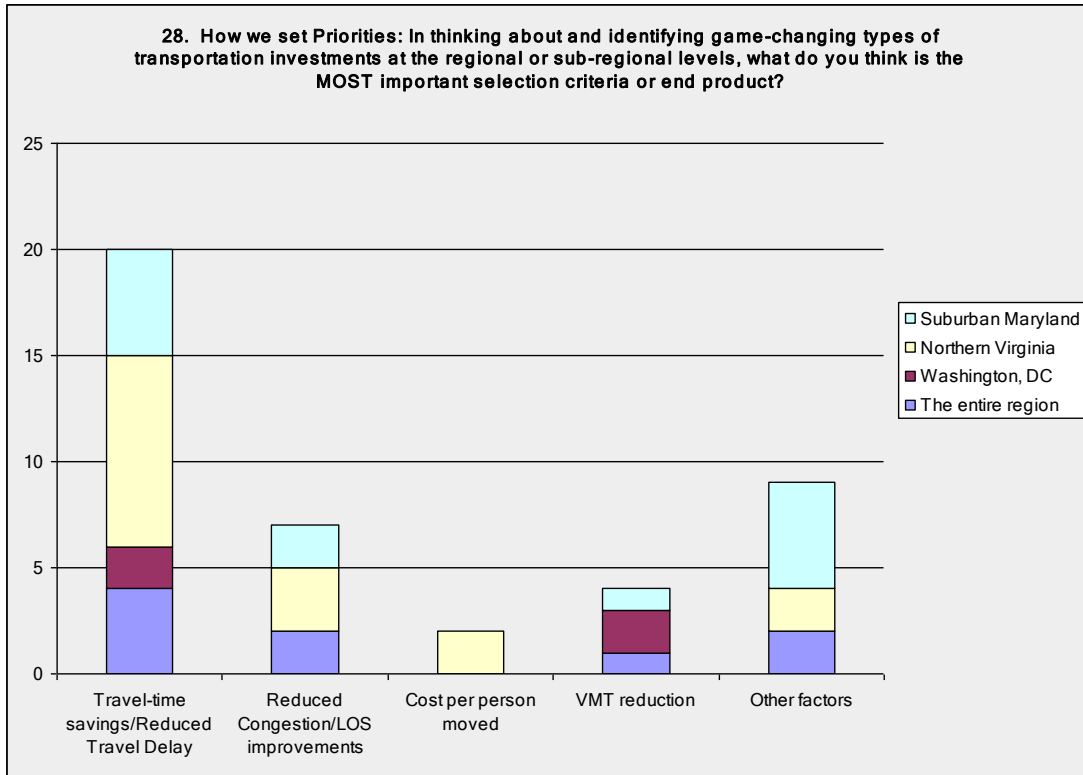
The survey also sought insight on the issue of priority identification and which criteria are most significant in terms of assigning a "game-changing" or "top-priority" designation. During the past decade or so, the list of criteria considered by local, state and regional planners has grown substantially.

The TPB's 1998 vision statement includes at least eight general goals and objectives, which since have been expanded upon during the decade-long Regional Mobility and Accessibility Study. The Northern Virginia Transportation Authority's TransAction 2030 Plan utilizes 19 different criteria all of which are assigned equal value.

However, because all criteria are not of equal value, each respondent was asked to identify the single most important criterion or that criterion to which the greatest weight should be assigned in designating a project to be of "game-changing" regional importance.

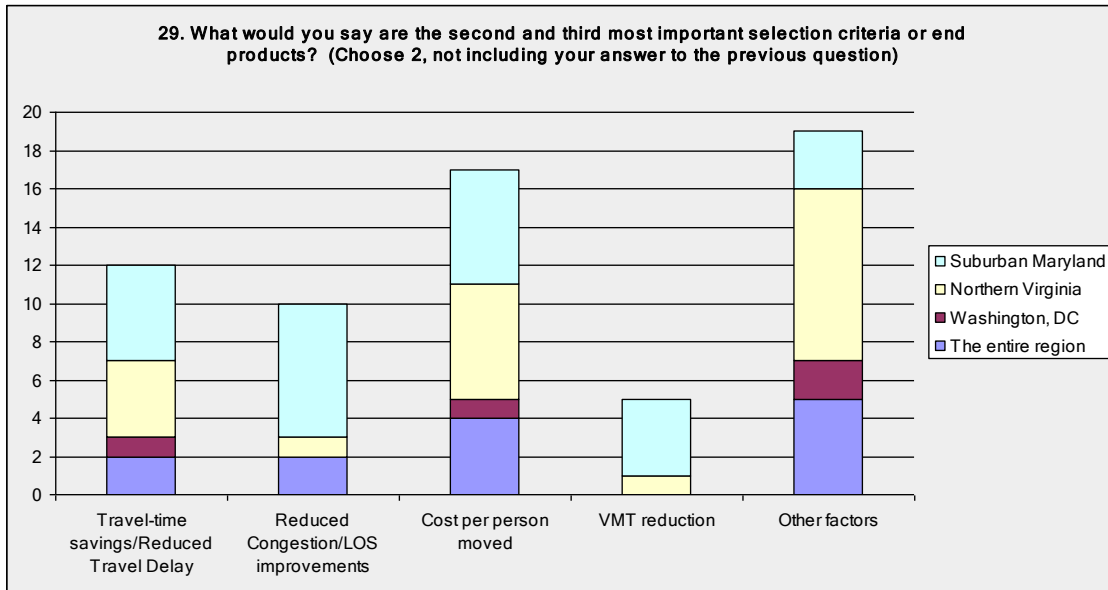
The results were as follows:

- Improve Travel Times/Reduce Delays – 48%
- Reduce Congestion/Improve Level of Service – 17%
- Vehicle Miles of Travel (VMT Reduction – 9%
- Cost per person moved – 5%
- Other – 21% (primarily safety and reliability, but several other metrics as well)



When Participants were asked to name the second and third most important criteria, the most frequent responses were as follows:

- Cost per person moved – 43%
- Travel Times/Delay Reductions – 30%
- Reduced Congestion/Improved LOS – 25%
- VMT Reduction – 12%
- Other – 48%



What is of particular significance in these findings is recent state, regional and local planning documents assign significant emphasis to Vehicle Miles of Travel (VMT) reduction and creating additional choices. Relatively little emphasis is placed on actual congestion reduction or capacity enhancements and, even more strikingly, comparatively little focus is devoted to travel time or delay reductions.

However, this survey finds transportation professionals assign the greatest emphasis, by far, to travel time savings and delay reduction, as well as congestion relief and cost-effectiveness, but very little significance to VMT reduction. “Creation of more choices” was not even mentioned by a single respondent in the “Other” category. Several of the experts pointed out in the focus groups that congestion reduction and travel-time savings are really one in the same, and derive from the same metrics in regional traffic models, so they should really be combined into one category (which only magnifies their relative importance that much more).

An important subset of the time/delay reduction component cited by a number of experts is “reliability and predictability.” It is not only the amount of time required to take a given trip that bothers people as much as the fact that the time for the same trip can vary 20-30 minutes or more from day to day depending on conditions. Thus investments that enhance network reliability, predictability and balance should receive higher priority as well.

Another important consideration noted in the survey verbatim responses and follow-up focus groups is cost benefit analysis, not only in the sense of number of persons moved per dollar invested, but the impact on the regional economic and quality of life and/or time savings over a long time period. The full economic and community benefits of wise transportation investments are not typically communicated well to the public.

SUMMARY/CONCLUSIONS

1. Transportation Experts Have a Well-Defined Short-List of Game-Changing Priorities Worthy of Sustained Regional Focus: It's Time to Start Focusing on Them

Four decades ago the region came together behind construction of the 98-mile Metrorail system and, to a large extent, regional progress was measured by the manner and pace at which it was implemented. Some years saw greater progress than others, the threat of a cessation or a threatened cut-off of federal funds surfaced on several occasions. However, the region remained resolute on the importance of completing that 98-mile (later amended to 106-mile) network.

With the region's transportation network now considered among the nation's most congested, and millions of new people, jobs and vehicles in the pipeline, it is time for the region to forge a new compact committed to building a multi-modal package of top-priority transportation investments that makes the most difference by 2030, based on travel time savings, congestion relief, and cost- per-person moved.

The input received in the course of this survey points to the following top priorities:

Recommended Game-Changing Regional Transportation Facilities & Investments:

- Regional/District of Columbia
 - Metro: Enhance maintenance, safety and reliability of the existing Metro system
 - Bridges: Construct a new Potomac River Bridge north of the American Legion Bridge (connecting to existing road network); Construct a new Potomac Bridge south of the Woodrow Wilson Bridge (connecting to a new Eastern Beltway Bypass); Maintain/improve Anacostia and Potomac River bridges in DC
 - Bus-Rapid Transit: Establish a regional BRT Network
 - Metro Core Capacity: Add new rolling stock, expand station and parking capacity, add new tracks and connecting tunnels where needed
- Northern Virginia
 - I-66: Expand I-66 highway and transit capacity inside and outside the Beltway
 - North-South Connectors: Construct new north-south limited access corridors outside the Beltway (Bi-County-Tri-County Parkway/Western Beltway Bypass)
 - I-95/I-395 Corridor: Widen and improve as part of regional HOV/HOT/BRT network.
- Suburban Maryland
 - I-270 Corridor: Widen and upgrade between I-370 and Frederick, and from I-370 south to the I-270 spurs and the American Legion Bridge, as part of regional HOV/HOT/BRT network; and Construct the Corridor Cities Transitway (CCT) from Shady Grove to Clarksburg.
 - I-495: Widen and integrate HOV/HOT/BRT on the entire Maryland side of this corridor to connect with and compliment Virginia's HOT Lane facility.
 - Purple Line: Construct Purple Line from Bethesda to New Carrollton

The above list represents a starting point. It is short, well-defined and relatively balanced across the region. It would have significant positive impacts on regional accessibility, connectivity and mobility, particularly in providing better multi-modal connections between regional activity centers (via both transit and auto), and it is achievable within a twenty year time frame.

Traffic modeling of this package against a 2020, 2030 or 2040 “no-build” scenario, and against other proposals and scenarios currently under study, would yield valuable data and could help garner public support by reinforcing the connection between the level of investment required and the level of impact on traffic congestion, which remains the number-one threat to our region’s long-term economic health and quality of life.

2. Other Key Observations from the Experts

At the conclusion of the survey participants were asked for any additional observations on regional prioritization, the current transportation planning process and how to improve it. Further responses were obtained in the Maryland and Virginia focus group sessions as a follow-up to the survey. Taken together, these additional observations provide useful guidance from those transportation professionals who are most knowledgeable about our processes and those used in other jurisdictions.

Many of the survey and focus group comments pointed out that, by putting a premium on local government input, the federally mandated Metropolitan Planning Organization (MPO) process works against a truly regionally focused transportation planning effort. Several experts spoke of the need for some type of regionally-based entity or authority to raise the discussion to a higher, more regional, problem-solving/connectivity level.

Perhaps the most cogent observation was this:

“Not many people actually think along the lines of regional prioritization and what projects would have the greatest positive impact at the regional level. Regional planning doesn’t happen any more. Nobody else is even asking these questions.”

In conclusion

Key findings and conclusions from this study include:

1. The nation’s most congested region lacks a well-defined short-list of transportation investments that would have the greatest potential to reduce congestion/improve mobility in the next 20 years.
2. Among transportation professionals, significant consensus exists as to highway and public transit investments that would be the most productive.
3. The top-ten projects are listed in the report, with new Potomac bridges, continued investment in WMATA system maintenance and operations, and several key transportation corridors garnering the most consensus.

4. The prioritization process should focus heavily on highway and transit investments that do the most to reduce travel times/delays, reduce congestion, and improve transportation network safety and reliability.
5. Meeting the region's transportation challenges requires not only selecting/advancing the right priorities, but a new process that is more regional and professional and less parochial, political and ideologically driven.

ITEM 7 – Action
September 21, 2011

Approval of Recommended Local Projects and Pre-Application for
Funding Under the FY 2011 Transportation Investments
Generating Economic Recovery (TIGER) Competitive Grant
Program

Staff Recommendation:

- Receive briefing on the recommended local projects for the application to implement pedestrian and bicycle access improvements in rail station areas.

- Adopt Resolution R3-2012 to approve the recommended projects and pre-application for submission by October 3, as described in the attached materials.

Issues: None

Background: On August 12, USDOT released in the Federal Register the Final Notice of Funding Availability (NOFA) for \$527 million in discretionary surface transportation grant funding for the FY 2011 TIGER program, with pre-applications due on October 3 and final applications on October 31. The Board will be asked to approve the final application package at its October 19 meeting for submission by October 31.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION APPROVING THE SUBMISSION OF A
PRE-APPLICATION TO IMPLEMENT PEDESTRIAN AND BICYCLE ACCESS
IMPROVMENTS IN RAIL STATION AREAS IN THE NATIONAL CAPITAL REGION
FOR FUNDING UNDER THE US DEPARTMENT OF TRANSPORTATION (USDOT)
FY 2011 TIGER COMPETITIVE GRANT PROGRAM**

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, On July 1, 2011, U.S. DOT released an interim notice of funding availability for the FY 2011 TIGER discretionary grant program, and a final notice of funding availability on August 12, 2011; and

WHEREAS, the FY 2011 TIGER program is a competitive discretionary grant program administered through the US DOT Office of the Secretary funded with \$527 million appropriated through the FY 2011 Appropriations Act, \$387 million of which is available for capital projects in urban areas; and

WHEREAS, the TIGER program focuses on five primary criteria: state of good repair, safety, sustainability, livability, and economic competitiveness; and two secondary criteria: innovation and partnership; and

WHEREAS, the TIGER program provides the TPB with a good opportunity to fund innovative and challenging transportation projects that would be multimodal, multijurisdictional, multi-partnered and difficult to implement under other "modal" funding sources, in the process of meeting USDOT's long-term goals and objectives, such as providing regional benefits and strengthening regional partnerships, promoting multimodal travel by increasing connectivity and feasibility of using transit throughout the region, and increasing affordable transportation options; and

WHEREAS, the FY 2011 TIGER application timeframe requires a pre-application to be submitted by October 3 with a final application due by October 31; and

WHEREAS, at the July 21 TPB meeting, the Board approved TPB staff working with regional staff to develop a regional application that would center on funding small-scale,

innovative transit access projects, including pedestrian, bicycle, streetscape or other circulation improvements to improve access to selected rail stations and encourage mixed-use development around the stations; and

WHEREAS, on July 29 an e-mail request was sent to TPB member jurisdictions requesting them to identify potential infrastructure projects for inclusion in the TPB application, and TPB staff and staff from member jurisdictions met on August 17 and 31 to review the proposed project details, costs and local funding match sources, required assurances, operating funding sources, and alternative financing opportunities, such as private contributions; and

WHEREAS, on September 9, the TPB Technical Committee was briefed on the recommended local projects for the application to implement pedestrian and bicycle access improvements in rail station areas and recommended that the projects be presented to the TPB for approval on September 21; and

WHEREAS, the recommended local projects for the application include:

- Fort Totten Access Improvements in the District of Columbia,
- Forest Glen Underpass in Montgomery County,
- Pedestrian Safety Measures for New Carrollton Metro Station in Prince George's County,
- West Hyattsville Metro Station / Ager Road Improvements in Prince George's County,
- Safer Walkways around the Twinbrook Metro Station in the City of Rockville,
- Army Navy Drive Multimodal Access Improvements in Arlington County, and
- Bicycle Lockers at VRE Stations, as described in the attached memorandum; and

WHEREAS, additional details on the local project designs, costs and funding commitments, and implementation schedules will be provided to TPB staff by September 30 in order to perform and document the required analysis of the expected benefits and costs, including a calculation of net benefits; and

WHEREAS, at its October 19 meeting the TPB will be asked to review and approve the final application for submission by October 31;

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the recommended local projects for submission of a pre-application for a regional application under the federal FY 2011 TIGER program by the due date of October 3, 2011 as described in the attached memorandum.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

MEMORANDUM

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

SUBJECT: Recommended Local Projects for the TPB Application for Funding Under the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program

DATE: September 14, 2011

This memorandum provides a status report on the development of a TPB application for the United States Department of Transportation (USDOT) FY 2011 Transportation Investment Generating Economic Recovery (TIGER) Grant Program. Recommended local projects for inclusion in the administrative TIGER Grant Program pre-application, due to USDOT on October 3, are listed.

TIGER Discretionary Grant

On July 1, U.S. DOT issued a Notice of Funding Availability (NOFA) for the FY 2011 round of funding under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. There is \$527 million available for funding capital projects, of which \$387 million is available for projects in urban areas. No funding is available “solely for planning, preparation, or design”. Applications will be competitively rated on the primary and secondary selection criteria. Primary Selection Criteria include long-term outcomes (state of good repair, economic competitiveness, livability, environmental sustainability, and safety), and job creation and near-term economic activity. Secondary selection criteria include demonstration of project innovation and partnership. Pre-applications are due October 3, and applications are due October 31.

Application Development

The TPB’s grant application concept centers on innovative rail station access projects, including pedestrian, bicycle, streetscape or other circulation improvements that would improve access to the region’s commuter and Metro rail stations. The application concept aims to support and promote mixed-use development near rail station areas to reduce distances between housing and employment, thereby reducing VMT and congestion. This concept was approved at the July 21 TPB meeting.

On July 29 an e-mail request was sent to TPB member jurisdictions requesting them to identify potential infrastructure projects for inclusion in the TPB application. Proposals were received by August 10, and TPB staff and staff from member jurisdictions met on August 17 and 31 to review

the proposed local project details, costs and local funding match sources, required assurances, operating funding sources, and financing opportunities. On September 9, the TPB Technical Committee reviewed the local projects for inclusion in the grant pre-application submission.

Recommended Local Projects for the Pre-Application (Due October 3)

The TIGER Grant Program Pre-Application requires submittal of basic administrative information, including applicant identification and eligibility and jurisdictions and congressional districts of the project location. Also required are the total project cost and the grant funds requested, along with a basic description of the overall project (no more than 50 words).

A total of seven local projects have been selected for inclusion in the TPB's TIGER grant application, with a total overall project cost of approximately \$38 million and a request for TIGER grant funds of \$29 million. Please see the attached summary sheet for greater detail.

District of Columbia

Fort Totten / 1st Place-Galloway Road Access Improvement Project

Cost: \$4.1 million

Capital Improvements: The project rebuilds the two streets serving the Fort Totten Metrorail Station: 1st Place (to Riggs Road) and Galloway Street (to South Dakota Ave). The project will improve accessibility and safety for pedestrians at this metro transfer station by rebuilding sidewalks and curbing, installing new lighting, and providing wayfinding signage.

Maryland

Montgomery County: Forest Glen Underpass

Cost: \$17.6 million

Capital Improvements: Construct a pedestrian/bicyclist underpass underneath Georgia Avenue (MD 97) linking Forest Glen Metrorail Station to the sidewalk serving Holy Cross Hospital; construct one elevator to connect the street level directly to the Forest Glen Metrorail Station mezzanine; and establish ten bikeshare stations in the local area.

Prince George's County: Pedestrian Safety Measures for the New Carrollton Metro Station

Cost: \$946,000

Capital Improvements: The project site is the County's number one priority Transit Oriented Development site. The project will construct sidewalks and trails to improve access to the station, and create a full service bicycle station at the rail station.

Prince George's County: West Hyattsville Metro Station / Ager Road Improvements

Cost: \$7.4 million

Capital Improvements: The project involves improvements to facilities with sidewalk gaps, a WMATA secure bike parking facility and other multimodal access improvements to the West Hyattsville Station. The Ager Road portion will reconstruct the road as a complete green street, with wider sidewalks, improved crossing and an environmentally-sensitive stormwater system.

City of Rockville: Safer Walkways to Transit: Twinbrook Metro Station

Cost: \$501,000

Capital Improvements: The project will implement recommendations from the 2011 TPB Transit Land Use Connections (TLC) study: Safer Walkways to Transit. The study recommended a variety of bicycle and pedestrian safety and access improvements to the Twinbrook Metro Station.

Virginia

Arlington County: Army Navy Drive Multimodal Access Improvement Project

Cost: \$6.8 million

Capital Improvements: The project re-conceives 3,300 feet of Army Navy Drive, providing a wider, safer sidewalk, a physically-separated two-way cycle track, and a safer street cross section that will support a future streetcar. The project will also add ten Capital Bikeshare stations along Columbia Pike.

Virginia Railway Express (VRE): Bicycle Lockers at VRE Stations

Cost: \$294,000

Capital Improvements: The project will add bicycle lockers to VRE stations in Fairfax and Prince William Counties, and the Cities of Manassas and Manassas Park.

Development of Grant Application / Schedule

The Grant Application must be submitted to USDOT by October 31. The formal application requires a project narrative (no more than 25 pages) and several certifications and assurances (e.g., federal wage rate certification). A detailed benefit-cost analysis in support of the proposed project is also required, including user and non-user numbers, benefits, and impacts, and other social and economic factors such as safety and livability. Other additional information is also required, either included in the application or made available online, including project design documents, planning studies, letters of support, and NEPA documents.

TPB staff is working with local project sponsors to prepare to prepare a complete, compelling, and competitive grant application. The application preparation schedule is as follows:

October 3:	Pre-application submittal deadline to USDOT
October 19:	TPB approval of final application package
October 31:	Final application submittal deadline to USDOT.

FY 2011 TIGER Discretionary Grant Program
Transportation Planning Board Project List
September 14, 2011

Applicant Jurisdiction	Project Title	Project Description	Funding Request				Project Total
			Federal	Match	Percent	Local Match Source	
District of Columbia							
District of Columbia	Fort Totten / 1st Place-Galloway Road Access Improvement Project	The project rebuilds the two streets serving the Fort Totten Metrorail Station: 1st Place (to Riggs Road) and Galloway Street (to South Dakota Ave). The project will improve accessibility and safety for pedestrians at this metro transfer station by rebuilding sidewalks and curbing, installing new lighting, and providing wayfinding signage.	\$3,336,840	\$834,210	20%	Local match	\$4,171,050
Maryland							
Montgomery County	Forest Glen Underpass Project	Construct a pedestrian/bicyclist underpass underneath Georgia Avenue (MD 97) linking Forest Glen Metrorail Station to the sidewalk serving Holy Cross Hospital; construct one elevator to connect the street level directly to the Forest Glen Metrorail Station mezzanine; and establish bikeshare stations.	\$14,080,000	\$3,520,000	20%	Local match	\$17,600,000
Prince George's County	Pedestrian Safety Measures for the New Carrollton Metro Station	This project would include sidewalk and crossing improvements and signal timing changes identified in a 2010 TPB TLC study. These improvements will greatly enhance the pedestrian and bicycle access in and around the New Carrollton Metro Station and make it more suitable for transit oriented development.	\$676,476	\$269,119	28%	Local match for all improvements on County maintained structures in the grant	\$945,595
Prince George's County	West Hyattsville Metro Station/Ager Road Complete/Green Road Access Improvements	The project involves improvements to facilities with sidewalk gaps, a WMATA secure bike parking facility and related identified improvements that connect into the West Hyattsville Station. The Ager Road portion will provide a complete green street that will reconstruct the road itself.	\$5,552,750	\$1,867,500	25%	Local match for all improvements on County maintained structures in the grant	\$7,420,250
City of Rockville	Safer Walkways to Transit: Twinbrook Metro Station	The project will implement recommendations from the 2011 TPB TLC study: Safer Walkways to Transit. The study recommended a variety of bicycle and pedestrian safety and access improvements to the Twinbrook Metro Station.	\$401,272	\$100,318	20%	Rockville's TDM account	\$501,590
Maryland Total:			\$20,710,498	\$5,756,937	21.8%		\$26,467,435
Virginia							
Arlington County	Army Navy Drive Multimodal Access Improvement Project	The project re-conceives 3,300 feet of Army Navy Drive, providing a wider, safer sidewalk, a physically-separated two-way cycle track, and safer street cross section that will support a future streetcar. The project will also add ten Capital Bikeshare stations along Columbia Pike.	\$4,965,983	\$1,872,896	27%	Local bond funding and a congressional allocation of \$210,000	\$6,838,879
Virginia Railway Express (VRE)	Bicycle Lockers at VRE Stations	The project will add bicycle lockers to VRE stations in Fairfax and Prince William Counties, and the Cities of Manassas and Manassas Park.	\$234,821	\$58,705	20%	Funding commitment from each jurisdiction	\$293,526
Virginia Total:			\$5,200,804	\$1,931,601	27.1%		\$7,132,405
TIGER TOTAL:			\$29,248,142	\$8,522,748	22.6%		\$37,770,890

ITEM 9 - Information

September 21, 2011

Briefing on the Transforming Governance of the Washington Metropolitan Area Transit Authority: Phase 1 Recommendations Report by the Governance Work Group (GWG) Appointed by the Governors of Maryland and Virginia and the Mayor of the District

Staff Recommendation: Receive briefing on the enclosed recommendations for transforming governance of WMATA

Issues: None

Background: The GWG was established in January 2011 by the two Governors and the Mayor to make recommendations to improve governance at WMATA. As part of its work, the GWG requested and received research support from TPB staff on five topics related to WMATA board functions and funding needs. The report produced by TPB staff was presented to the TPB at its June 15 meeting. The GWG released its Phase 1 report for public comment on July 21. The public comment period ended on August 25.

TRANSFORMING GOVERNANCE OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

* * * * *

GOVERNANCE WORK GROUP PHASE I RECOMMENDATIONS



July 21, 2011



THIS PAGE INTENTIONALLY LEFT BLANK

EXECUTIVE SUMMARY

The Governance Work Group (GWG) was tasked with making initial recommendations on WMATA governance reform with a focus on the following seven issues:

1. Defined roles and responsibilities for the Board and Chair;
2. A recommendation on whether and how to require the Board to focus on high-level policy and objectives, and act as a regional body so that it takes official regional, rather than unofficial individual, action;
3. A recommended coordinated process for appointing Board members with an appropriate mix of attributes and qualifications, including staggered terms and a uniform compensation process;
4. A recommendation on whether the jurisdictional veto should be limited through legislative action and/or Compact amendments;
5. A recommendation on whether to establish a legal State Safety Oversight (SSO) entity with enforcement powers;
6. A recommendation on whether and how to require the Board to decide matters through a clear, accessible public input process; and
7. A defined role for the federal government in WMATA governance.

The GWG recognizes that the Board's proposed Bylaws are an encouraging step towards implementing improved Board governance. The proposed, overarching Board member roles and responsibilities include:

- Ensuring a Safe and Reliable System
- Exercising Fiduciary Responsibility
- Engaging in Strategic Regional Leadership
- Overseeing Planning, Operations and Customer Service
- Exercising Individual Responsibility as a Member of the Board
- Evaluating CEO, Board Secretary, General Counsel and Inspector General

In addition, the Proposed Bylaws delineate a clear role for the Board Chair and its accompanying responsibilities, including facilitating the work of the Board, establishing a strong Board and CEO relationship and fostering Board communication with external stakeholders.

The GWG is pleased with the evaluation and self-review that the Board has undertaken while developing its new Bylaws and revised Procedures. It is evident that the Board has made significant progress in addressing governance issues. However, the GWG identified several areas where clarification or more information is needed in order to enhance the Board's roles and responsibilities and promote a high-level, policy-setting focus, including the following:

- Establish a budget development and performance measurement process;
- Develop a multi-year strategic plan; and
- Coordinate the budget planning process with funding jurisdictions.

In addition, **the GWG recommends** legislative action at the jurisdictional level to revise the Board member appointment process to achieve a balanced and effective Board. Specifically, **the GWG recommends:**

- implementing a ridership requirement;
- setting a general, overarching Board composition concept;
- codifying Board member qualification requirements; and
- providing an opportunity for advisory input from the Governance Committee when a jurisdiction is filling a Board member vacancy.

In addition to a Governance Committee-led orientation process for WMATA Board members, **the GWG recommends** that the Board also implement an orientation program for jurisdictional staff and other key stakeholders involved in WMATA.

The GWG recommends that Board members serve staggered, 4-year terms, with a maximum of two consecutive terms. **The GWG also recommends** that a Board Chair term be set at two consecutive years.

Taking into account the various jurisdictions' treatment of Board member compensation, **the GWG recommends** that the WMATA Board member compensation policy be determined by each jurisdiction and the federal government respectively, provided that there is a publicly disclosed letter on file identifying what the compensation entails. The issue of compensation for Board service by salaried elected officials and public sector employees remains open for discussion within the GWG. That discussion will be influenced by the frequency of and time commitment for Board and Committee meetings, which will be reduced in the future as the Board spends more time on high-level policy and less on day-to-day WMATA operations.

The GWG supports the Board's proposed Bylaws and revised Procedures which require a jurisdiction that anticipates using its jurisdictional veto provide notice and for the Board Chair to attempt to resolve the conflict in advance of an actual Board vote. While the GWG understands that there is a role for the jurisdictional veto in WMATA governance, the GWG encourages further discussion on its appropriate use.

The GWG believes that the structure of WMATA's SSO, the current Tri-State Oversight Committee (TOC), needs to evolve into a more robust entity with enforcement authority. The GWG supports the TOC's recent efforts to better establish and formalize the relationship between the Board and the TOC through comments on the Bylaws. In addition the GWG supports the evaluation of a Compact amendment to further define the TOC's legal oversight and enforcement authority.

The GWG recognizes the need for a timely and accessible public input process that ensures the Board receives comments in advance of its decision-making. While the Board's proposed Bylaws are a positive step in accomplishing this goal, **the GWG further encourages** the Board and Board staff to enhance the public's awareness of WMATA's public communication and response policies.

With regard to defining the role of the federal government in WMATA governance issues, **the GWG will pursue further consultation** with the appropriate Congressional delegations as well as the GAO report.

INTRODUCTION

On January 10, 2011, Virginia Governor Bob McDonnell, Maryland Governor Martin O'Malley and District of Columbia Mayor Vincent Gray announced an implementation plan and schedule that presented actions to be taken by the Signatories and the WMATA Board to address WMATA's governance problems. They created a Governance Work Group (GWG) to implement some of these actions, with appropriate input from appointing authorities, local jurisdictions and stakeholders.

This draft report represents the GWG's initial phase of recommendations, regarding the following issues: Board member and Chair roles and responsibilities, including a focus on high-level policy; Board member appointment process, including term limits and compensation; use of the jurisdictional veto; enhanced authority for the Tri-State Oversight Commission (TOC); public input in the Board's decision-making process; and the role of the federal government in WMATA governance.

Comprehensive efforts to improve governance, leadership, and accountability at WMATA are currently underway. The GWG recognizes the extensive work of the WMATA Board over the past six months and appreciates the opportunities for continued collaboration with the WMATA Staff, Board and Governance Committee.

The WMATA Board of Directors released revised Procedures and draft Bylaws for Public Comment in April 2011. Once formalized, the first ever, permanent WMATA Bylaws will outline a comprehensive scope of board roles and responsibilities as well as clarify the Board's focus on policy, financial direction and Metro's relationship with its customers and jurisdictional partners. The GWG submitted formal written comments in response to the draft documents, offering suggestions for clarification and mechanisms for enhanced Board effectiveness. In addition, the GWG was afforded the opportunity to present an update on its work to date and a general overview of recommendations to the Governance Committee in late May 2011.

The following GWG recommendations are the result of extensive research regarding best practices of peer transit agencies and continuous cooperation and collaboration between the member jurisdictions. The U.S. Government Accountability Office's (GAO) separate analysis of WMATA governance, released on June 30, 2011 will continue to inform the GWG, the U.S. Congress and federal executive branch's approach to WMATA governance and any deliberations on potential Compact amendments.

I. Defined Roles and Responsibilities of the Board and Chair

A review of thirteen peer transit agencies revealed that eight have formally developed roles or responsibilities for their Boards. WMATA's recently Proposed Bylaws are a valuable first step in ensuring that the Board has clearly identified roles and responsibilities and will act as a governing and policy-making body. In developing the proposed Bylaws, the WMATA Board has conducted a self-assessment of its operations and thus far, it proves to be an effective review. Proposed Bylaw Article II states that, "the Board is primarily responsible for policy, financial direction and WMATA's relationships with its customers, jurisdictional partners and signatories," and sets out clear, overarching responsibilities with further details, including:

1. Ensure Safe and Reliable System
2. Exercise Fiduciary Responsibility
3. Engage in Strategic Regional Leadership
4. Oversee Planning, Operations and Customer Service
5. Exercise Individual Responsibility as a Member of the Board
6. Evaluate the CEO, Board Secretary, General Counsel and Inspector General

A transit system's success requires all governance entities to have clearly delineated roles and responsibilities and a commitment to adhere to them. To that end, the proposed Bylaws adequately outline broad, overarching Board responsibilities with clear, specific objectives within each topic area. However, further refinement to the individual objectives, including regularly scheduled performance measure reviews, will enable the Board to set key targets and ensure transparency, accountability and stakeholder input.

Furthermore, additional coordination is needed between WMATA and the funding jurisdictions that operates within reasonable timeframes and is based on best practices of public agencies.

The GWG recommends that the WMATA Board take into consideration the following recommendations:

- Establish budget development and performance measurement process;
- Develop a multi-year strategic plan; and
- Coordinate the budget planning process with funding jurisdictions.

The GWG recommendations pertaining to multi-year strategic planning are outlined in further detail in Section II of this report, which provides recommendations for the Board to focus on high-level policy and act as a regional body.

The recommendations submitted by the GWG on the need for clarified Board roles and responsibilities are intended to lead to and tie in with the recommendations on an increased focus on high-level policy by the Board. To that end, the GWG supports the GAO report's observation that there is a high frequency of WMATA Board meetings. The GWG encourages the Board to address the issue of setting an appropriate number of Board meetings. Once the Board emerges from its current transition period, this will help facilitate a focus on high-level policy and ultimately decrease the frequency of Board meetings.

In addition the GWG submitted the following comment to the WMATA Board on its revised Procedures:

“It is not necessary that every committee meet monthly or that any committee be a committee of the whole.”

In an effort to maintain clear Board member roles and responsibilities and facilitate effective communication, **the GWG recommends** that the Board implement an orientation program for jurisdictional staff and other key stakeholders involved in WMATA governance. Currently, the Board's proposed Bylaws, Article XII.B, only require the Governance Committee to “implement an orientation program to assist all Board members in understanding the transit system and their individual and Board roles and responsibilities, while building cohesion among Members.”

Board Chair

With regard to the responsibilities of the Board Chair, seven of the thirteen peer agencies examined have formally developed roles or responsibilities for their Chairs. The WMATA Board's Proposed Bylaws have developed a clear description of the Chair's role and responsibilities. Proposed Bylaw Article III states that the Board Chair is "dedicated to facilitating the work of the Board, encouraging the creation of common ground and consensus that moves the Board's work forward in a manner that promotes and enhances WMATA's overall mission."

Proposed Article III further details the Board Chair's roles and responsibilities in the categories of facilitating the work of the Board, establishing a strong Board and CEO relationship and fostering Board communication with external stakeholders." In addition, Proposed Bylaw Article III provides that the Chair "shall be elected without regard to jurisdiction of residence or representation," and Proposed Bylaw Article III follows the Compact § 7 requirement to annually elect a Chair without further requirements or limitations, thus permitting a Chair to serve more than a single one-year term.

The Board's recent action to allow a Chair to serve more than one year is an important change and should serve to improve the consistency of Board governance in the years ahead. It is important to note that under this revised structure, the Chair position would still be voted on annually by the members of the Board.

The GWG recommends that the Chair term be set at two consecutive years. By limiting the Chair term to two years, the GWG supports the BOT recommendation for immediate action, which advised increasing the term length of the Chair from one to two years. Based upon a review of peer agency practices, Board Chair term lengths are typically between one and three years, as was the case at nine of the thirteen agencies examined. Of the remaining four agencies, one had a Chair term length of four years, one had a six year limit and two allowed Chairs to serve indefinitely.

II. Board Focus on High-Level Policy, Acting as a Regional Body

A governance report by the WMATA Riders Advisory Council (RAC) urged the WMATA Board to spend more time discussing and developing policies on issues such as land use, fares, budget and service. It said "the Board currently spends very little time defining high-level policy... The Board needs to devote the necessary time to define broad policies with which to shape later decisions." The RAC also called on the Board to "act as a regional body rather than as individuals."

The GWG believes that a transit board has three main areas of responsibility:

1. Setting the strategic direction of the transit agency and monitoring progress;
2. Providing management support in implementing the strategic and operating plan; and
3. Assuring corporate control of the agency that reflects its public roles and responsibilities.

While WMATA has made progress on elements of strategic planning, **the GWG has identified** this as an opportunity to significantly benefit the governance of the agency and encourages the Board to continue to take a stronger role in strategic management. This is a vehicle for the Board to exercise its responsibility for setting the policy direction of the agency. The Transportation Research Board (TRB) has also identified several key transit board responsibilities associated with strategic and business planning, including: a focus on policy; being strategic; achieving goals and improving transit system performance.

For WMATA – operating in a large, diverse metropolitan region – a strategic planning process may help develop regional consensus behind policies, by reflecting the input of jurisdictions, riders and other stakeholders. This in turn should enhance long term organizational continuity and give clearer direction to staff to manage the system, perhaps reducing a frequent practice at WMATA of setting policy on an ad hoc basis; often bringing inappropriate or unnecessary operational issues to the Board. Strategic planning is a key Board activity and can create the environment among the Board, management and stakeholders to improve internal and external relationships.

To be effective, strategic planning is not a one-time event, but an ongoing, dynamic process. It must be linked to the annual budget process, capital programming and prioritization and agency performance measures. The board should adopt both a mission and vision of the agency, multi-year strategic goals and annual objectives to achieve those goals. The board should also set performance measures and milestones based on objectives in order to monitor progress. To be effective, the Board should align or re-align resources to achieve the goals.

One clear key to success in strategic management is effective involvement of stakeholders. The process of developing a plan should include mechanisms to involve stakeholders and improve transparency and public input. A well crafted strategic planning process – with direct Board involvement – will focus the Board on establishing policies, provide for a longer-term focus, improve communication with stakeholders and establish buy-in around a longer term direction for the agency.

The WMATA Board of Directors is planning to launch a strategic planning effort in the summer of 2011, which the GWG applauds. However, **the GWG recommends** that a process be established in the Bylaws, to ensure that strategic planning is incorporated into the regular, ongoing activities of the Board and agency. It appears that strategic planning efforts have been attempted in the past at WMATA, but it was viewed as a responsibility of the staff. Many transit agencies and Boards have requirements for performance-based and strategic management planning practices, including the following:

- Los Angeles County MTA
- New York MTA
- Philadelphia SEPTA
- San Francisco MTA
- Dallas DART
- Portland TriMet

In addition, the U.S. Congress considers strategic management so vital that it has mandated that all federal agencies have a strategic planning process. Under the Government Performance and Results Act agencies are required to develop multi-year strategic plans, annual performance plans, and annual performance reports.

While the WMATA Board of Directors' Proposed Bylaws and accompanying Work Plan identify the importance of developing and implementing a Strategic Plan, **the GWG recommends** that this task be further clarified, outlined and developed so that the Bylaws sufficiently reflect the agency's vision and mission and appropriately incorporate its goals, objectives, performance measures, and review/reporting mechanisms. There are many areas that the Board, agencies and stakeholders can consider to improve communication and business practices:

- Develop and share a Strategic Plan for the agency that includes a shared Mission and Vision that is widely communicated, understood and shared by stakeholders.
- Develop Specific Goals that help to implement the strategic plan and guide development of supporting actions, such as business plans, budgets, performance measures and other plans.
- Introduce a more detailed and longer range Business Planning process to assure that the Board and Stakeholders understand the longer term consequences of actions proposed today and to improve long term continuity.
- Assure that cooperative financial planning is a two-way street with the contributing jurisdictions providing funding forecasts that can be used for advanced planning and the Agency supporting more detailed and multi-year forecasts of needs.

Specifically, **the GWG provided the following comments** on the WMATA Board's Proposed Bylaws:

Article II.B.1: Propose that the business plan update be conducted at a specific interval rather than simply "from time to time."

- a. RECOMMENDED LANGUAGE: the Board shall approve a six-year business plan, which is updated every two years.*

In general, with regard to the overall financial process, the Board should provide a more structured work plan in the development of the budget and ensure that WMATA provides appropriate financial reporting to the funding partners.

Article II.C.10: In addition to the adoption of "key performance and service standards" that "provide policy guidance regarding the quantity and quality of service," the Board should include language requiring a review mechanism to be implemented on a regular basis in order to measure and/or monitor such performance and service standards.

The comments submitted to the Board by the GWG also stated that the GWG is open to alternative timeframes, other than six-years, for a multi-year business plan. The WMATA Board will continue to explore Strategic Planning and the development of Key Performance Indicators (KPIs) this summer. As identified on the Board's Work Plan, they will integrate KPI information with Strategic Planning to assure safe and reliable service from Metro,

a high performing organization. **The GWG recommends** that the detailed work developed in these Strategic Planning sessions be adequately reflected in the Board's Bylaws and Procedures.

Additionally, improved and enhanced coordination is needed between WMATA and the funding jurisdictions to establish a timely budget development process, in order to coordinate with executive and legislative budget cycles in the jurisdictions. There is a need for more clarity with regard to GM/CEO responsibilities and Board responsibilities in the budget development process. The Board should ensure that the WMATA staff continues to provide timely and consistent budget updates and financial reports to the funding partners.

The GWG recommends that the GM/CEO develop an annual work plan, similar to the New York Metropolitan Transportation Authority that outlines what is reviewed by the Board in each month. In order to improve the WMATA budget planning process, the GWG suggests that further research be conducted on ways to increase coordination among WMATA and the budget cycles of the three jurisdictions. The potential for streamlining WMATA's financial and KPI reporting process through enhanced jurisdictional coordination should also be explored.

Specifically, **the GWG provided the following comment** to the Board's Proposed Bylaws:

Article II.C.8: ADD: The Board shall provide for a structured budget process that is developed in consultation with the funding jurisdictions and includes key milestones in the process for coordination and input. Additionally, the annual budget shall include a multi-year fiscal plan with projected expenses and revenues, which is developed in consultation with the jurisdictions.

III. Coordinated Board Member Appointment Process

WMATA's Board of Directors falls in line with the majority of its peer transit agencies with a composition of both elected officials and non-elected officials being appointed to the Board. However, WMATA makes no stipulations regarding Board members' places of residence and only one of its members, the federal representative, is required to be a regular rider of the Metro system. In addition, WMATA does not have a formal experiential component in its Board appointment process. Furthermore, unlike all of its peers, WMATA does not have a formal policy regarding term lengths and limits; members may serve indefinitely according to the discretion of the authority that appoints them.

Given the variance in board membership nationally and the variances in how the three WMATA jurisdictions appoint board members, **the GWG recommends** a balanced approach to the issue of member qualifications, terms and compensation. While consistency is helpful, the jurisdictions each have a unique history and individual sets of local circumstances to consider on the issue of board member qualifications, and length of service. The important policy goal for the appointing authorities is to ensure that their representation and process for selecting members supports the mission of the WMATA board and contributes to a positive direction for the system. In order to achieve a balanced and effective Board, **the GWG recommends** that the following initiatives be implemented:

- **Ridership Requirement**

Each jurisdiction should be required to ensure that the Director and Alternates make an effort to use the Metro system on a regular basis in order to familiarize themselves with customer service and operational issues. This could be done through legislation mandating that the members be a user of the system or also through the semi-annual self-report/review of membership commitment, including Board meeting attendance and frequent use of the system.

- **Experiential Requirement/ Tri-Jurisdictional Appointment Process**

The three Signatories should develop an expectant list of qualifications and experiences to be represented by the overall Board. Once the priorities are identified, they can be used as a selection criteria mechanism in filling vacancies as they arise. In addition, the appointing authorities should confer annually to review Board composition and Board member commitment by using a checklist of the qualities and experiences they have deemed priorities. This would include information from the Committee and Board meeting attendance records of the WMATA Board members and Alternates for the previous year.

The GWG recommends that each jurisdiction pass legislation that formalizes an understanding of the balance of qualifications and experiences of Board members and promotes consistency across the region. For example, Board members should be required to have experience in at least one of the following areas: transit, transportation or land use planning; transit, transportation or other public sector management; engineering; finance; public safety; homeland security; human resources or law. In addition, the legislation should require the Board members to submit semi-annual reports to the Governor or Mayor, where applicable, documenting their attendance at WMATA Board meetings and any other meeting where they serve in their official WMATA Board member capacity. This would enable each Signatory to ensure that his appointees adequately complete their service obligations, and would allow him/her to take affirmative steps to enforce active participation, if necessary.

The GWG also recommends that the Governance Committee has the opportunity to provide input to the Signatories when a Board member vacancy arises and that the mechanism for providing such input be incorporated in the Bylaws. The Governance Committee could provide an advisory letter identifying the experiences and qualifications that would be most helpful to the overall Board composition when filling the vacancy.

- **Board Member Terms and Term Limits**

The National Capital Region Transportation Planning Board's review of thirteen peer transit agencies shows a range of requirements with respect to the length of Board member terms and the use of term limits. Among these agencies, terms range from two to seven years with seven boards utilizing four year terms. Only three of the boards mandate term limits with the range of the combined terms being between six and twelve years. Transit board member terms tend to range from two to seven years.

In WMATA's history there have been over one-hundred board members (including alternates) and only a dozen or so have served for eight or more years. Existing requirements by the

appointing authorities are inconsistent: Maryland established three year terms and the General Services Administration (GSA) appointed members have four-year term limits.

The GWG recommends that WMATA board members and alternates be limited to two consecutive four year terms. This would allow elected officials serving consecutive four year terms to maintain consistent representation but also ensure Board vitality and allow for a frequent review of a member's commitment.

In order to implement this proposal, appointing authorities in Maryland, Virginia and the District of Columbia should introduce legislation, which would provide for a transition into a new system of staggered terms of four-years with two term limits. For the first period, existing members would likely serve a term of between two and five years to allow for staggered terms. For purposes of the overall term limits, an appointment of less than three years should not be counted. Additionally, it is recommended that members be allowed to continue service until replaced or reappointed by the respective appointing authority.

- **Board Member Compensation and Appropriateness of Elected Officials serving on the Board**

Current compensation policies differ significantly between the jurisdictions and are impacted by elected officials and federal or state employees who may serve on the WMATA board. In some cases, members are not allowed to receive any compensation. In others, some appointing authorities have combined the duties of Board members and/or alternates with related job duties which have blurred the distinctions on how members are compensated for activities directly related to the WMATA Board.

Given the disparity, **the GWG recommends** that the WMATA Board member compensation policy be developed by the jurisdictions and the federal government respectively, provided that a publicly disclosed letter remains on file identifying what the compensation entails. The issue of compensation for Board service by salaried elected officials and public sector employees remains open for discussion within the GWG. That discussion will be influenced by the frequency of and time commitment for Board and Committee meetings, which will be reduced in the future as the Board spends more time on high-level policy and less on day-to-day WMATA operations.

Given the variance in how the three jurisdictions deal with the issue of elected official representation on the WMATA Board, **the GWG does not have a recommendation** on this topic other than to maintain that the Signatories' overriding goal should be to ensure the necessary qualifications and experiences are represented by the overall Board.

IV. Use of the Jurisdictional Veto

The WMATA Compact reserves the right of any Signatory jurisdiction to veto an action of the majority of the Board of Directors. The veto option is provided in the Compact by the requirement that all Board actions received at least one affirmative vote from each Signatory of the Compact. The so-called jurisdictional veto protects the interests of each Signatory, requiring a higher threshold of regional consensus on critical matters. Viewed negatively, the Compact

creates the opportunity for one jurisdiction to leverage use of the veto for parochial, or narrow, interests.

In practice over the past 35 years the three jurisdictions have used the veto only rarely and usually to reinforce a position on a particular financial matter. In the last three years the veto has been used only once, to emphasize a point, over a relatively modest allocation of funds.

The jurisdictional veto remains a fallback safety mechanism for each jurisdiction to protect itself while simultaneously providing a strong incentive for the negotiation of controversial matters. The threat of jurisdictional veto ensures serious discussion and protects any one jurisdiction from being unilaterally forced to accept the decision of the other two.

The GWG understands that there is a role for the jurisdictional veto in WMATA governance. For the reasons outlined above **the GWG supports** the Board's proposed Bylaws requiring a jurisdiction that anticipates using its veto to provide advance notice and to follow the steps called for in the Board's Procedures for such action. However, **the GWG encourages** further discussion on the appropriate use of the jurisdictional veto.

Proposed Bylaws Article VIII, part H establishes a means to resolve inter-signatory disputes without the use of the jurisdictional veto, and proposed Article III, part A.7 makes it the Chair's responsibility to facilitate the process. The proposed Bylaws also seek to avoid situations in which the jurisdictional veto might be exercised by encouraging active communication and collegiality among Board members, the setting of common goals and consensus building. (*See: Article II.D.4 and Article III.A.5*) The revised Procedures IV, part C. Board and Committee Meetings- Limiting Jurisdictional Vetoes, establishes that "every Board member, will, whenever possible, provide advance notice to the Chair whenever he or she intends to exercise a jurisdictional veto. The Chair will facilitate the resolution of such disputes in order to limit jurisdictional vetoes." Ideally such notice will be provided no later than the conclusion of the Board Committee meeting with jurisdiction on the matter.

The GWG understands the intent of the notice requirement is to call attention to the seriousness of the matter subject to veto and to initiate an intensified discussion and negotiations period under the leadership of the Board Chair to try and resolve the conflict in advance of an actual Board vote.

While the GWG believes that current WMATA Board members understand the negative consequences of exercising a veto and the repercussions of abusing this privilege the GWG encourages further discussion on the appropriate use of the jurisdictional veto.

V. State Safety Oversight Agency as Legal Entity

Following a series of safety incidents involving passenger and employee fatalities on the WMATA Metrorail system and the executive and legislative branches of the U.S. government proposing to provide regulatory authority to the Federal Transit Administration (FTA) for enhancing State Safety Oversight (SSO) programs across the nation, Governor O'Malley, Governor McDonnell, and then-DC Mayor Adrian Fenty met in April, 2010 to agree on a plan of action, entitled *Moving the TOC Forward*, for addressing WMATA's safety problems and

improving the Tri-State Oversight Committee (TOC), the SSO agency for the WMATA Metrorail system designated under federal law and regulation. As a result of this meeting the Governors and Mayor granted authority and policy-making discretion to the Maryland and Virginia Transportation Secretaries and the Director of the District Department of Transportation (DDOT), as the TOC Executive Committee, to formulate uniform policies and protocols for the TOC and solve oversight issues in a more rapid and efficient manner.

The current structure and function of the TOC has presented challenges in the implementation of the SSO program. TOC is not a legal entity, but was created by the three member jurisdictions through an MOU in 1997. Thus, the TOC lacks clear authority to conduct oversight that is not dependent upon the acquiescence of WMATA.

The GWG believes that improving transportation safety is a major priority throughout the Washington region. As such, the TOC should be provided the authority to institute and enforce safety program activities.

The TOC submitted the following comment on the Board's Proposed Bylaws and **the GWG agrees** that inclusion of this language in the Bylaws would better establish and formalize the Board's relationship with the TOC:

Article XII.B: ADD LANGUAGE IN SMALL CAPS: ... the [Safety and Security] Committee reviews the WMATA System Safety Program Plan for consistency with safety goals, receives AND RESPONDS TO periodic reports AND COMMUNICATIONS from the Tri-State Oversight Committee (TOC), WHICH IS RECOGNIZED BY WMATA AND DESIGNATED BY THE COMMONWEALTH OF VIRGINIA, THE STATE OF MARYLAND, AND THE DISTRICT OF COLUMBIA AS THE STATE SAFETY OVERSIGHT AGENCY OVER WMATA'S RAIL FIXED GUIDEWAY SYSTEM, and works with THE TOC, Federal Transit Administration and the National Transportation Safety Board, as appropriate, to review the status of Authority safety and to assure that all safety recommendations from any internal or external safety review or investigation are handled expeditiously and effectively.

The *Moving the TOC Forward* document proposed a *Metro Safety Commission* (MSC) which would be a distinct legal entity created by the District of Columbia, Maryland, and Virginia. Unlike the current TOC, the new MSC would have its own governance organization, employees, and legal/administrative structure, and would be created through a multistate Compact among the three jurisdictions and ratified by Congress, or as an amendment to the existing Compact governing WMATA. However, an enhanced oversight entity like the MSC may require significantly more resources to operate than is currently allotted for the TOC. While the jurisdictions are not opposed to allotting more resources to the TOC, given current fiscal constraints, any proposed, immediate enhancement to the TOC's oversight structure would be most prudent if undertaken using existing resources.

Currently, staff from the three member jurisdictions, along with the TOC and its Executive Committee, are evaluating the implementation of a Compact amendment to create an MSC as a successor to the TOC, with a defined organizational structure and clear legal authority to conduct safety and security oversight of WMATA's Metrorail system. The specific duties, authority, and responsibilities of the MSC would be defined in the Compact amendment and operated by an entity equivalent in staff and resources to the current TOC. **The GWG supports** the TOC's

recent actions to bolster its enforcement authority and strengthen its relationship with the WMATA Board.

VI. Public Input in Board Decision-Making Process

According to the Report on Governance of WMATA by the Riders' Advisory Council (RAC), Board decision-making should include a clear and accessible public input process. The RAC suggested that before voting on most decisions the WMATA Board should allow more time for information to be shared with the public for input to be solicited. The Transportation Research Board (TRB) has also noted key recommendations related to public outreach, including: 1) public involvement should be early and proactive; 2) timely information should be provided to the public; and, 3) explicit consideration should be given to the public input collected. The GWG shares an interest in creating opportunities for meaningful and timely public input to the WMATA Boards' decision-making process.

Through the WMATA Compact, there has always been a robust Public Hearing requirement for Board actions on fare and service changes. The Board established a public comment process at Board meetings a number of years ago and created the Riders' Advisory Council (RAC) and the Accessibility Advisory Committee to receive more formal public input from a representative group of riders and system users.

The WMATA Board Governance Committee has recognized the concerns and recommendations of the RAC by proposing expanded public input opportunities, including the following:

- The opportunity for the public to speak at WMATA Board Committee meetings at the Chair's discretion;
- The elimination of limitations on the frequency that an individual can offer comments to the WMATA Board during the public comment period;
- The institution of a proscribed methodology for Board members to collectively respond to communications from the public both directly and through the General Manager/Chief Executive Officer; and
- Procedures to encourage the posting of all or nearly all Committee and Board public session agenda material on the WMATA website in advance of meetings.

The GWG welcomes the extension of the Public Comment period process to Committee meetings and encourages Committee Chairs to maximize the topics open for public input at these meetings. **The GWG also encourages** the Board and Board staff to inform the public about the process which WMATA uses to respond to communications addressed to the Board.

Specifically **the GWG submitted the following comment** on the Board's Proposed Bylaws:

Article VII – ADD: The Board empowers the CEO to establish appropriate public and stakeholder involvement processes that allow for early and proactive engagement to inform board policy decision-making.

VII. Use of Executive Session

The GWG also believes that an excessive use of Executive Sessions reduces Board transparency and may result in the Board reaching decisions without adequate public review. Therefore, the GWG urges the Board to limit the use of Executive Sessions, provide more detail on items on Executive Session agendas and take matters that have been discussed in Executive Session to both a public Committee review and discussion as well as a Board meeting for action to allow time for adequate public review.

Specifically, **the GWG provided the following comments** on the WMATA Board's Proposed Bylaws and Procedures in order to clarify statements of purpose and process for Executive Sessions:

Article X, Sections A & B: COMMENT: In finalizing the bylaws, WMATA should give consideration to the Open Meetings laws of the jurisdictions, to mirror as closely as possible the policies for executive sessions, including the allowable exceptions for closed sessions and procedures for them.

Article X, Section B. Procedures for Executive Session: ADD the following language to the second paragraph:

“Agenda items that the Board wishes to remove from a published Board or Committee agenda should only be removed from the Board or Committee agenda in a public session of the Board or Committee and the reason for removal should be publicly stated.”

VIII. Role of the Federal Government

The federal General Services Administration appoints primary members and alternates to serve on the WMATA Board on behalf of the federal government. The first federal members of the Board were appointed for terms of four years. In addition, one of the primary federal Board members must be a regular passenger and customer of WMATA's bus or rail service. Expansion of the WMATA Board to include two federal appointments was a key condition to the Congress and President's approval of a ten year, \$1.5 billion authorization of federal funds for WMATA's Capital Improvement program. **The GWG will pursue further consultation** with the appropriate Congressional delegations as well as the recently released GAO report on WMATA governance issues.

CONCLUSION

This report represents an update on the GWG's initial phase of recommendations for improving WMATA governance, which were developed in consensus among the three jurisdictional partners. The GWG has met regularly, in a spirit of cooperation, to discuss important regional issues pertaining to WMATA governance. Recent actions by the WMATA Board and Governance Committee, including the introduction of Bylaws and revised Procedures, have not only been instructive to the work of the GWG but also demonstrate that the Board understands the need for reform.

The GWG looks forward to continued cooperation and collaboration with the WMATA Staff, Board and Governance Committee throughout the process of finalizing the Bylaws and Procedures, developing a Strategic Plan, coordinating a budget planning process and moving into the second phase of GWG recommendations, including the drafting of potential legislation and Compact amendments, the role of alternates and overall size of the Board. The U.S. Government Accountability Office report, initiated by Senator Mikulski, continues to be invaluable in assisting both the WMATA Board and the regional funding partners in these efforts.

ITEM 10 - Information

September 21, 2011

Briefing on Housing and Transportation Cost Study for the Washington Metropolitan Area

Staff Recommendation: Receive briefing on the final report for the Housing and Transportation Cost Study for the Washington Metropolitan Area

Issues: None

Background: This study report was prepared by the DC Office of Planning and the Center for Neighborhood Technology (CNT). It expands the definition of affordable housing based upon household income to include transportation costs and examines how transportation costs and housing costs vary by location within the Washington region.

Housing + Transportation Affordability in Washington, DC

Full Report

**PREPARED BY
THE CENTER FOR NEIGHBORHOOD TECHNOLOGY
JULY 2011**

COVER: L'ENFANT PLAZA METRO Photo by Andertho

Acknowledgments

This report was prepared by the Center for Neighborhood Technology, with many people and organizations instrumental in its development.

Funding for this research was provided by the District of Columbia's Office of Planning, with significant direction and guidance from Harriet Tregoning, Director, and Art Rodgers, Senior Housing Planner.

The housing cost analyses incorporated in this work were conducted by Casey Dawkins, Research Associate at the National Center for Smart Growth and Associate Professor in the Urban Studies and Planning Program at the University of Maryland.

James Graham and Charlie Richman, both of the DC Office of Planning, contributed extensive transit access analyses and data essential in this research, as well as valuable review of the technical research methods. Alex Block and Colleen Mitchell, also of the DC Office of Planning, reviewed and provided significant feedback on this report. Local data instrumental in this research were provided by Michael Eichler and Robert Griffiths of the Metropolitan Washington Council of Governments.

ABOUT THE CENTER FOR NEIGHBORHOOD TECHNOLOGY

CNT's mission is to promote more livable and sustainable urban communities. For over 30 years, the Center for Neighborhood Technology (CNT) has taken a holistic, solution-oriented approach that reflects a commitment to both cities and nature. CNT is a creative think-and-do tank that combines rigorous research and analysis with effective actions that offer paths to scale. We have tackled a wide range of issues, always with an eye toward simultaneously improving the environment, strengthening the economy, and advancing equity. We work across disciplines and issues, including transportation and community development, energy, natural resources, and climate change.

CNT has a strong reputation as a leader in promoting urban sustainability—the more effective use of existing resources and community assets to improve the health of natural systems and the wealth of people, today and in the future. CNT is a recipient of the 2009 MacArthur Award for Creative and Effective Institutions.

CNT has pioneered map-based tools that enable citizens, communities, service providers, and policymakers to communicate issues, understand needs, and create more effective implementation plans for urban sustainability.

More information about CNT is available at www.cnt.org.

Foreword

The Center for Neighborhood Technology (CNT) is known for groundbreaking work regarding the effects of neighborhood characteristics on a household's transportation costs. But CNT's original efforts on the DC region were based on increasingly dated statistics from the 2000 US Census and did not have the benefit of local data such as the region's bus network and land use patterns. The Office of Planning (OP) believes it is critical to understand how the region's housing and transportation costs changed throughout the decade beginning in 2000, with particular emphasis on the turbulent period between 2006 and 2008—when gasoline prices spiked and the recession began to really bite in our region. During that time some outer jurisdictions experienced drops in the median home sales price of 41%, while the District's median sales price dropped by only 2%; this happened while real gas prices grew by 18%. Though some areas of the region's housing market are showing signs of recovery, as the nation's economy improves, gas prices are once again very likely to grow faster than inflation and to stress the budgets of many households living in car-dependent neighborhoods.

OP is excited to present CNT's work to citizens, stakeholders, and elected officials of the region. The study has several potential policy implications for our region as it grows. Some of those implications: how a better mix of land uses could help reduce transportation costs; how future transit expansions could best serve to lower household transportation expenses; and how to identify locations where an investment in affordable housing might provide the most value for lower income households. OP hopes that the study will spark a serious discussion of ways to ensure the economic resilience of households and local governments as the region develops.

Sincerely,

Harriet Tregoning

Director, DC Office of Planning

CONTENTS

EXECUTIVE SUMMARY

- 7 **Introduction To H+T**
- 7 Significance of Transportation Costs and the Lack of Transparency
- 8 Expanding the Definition of Affordability
- 10 **Transportation Costs Vary By Location**
- 11 Neighborhood Variables
- 11 Household Variables
- 11 Total Transportation Costs
- 12 **Customizing the H+T Index for DC**
- 12 Updated Data
- 12 Local Data
- 12 Market Rate Housing Costs
- 13 **Housing Costs**
- 15 **Transportation Costs**
- 17 Local Case Study Examples
- 18 Columbia Heights and Tenley Town
- 19 Determining Factors: What Drives Transportation Costs?
- 19 Average Autos Per Household and Residential Density
- 20 Average Transit Use and Transit Connectivity Index
- 21 Average Auto Use and Average Block Size
- 22 **Bringing It All Together: H+T**
- 22 H+T Costs as a Percentage of Income
- 26 Impact of Varying Transportation Costs on Cost of Living
- 27 Implications for Future Growth

TECHNICAL REPORT

- 29 **Introduction**
- 29 Significance of Transportation Costs and the Lack of Transparency
- 29 Expanding the Definition of Affordability
- 31 Development of Body of Work: Applications to Date
- 32 **The H+T Index**
- 32 Methods
- 33 Customizing The H+T Index For the Washington, DC Area
- 34 Development of Two Transportation Models
- 35 Transportation Model Findings
- 35 Independent Variables' Significance
- 40 Differences Between the Two Models
- 43 Determining Factors: What Drives Transportation Costs?
- 47 Model Outputs and Results
- 47 Discussion of Costs
- 51 Discussion of Affordability
- 55 **Location Efficiency and Concluding Remarks**
- 55 Impact of Varying Transportation Costs on the Cost of Living
- 56 Implications for Future Growth

DETAILED METHODS

58 Customizing the H+T Index for the Greater DC Area

58 Local Data

58 Updated Data

59 Market Rate Housing Costs

59 Renter Costs

60 Ownership Costs

60 Weighted Average Housing Costs

61 Transportation Model Development

61 General Structure

63 Dependent Variables—Measured Data

63 Autos per Household

63 Auto Use

63 Public Transit Use

64 Independent Variables

64 Residential Density

64 Residential Density With Land Use Data

65 Gross Density

65 Land Use Diversity

66 Average Block Size

66 Transit Connectivity Index

67 DC OP's Transit Network Analysis

67 Employment Access

68 Average Journey To Work Time

68 Median Household Income

68 Average Household Size

68 Average Commuters Per Household

68 Controlling For Household Variation

68 Cost Components

68 Auto Ownership Costs

69 Auto Use Costs

69 Transit Use Costs

Executive Summary



Introduction to H+T

Significance of Transportation Costs and the Lack of Transparency

Today, the real estate market knows how to incorporate the value of land into the price of the home—based on its location and proximity to jobs and amenities—but there is less clarity about how the accompanying transportation costs also contribute to the desirability of a location. In most cases, the very same features that make the land and home more attractive, and likely more expensive per square foot, also make the transportation costs lower. Being close to jobs and commuter transit options reduces the expenses associated with daily commuting. And being within walking distance of an urban or suburban downtown or neighborhood shopping district allows a family to replace some of their daily auto trips with more walking trips. Walking, bicycling, taking transit, or using car sharing instead of driving a private automobile reduces gasoline and auto maintenance costs, and may even allow a family to get by with one less automobile.

By contrast, places where single-family homes are more “affordable” are often found in outlying areas where land is cheaper. However, the lack of amenities and access to necessities common in these neighborhoods often results in households having transportation costs that are much higher and can often outweigh the savings on housing costs. In many of the areas where households “drive to qualify” for affordable housing, transportation costs can exceed 32% of household income, making it, at times, a greater burden than housing. Conversely, for some communities where households benefit from less automobile dependency, transportation can represent as little as 10% of household income.¹

1. High and low transportation expenditure percentages calculated from the 337 metropolitan areas presented on the H+T Affordability Index website (<http://htaindex.cnt.org>).

This information gap on location efficiency, which is measured here as the cost of transportation associated with each place, leads to unexpected financial burdens and time constraints for households, poor location decisions by developers, and missed and misplaced opportunities for municipalities. Furthermore, it leads to misinformed criticisms of the cost of building transit, since these critiques do not fully account for the benefits or take into account the hidden costs associated with sprawl and auto dependency. Not only are the high costs of transportation hidden, but so are the low costs, and therefore so is the inherent value of more convenient in-town urban, inner-suburban, and other urbanizing locations. Consequently, many of these convenient but undervalued areas suffer from disinvestment and lack the ability to attract new investment and redevelopment.

Expanding the Definition of Affordability

From an affordability perspective, the lack of transparency in transportation costs puts households at significant financial risk. Traditionally, a home is deemed affordable if its costs consume no more than 30% of a household's income. This measure, however, ignores transportation costs—typically a household's second largest expenditure²—which are largely a function of the area in which a household chooses to locate. This report proposes expanding the definition of housing affordability to include transportation costs to better reflect the true cost of households' location choices. Based on data from 337 metro areas, ranging from large cities with extensive transit (such as the New York metro area) to small metro areas with extremely limited transit options (such as Fort Wayne, IN), CNT has found 15% of the Area Median Income (AMI) to be an attainable goal for transportation affordability. By combining this 15% level with the 30% housing affordability standard, this report recommends **a new view of affordability, one defined as H+T costs consuming no more than 45% of household income.**

Considering housing and transportation costs in conjunction changes the picture of affordability significantly. Many areas in which low home prices make the area appear affordable are no longer so attractive when transportation costs are added to the equation. Conversely, areas in which housing prices may seem out of reach for many households can actually become more affordable when high levels of location efficiency allow households to experience significantly lower transportation costs.

2. Consumer Expenditure Survey from the Bureau of Labor Statistics, <http://www.bls.gov/cex/home.htm>

FIGURE 1
Traditional view of affordability:
housing costs as a percentage
of AMI

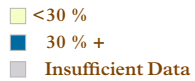
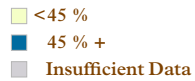
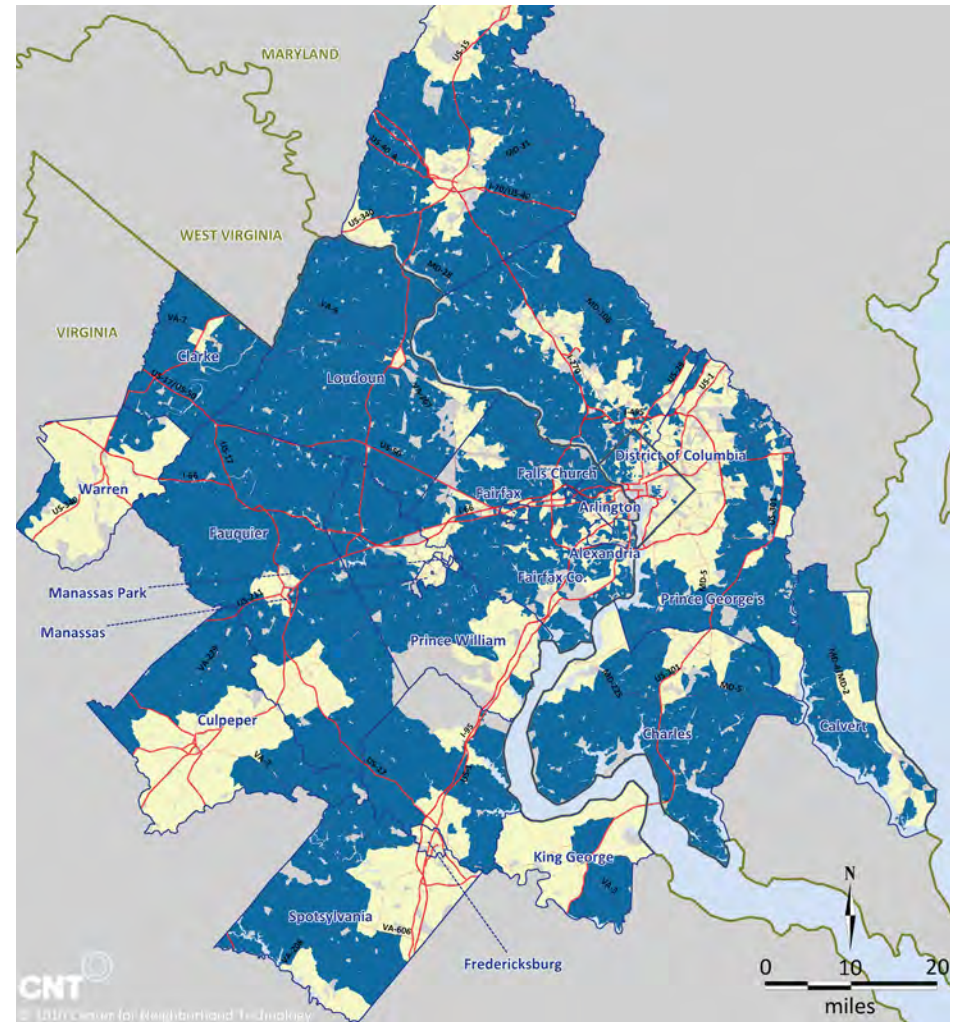
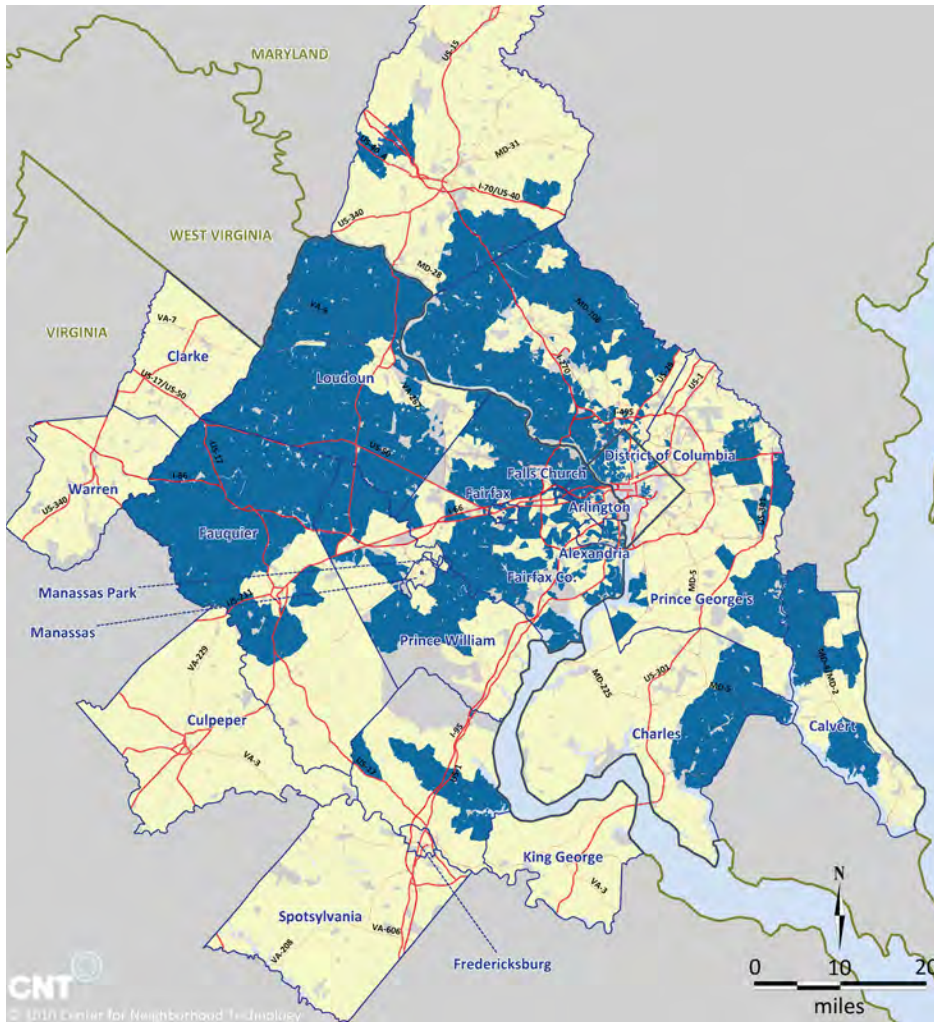


FIGURE 2
New view of affordability:
H+T costs as a percentage
of AMI



The maps below present the *two views of affordability*: the traditional definition showing where average housing costs are deemed affordable for households earning the AMI (indicated by the areas shaded in yellow in figure 1); and the new view in which affordability is defined as average H+T costs consuming no more than 45% of AMI (fig. 2).³ Between the two maps, the shift in areas from yellow to blue represent the change in areas with average costs affordable to the AMI-earning household when the measure of affordability is expanded to include transportation costs.



3. For the purposes of this research, a value of \$87,623 has been utilized as AMI, representing the regional average of block group level household median incomes. Because this value was constructed as an average median for the study area, it differs from the HUD-defined AMI for a family of four.

Transportation Costs Vary by Location

FIGURE 3
Transportation cost model



The Center for Neighborhood Technology (CNT) has developed a unique tool, the Housing + Transportation (H+T[®]) Affordability Index, which has so far been applied to all 337 metro areas in the United States.

The transportation cost model, the T in the H+T Index, describes the relationship between independent neighborhood and household characteristics and three dependent variables: auto ownership, auto use, and transit use. Building off of years of research on location efficiency, the transportation cost model considers factors such as household density, average block size, transit access, job access and journey to work time and explains how they influence transportation behavior (see fig. 3).

These three factors of transportation behavior—auto ownership, auto use, and transit use—estimated at the neighborhood level, are combined to illuminate the cost of transportation associated with that location.

Neighborhood Variables

Six neighborhood characteristics are utilized in the transportation model to predict transportation behavior, as measured through auto ownership, auto use, and transit use. Household density (both residential and gross measures), average block size, transit access (as measured in the Transit Connectivity Index developed by CNT), job access, and average work commute time have all been found to be determining factors of transportation behavior. (The specific definitions of each measurement can be found in the Detailed Methods section.)

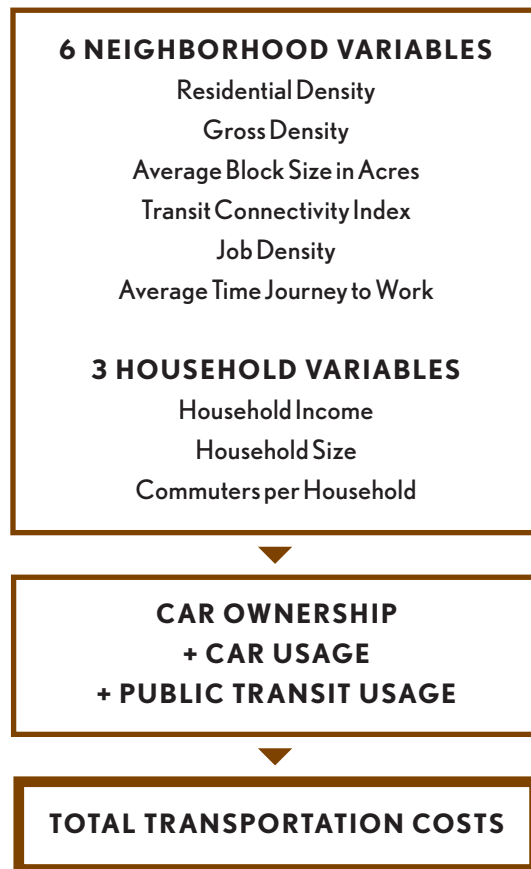
Household Variables

Three household characteristics have also been found to be significant indicators of transportation behavior: household income, household size, and the number of commuters per household. However, in the transportation model, these three variables are fixed at regional average values. Therefore, by holding these characteristics constant and examining transportation costs for the “typical household,” this report focuses on and highlights the variation resulting from the built environment, or neighborhood characteristics. (See the Detailed Methods section for further explanation.)

Total Transportation Costs

The transportation model results with values estimating average auto ownership, auto use, and transit use, to which cost components are multiplied to estimate total household transportation costs. Auto ownership costs, for the purposes of this research, are defined as depreciation, finance charges, insurance, license, registration, and taxes (state fees). Auto use costs are composed of gas, maintenance, and repairs. Transit costs factor the average cost of transit use per household using a regional average price as derived from the National Transit Database. (See details in the Cost Components section of the Detailed Methods.)

FIGURE 3 REPEATED
Transportation cost model



Customizing the H+T Index for DC

This project used the H+T Index and customized and recalibrated it to estimate housing and transportation costs in the Washington, DC, metropolitan area.

UPDATED DATA

The H+T Index, thus far, has primarily used 2000 US Census data. For this project, CNT also used American Community Survey (ACS) data from 2006–2008. The small-scale variation available in the 2000 Census data was therefore preserved while the ACS data enabled a more current consideration.

LOCAL DATA

The addition of detailed local datasets as independent variables can help improve the accuracy of the H+T analyses. To further expand existing H+T work in the DC region, this analysis was refined through the use of detailed datasets obtained from local agencies and organizations, along with national datasets, to serve as independent variables in the customized transportation model. Local datasets included regional bus networks and land use patterns.

MARKET RATE HOUSING COSTS

Another significant aspect of the customization of the Index was the incorporation of market rate housing costs. The original Index uses Selected Monthly Owner Costs (SMOC) and Gross Rent from the US Census to estimate housing costs. However, because SMOC represent the average costs for all households with a mortgage, regardless of the age of the mortgage, these values can diminish recent housing trends. To capture these housing market trends, multiple listing service (MLS) sales data were utilized to calculate average home-ownership costs. Updated values for Gross Rent were utilized to capture renting costs.



DC CIRCULATOR
Photo by Fredo Alvarez

Housing Costs

As the DC area is known for having a strong housing market, it is not surprising that average monthly housing costs are high throughout the region. As figure 4 shows, average housing costs are highest, exceeding \$5,200 monthly, in the northwest areas of the District and spreading northwest into Fairfax and Montgomery counties. Costs are lowest in the eastern portion of the District, where average monthly housing costs of less than \$1,200 can be found. Also, the furthest reaching areas of the region, such as Warren and Culpeper counties contain areas with average monthly housing costs of less than \$1,200.

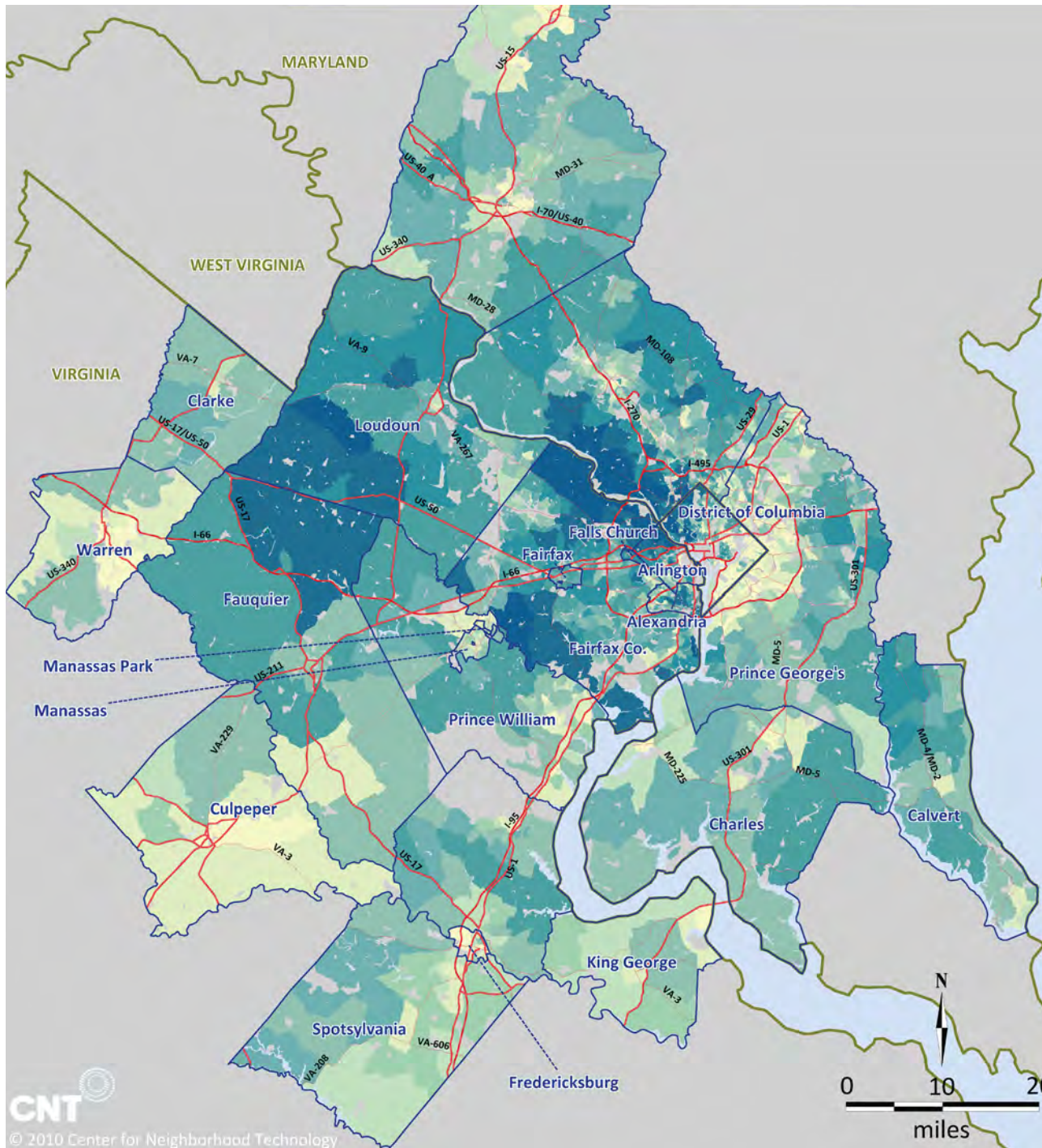


FIGURE 4
Average monthly housing costs

- < \$1,200
- \$1,200 to \$1,400
- \$1,400 to \$1,500
- \$1,500 to \$1,600
- \$1,600 to \$1,900
- \$1,900 to \$2,200
- \$2,200 to \$2,700
- \$2,700 to \$3,600
- \$3,600 to \$5,200
- \$5,200 +
- Insufficient Data

Transportation Costs

Transportation costs present a near converse image to housing costs (see fig. 5). Average transportation costs are lowest in the District of Columbia where households have convenient access to jobs and amenities. Households here, on average, own fewer cars and drive them less because they are largely able to walk, bike, and use transit to meet their daily needs. Areas of compact, mixed-use development outside of the District, such as in Arlington and parts of Fairfax counties, the I-270/Red Line corridor extending out through Montgomery County, in the center of Frederick County, and in Fredericksburg, also have development patterns that enable their residents to have lower transportation costs. Average transportation costs are highest in the dispersed, auto dependent areas of the region. Residents in the farthest-reaching counties of the region, such as Clarke, Warren, Calvert, and Charles, must rely on automobiles and drive long distances, creating high transportation expenditures.

As an example, a household owning two automobiles (at an average annual cost of \$5,598 per auto), driving a total of 20,000 miles annually (at an average cost of 5.5 cents per mile), and never taking transit has average annual transportation costs of \$12,296. Compared to this, a household owning one automobile, driving 10,000 miles annually, and spending \$100 per month on transit has annual transportation costs of \$7,348, or nearly \$5,000 less.

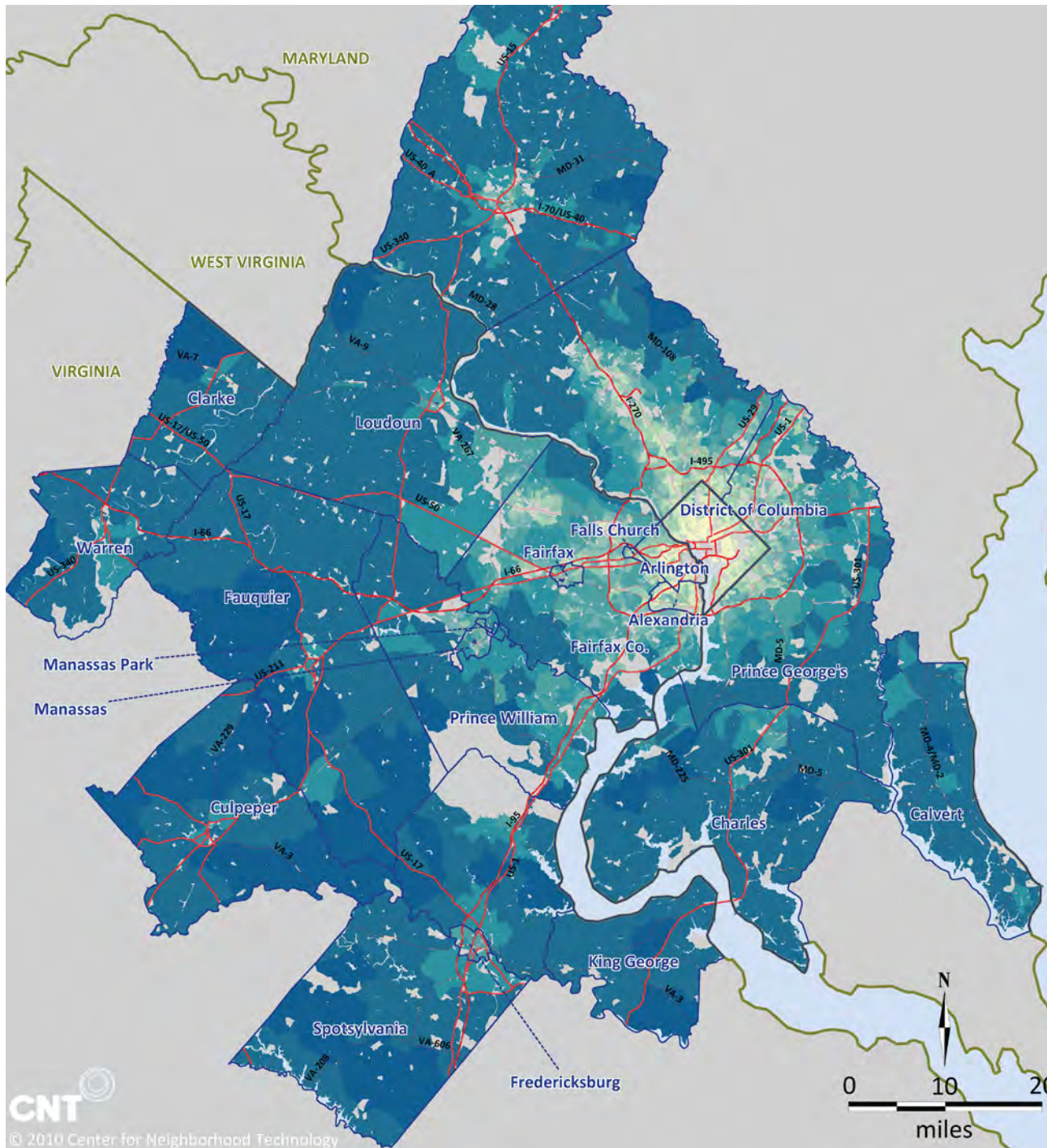


FIGURE 5
Average monthly transportation costs, as modeled for the AMI-earning household

- < \$920
- \$920 to \$1,020
- \$1,020 to \$1,100
- \$1,100 to \$1,170
- \$1,170 to \$1,230
- \$1,230 to \$1,280
- \$1,280 to \$1,370
- \$1,370 to \$1,500
- \$1,500 to \$1,770
- \$1,770 +
- Insufficient Data

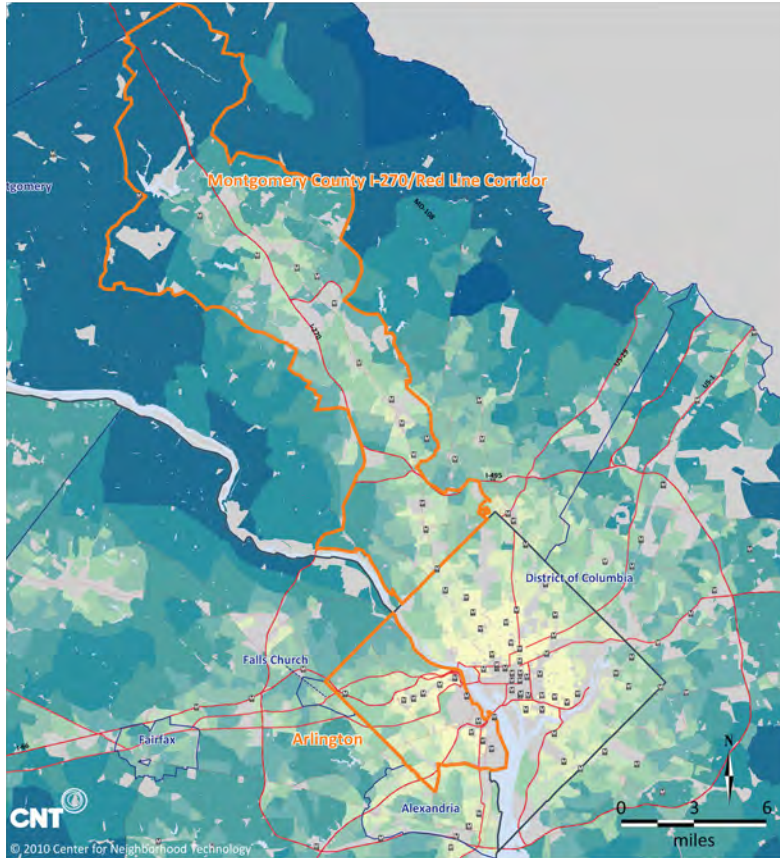


FIGURE 6
Average monthly transportation costs, as modeled for the AMI-earning household

- < \$920
- \$920 to \$1,020
- \$1,020 to \$1,100
- \$1,100 to \$1,170
- \$1,170 to \$1,230
- \$1,230 to \$1,280
- \$1,280 to \$1,370
- \$1,370 to \$1,500
- \$1,500 to \$1,770
- \$1,770 +
- Insufficient Data

Local Case Study Examples

Figure 6 shows the average monthly transportation costs, focusing in on the Montgomery County I-270/Red Line corridor and Arlington County. While Montgomery County has been effective at directing development along the corridor and protecting the surrounding farmland, average transportation costs are higher than they are in Arlington County. To help explain this disparity, table 1 below shows average values for the six neighborhood characteristics significant in determining transportation costs. Residential and gross density in Arlington are both higher, transit access is higher, and average blocks are smaller, suggesting that Arlington is a more walkable, bikeable, and transit-oriented area with more destinations in close proximity. Perhaps the most significant difference is in job access. With its greater proximity to the District and the high concentration of jobs there and in Arlington, commuters have less distance to travel and more transit options.

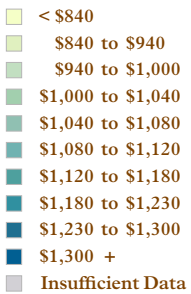
Comparing both the Montgomery County I-270/Red Line corridor and Arlington County to the region as whole, however, highlights the impact of focused, location-efficient development on overall transportation costs. As shown in the table below, households in these central communities have lower average transportation costs than the region as a whole. Higher density development and smaller block sizes are factors contributing to these lower transportation costs. Transportation costs in Arlington County are significantly lower than the regional average due to high levels of transit connectivity and job access.

	Montgomery County I-270/Red Line Corridor	Arlington County	Full Region
Average Monthly Transportation Costs	\$1,177	\$975	\$1,246
Average Residential Density (HHs/Res. Acre)	4.2	7.6	3.9
Average Gross Density (HHs/Land Acre)	1.9	5.8	0.5
Average Block Size (Acres)	22.4	8.4	75.5
Average Transit Connectivity Index	1,199	3,529	1,420
Average Job Access (Gravity Index)	51,754	120,881	54,052
Average Time for Journey to Work (Mins.)	31.1	26.2	33.1

TABLE 1
Average values for neighborhood characteristics



FIGURE 7
Average monthly transportation costs, as modeled for the AMI-earning household



While the Montgomery County I-270/Red Line corridor and Arlington County provide good regional comparisons, nowhere in the region illustrates location efficiency as well as the District of Columbia. All of these factors—high density, small blocks, extensive transit access, high job concentrations, and short commute times—come together to enable households in the District to own fewer cars and drive them less. Households here benefit from convenient access to goods, services, and general daily needs in a non-auto dependent setting, therefore experiencing significantly lower transportation costs than their surrounding regional neighbors.

COLUMBIA HEIGHTS AND TENLEY TOWN

While DC, as a whole, is an extremely location-efficient area, much variation exists within it. Table 2 and figure 7 provide a comparison between the neighborhoods of Columbia Heights and Tenley Town. Both neighborhoods have Metro stations, but three factors distinguish Columbia Heights and save residents over \$160 per month in estimated transportation costs. First, known for row houses and apartment buildings, Columbia Heights has significantly higher residential density. Second, it is half the distance to the jobs in the core of downtown as well as close to Howard University and Washington Hospital Center. Finally, while each has a Metro station, Columbia Heights also has access to four more bus routes.

	Columbia Heights	Tenley Town	DC
Average Monthly Transportation Costs	\$840	\$1,003	\$922
Average Residential Density (HHs/Res. Acre)	26.6	5.9	10.7
Average Gross Density (HHs/Land Acre)	22.6	3.2	7.0
Average Block Size (Acres)	5.0	5.3	6.7
Average Transit Connectivity Index	9,161	4,307	5,477
Average Job Access (Gravity Index)	200,150	106,238	171,717
Average Time for Journey to Work (Mins.)	31.4	28.6	30.2

TABLE 2
Average values for neighborhood characteristics

Determining Factors: What Drives Transportation Costs?

AVERAGE AUTOS PER HOUSEHOLD AND RESIDENTIAL DENSITY

As the examples below illustrate, residential density is a key determinant of transportation costs. Specifically, residential density tends to affect the number of automobiles households own. A comparison of figures 8 and 9 show this trend: households, on average, own fewer autos where residential density is high; and where residential density is low, households own more automobiles.

FIGURE 8
Average autos per household,
as modeled for the AMI-earning
household

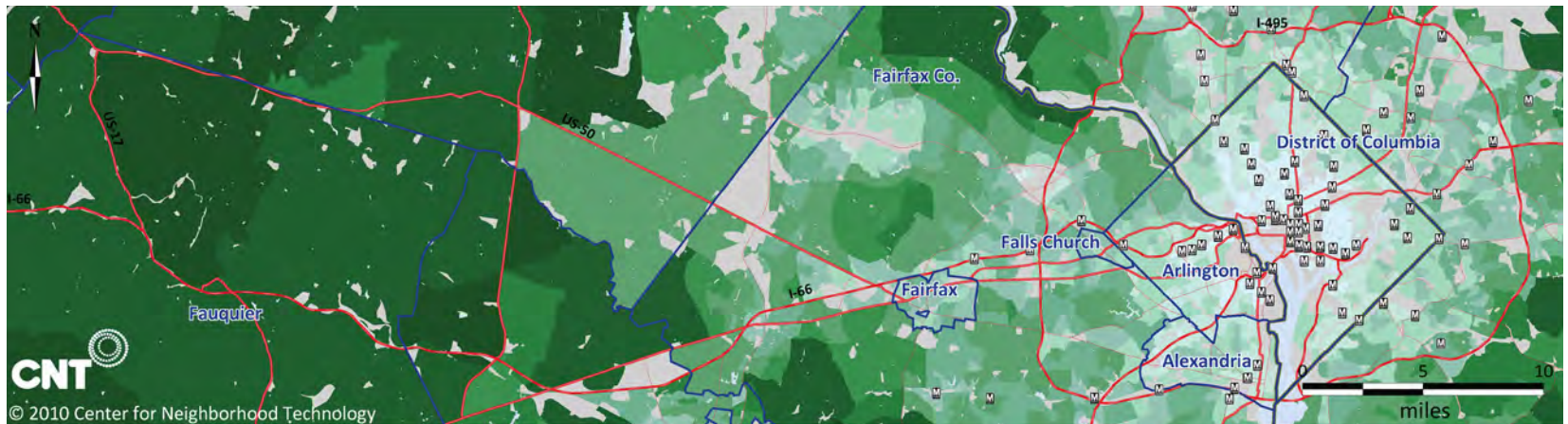
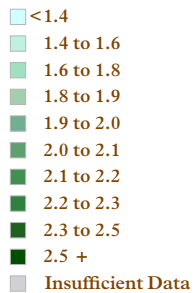
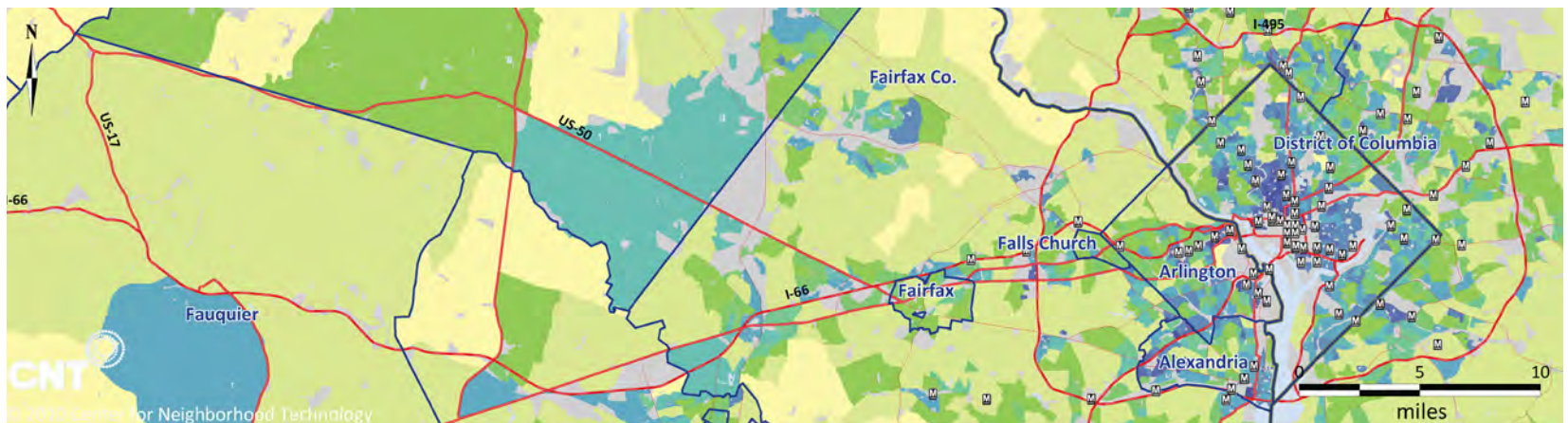
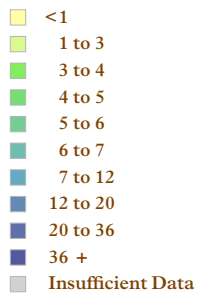


FIGURE 9
Residential density,
households per residential acre



AVERAGE TRANSIT USE AND TRANSIT CONNECTIVITY INDEX

Another component of transportation costs is average transit use, specifically as a means of transportation to work. While higher transit use clearly leads to higher costs for the transit portion of overall transportation costs, it is important to note that these costs are extremely small relative to the reduction in auto use and auto ownership costs resulting from increased transit use. Not surprisingly, the maps below (figs. 10 and 11) show the strong correlation between transit use and transit access, as measured by the Transit Connectivity Index developed by CNT. In the core of the region in the District, households experience the greatest transit access, and therefore utilize it the most.

FIGURE 10
Average percentage journey to work by transit, as modeled for the AMI-earning household

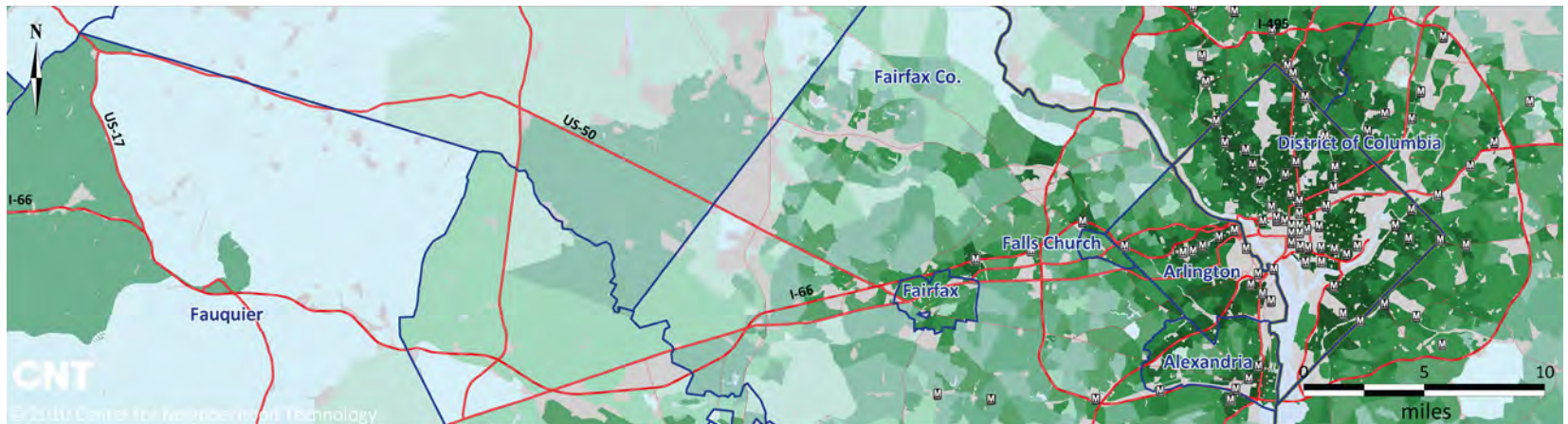
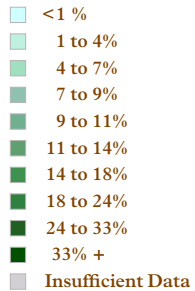
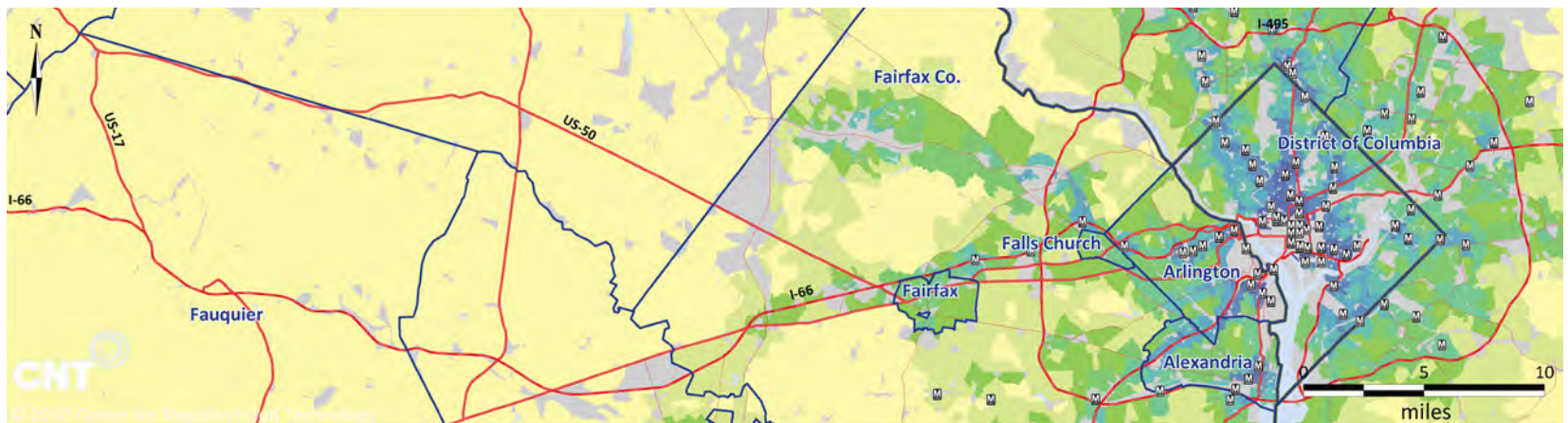
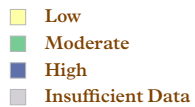


FIGURE 11
Transit Connectivity Index



AVERAGE AUTO USE AND AVERAGE BLOCK SIZE

The third component of transportation costs is auto use, or vehicle miles traveled (fig. 12). Like auto ownership, household density is the largest determinant of vehicle miles traveled. Average block size (fig. 13) is also an important determinant of auto use. As the maps below show, smaller block areas correspond to lower average vehicle miles traveled. Smaller blocks typically mean greater street connectivity, more intersections, and shorter routes between points, thus enabling households to drive fewer miles.

FIGURE 12
Average annual vehicle miles traveled per household, as modeled for the AMI-earning household

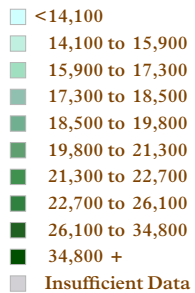
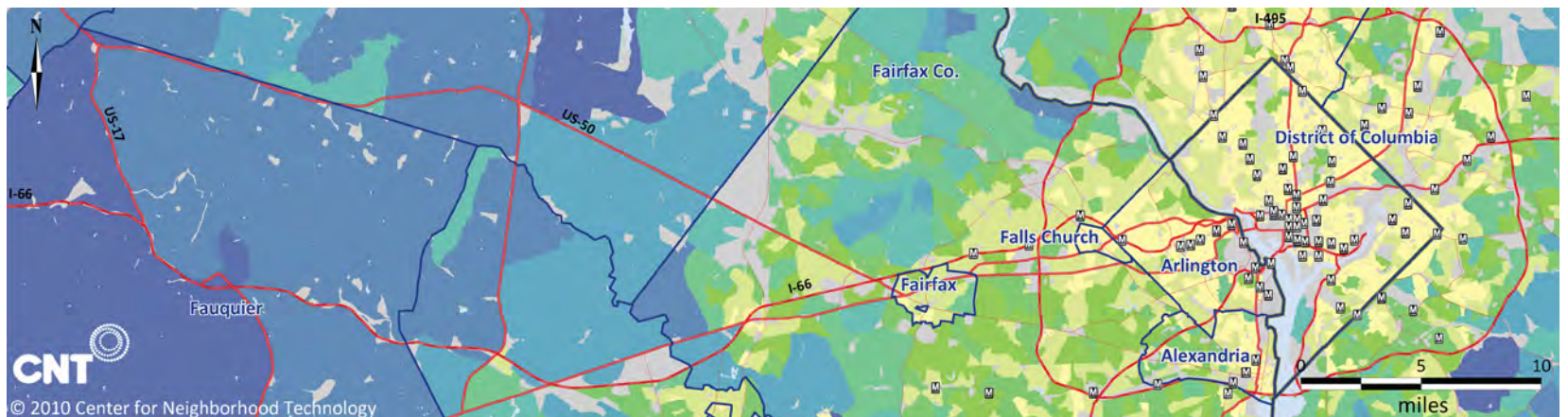


FIGURE 13
Average block size in acres



Bringing It All Together: H+T

H+T Costs as a Percentage of Income

Combining the two costs, both housing and transportation (H+T), gives a much more complete picture of the costs associated with the location in which a household chooses to live. Considering these costs together provides a means to evaluate the tradeoffs households make—do the lower housing costs pursued far from the city center pay off? Do the lower transportation costs of centrally located neighborhoods offset higher housing costs?

The areas in the northwest of the District and extending northwest into Montgomery and Fairfax counties where housing costs are high also have some of the highest H+T costs in the region. Here, housing costs are so high that they likely overwhelm any savings these households may experience from being in location-efficient areas with low transportation costs. However, in areas in the District of Columbia, Arlington County and Alexandria, low transportation costs help keep overall H+T costs low. The outlying counties that present some of the lowest housing costs in the region look much different when considered through the lens of combined H+T costs. High average transportation costs in these areas erode the perceived savings on housing, and these areas become some of the more expensive places to live in the region.

When considering H+T, looking at these combined costs as a percentage of AMI, as in figure 14, presents a useful metric—the burden experienced by typical households in the region. As previously mentioned, CNT has defined a goal for affordability as spending no more than 45% of income on the combined costs of H+T. Here, it becomes apparent that “affordable” housing in the farthest-reaching areas of the region is much less so when transportation costs are added. Average H+T burdens in Spotsylvania, Charles, and Calvert counties are largely



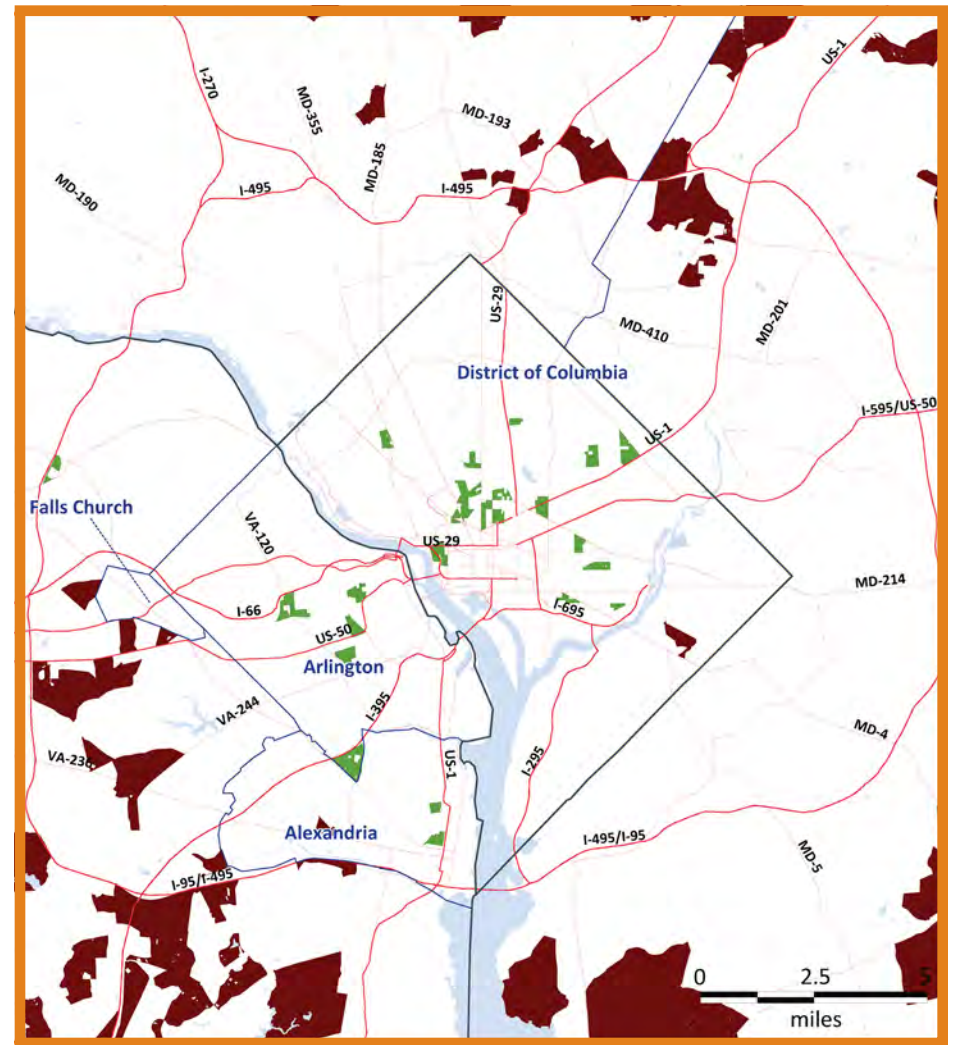
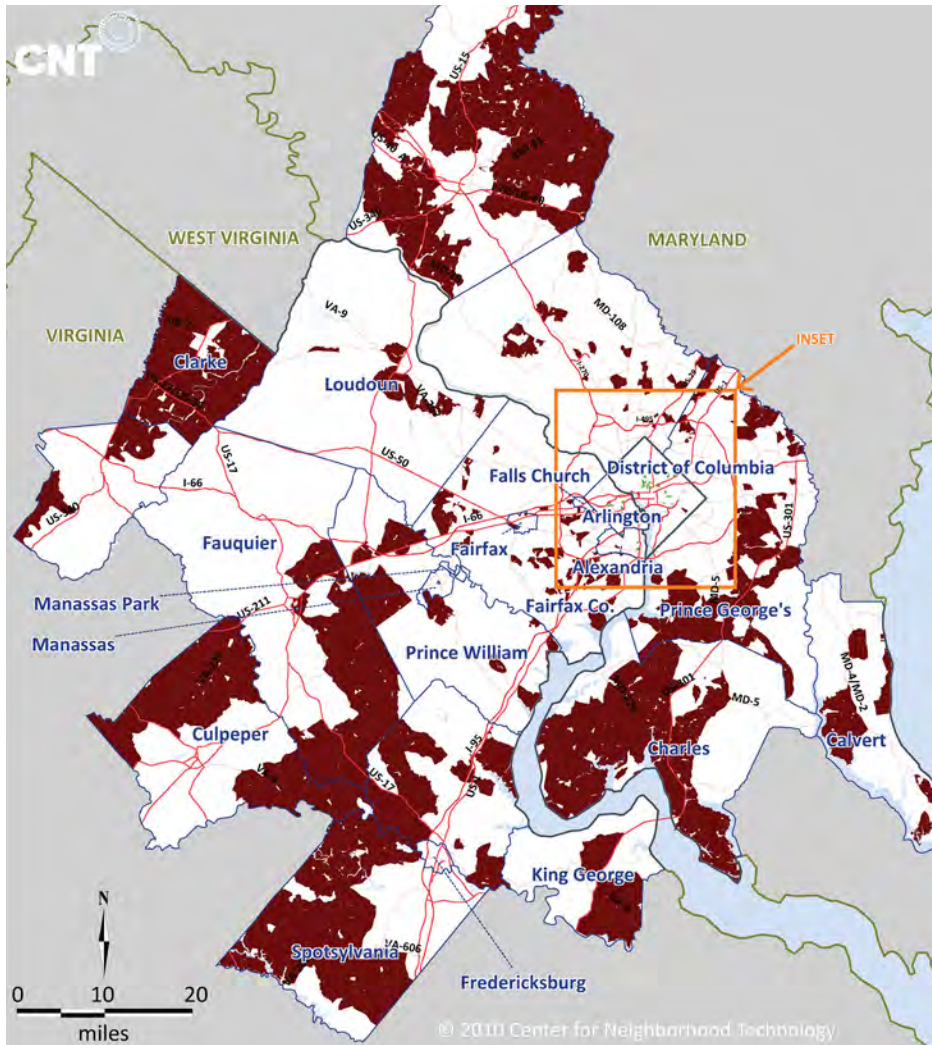
RESIDENTIAL DEVELOPMENT
IN DOWNTOWN DC
Photo by Maxwell MacKenzie

over 45% of AMI, and even exceed 55% of AMI in areas. Conversely, the District of Columbia, Prince George's County, Arlington County, and Alexandria present some of the most affordable areas in the region. Here, even where housing costs are relatively high, average H+T burdens are largely less than 45% of AMI.

As shown in earlier maps (figs. 1 and 2), in many areas, the average affordability changes when transportation costs are added to the affordability definition. The two maps below (fig. 15) highlight these places of change: areas highlighted in red represent neighborhoods where average housing costs are affordable for typical households (less than 30% of AMI) but the addition of transportation costs puts the average combined H+T costs out of an affordable range (greater than 45% of AMI). Zooming in on the District, Arlington, and Alexandria, the map on the right shows (highlighted in green) where the opposite is true: average housing costs are more than 30% of AMI, but average H+T costs are affordable (less than 45%) for households earning the AMI.

FIGURE 15
Changes in affordability
with new definition

- Housing costs < 30% of AMI
H+T costs > 45% of AMI
- Housing costs > 30% of AMI
H+T costs < 45% of AMI



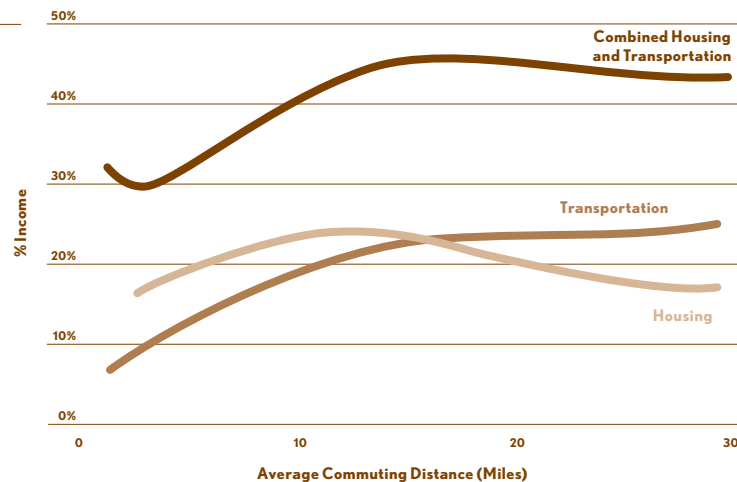
Impact of Varying Transportation Costs on Cost of Living

This analysis shows that, to have a more complete understanding of their cost of living, households must understand their transportation costs, and how these costs are intrinsically connected to location. Without full transparency of transportation costs, households can unexpectedly and unknowingly be putting themselves in a position of financial risk. By illuminating the full cost of location decisions, this work helps to put households in financial control.

Previous research on H+T costs in the greater Washington, DC, area illustrates just how significant a burden transportation costs can be. As figure 16 shows, at an average commute distance of approximately 15–18 miles, average household transportation costs can actually exceed housing costs. At an average cost of nearly \$5,600 per year, auto ownership is, by and large, the most significant component of these transportation costs. Areas far from job centers, with low density and little access to goods, services, and transit, leave residents largely dependent on automobiles to meet their daily needs. On the other hand, location-efficient neighborhoods, or compact, mixed-use communities in which residents can walk, bike, or use transit, enable households to get by with fewer automobiles and therefore experience significantly lower transportation costs.

FIGURE 16
H+T cost burdens
by commute distance

Source: *Belway Burden: The Combined Cost of Housing and Transportation in the Greater Washington, DC, Metropolitan Area*, Urban Land Institute Terwilliger Center for Workforce Housing, 2009.



Implications for Future Growth

Future growth must be planned strategically. By taking into consideration H+T and the factors that impact transportation costs, communities have the potential to grow in a way that is both more location efficient and more affordable for their residents. Communities can increase affordability by targeting growth in location-efficient areas where households are not auto dependent. At the same time, considering the factors that make for location-efficient areas and expanding these characteristics elsewhere can also increase the number of affordable areas.

The District of Columbia can and should serve as a good example of this. While average housing costs are quite high in much of the District and seemingly out of reach for many households, high location efficiency and low transportation costs can actually offset this expense in places, as seen through affordable H+T costs. Expanding the definition of housing affordability to include the transportation costs of a given location will also be helpful to those coming to the region from other areas. First and foremost, the results of this study will help households understand that there is more to housing affordability than “drive ‘til you qualify.” This study helps them understand that transportation costs have a significant impact on their budget and will enable them to consider a broader range of housing choices to better suit their needs. Second, it provides actual estimates of transportation costs by neighborhood and an understanding of the neighborhood characteristics that affect transportation costs the most.

Finally, this report, combined with the knowledge that transportation costs in auto-dependent neighborhoods will only worsen with rising energy prices, reemphasizes the point that location efficiency of urban walkable neighborhoods (like many in the District), does not just reduce household costs now. The location efficiency of these neighborhoods also provides economic resilience to those households that live in them, enabling them to better accumulate wealth or weather future adversity—from a temporary rise in household costs (e.g., to assist an aging parent) to a nationwide recession.

ITEM 11 - Information

September 21, 2011

Briefing on Household Travel Survey in Fourteen Geographic Subareas of the Region

Staff Recommendation: Receive briefing on the schedule and proposed subareas to be surveyed.

Issues: None

Background: In response to the need expressed by local jurisdiction users of the 2007/2008 Regional Household Travel Survey to have additional household samples in smaller geographic subareas, new household travel survey data will be collected in FY 2012 from 4,800 households in fourteen focused geographic subareas of the region to permit more intensive analysis of specific growth and transportation issues.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

September 12, 2011

To: Transportation Planning Board

From: Robert E. Griffiths,
Technical Services Director, DTP

Subject: FY 2012 Household Travel Survey Data Collection

In FY 2012, household travel survey data will be collected from 4,800 households in 14 geographically-focused subareas of the region to permit more intensive analysis of specific growth and transportation issues. This item was included in the FY 2012 TPB work program in response to needs expressed by local jurisdiction users of TPB household travel survey data for additional household samples in smaller geographic subareas to assist them with their local planning efforts.

Households agreeing to participate in this survey will be asked to record and report on the travel of each household member for a specified 24-hour period. The data collected in the survey will be used to analyze specific aspects of daily travel behavior in smaller geographic subareas of the region that include Metrorail stations areas, transportation corridors with recent or planned major improvements, and regional activity centers with specific characteristics.

Household travel survey interviews will be conducted in the fall of 2011 between mid-September and mid-November and in the spring of 2012 between mid-March and mid-May.

The seven geographic subareas to be surveyed in the fall of 2011 are:

1. The 14th St NW Corridor in the District of Columbia (from Massachusetts Ave NW to north of Florida Ave NW)
2. The White Flint area in Montgomery County, Maryland
3. The Purple Line International Corridor in Montgomery and Prince George's Counties, Maryland (University Blvd from south of I-495 to Adelphi Rd)
4. The Largo area in Prince George's County, Maryland
5. The City of Frederick, Maryland
6. The Reston area in Fairfax County, Virginia
7. The Woodbridge area in Prince William County, Virginia

The seven geographically-focused subareas to be surveyed in the spring of 2012 are:

1. Friendship Heights in the District of Columbia and Montgomery County, Maryland
2. New York Avenue Corridor in the District of Columbia
3. St. Charles Urbanized Area in Charles County, Maryland
4. National Harbor in Prince George's County, Maryland

5. Eisenhower Avenue Corridor in the City of Alexandria, Virginia
6. East Falls Church and West Falls Church Metrorail Station areas in Arlington County, the City of Falls Church and Fairfax County, Virginia
7. The Dulles North Area in Loudoun County, Virginia

Westat, a nationally recognized survey research firm headquartered in Rockville, MD with local call centers in Montgomery and Frederick Counties, MD, has been retained to conduct the household travel survey interviews. The survey procedures have been designed to make this survey as representative as possible of all population groups residing in these geographic subareas. Survey interviews will be conducted in both English and Spanish.

Survey advance letters for the fall 2011 wave of this effort were mailed to households randomly selected for participation in the survey beginning the week of August 22, 2011. Initial results of the fall survey interviewing are expected to be available in January, 2012. Survey advance letters for the spring 2012 wave of this effort will be mailed to households randomly selected for participation in the survey beginning the week of February 20, 2012. Initial results of the spring survey interviewing are expected to be available in July, 2012.

ITEM 12 - Information

September 21, 2011

Status Report on Study of Public Attitudes toward Road-Use Pricing

Staff

Recommendation: Receive a status report on the schedule and activities to date for the study.

Issues: None

Background: In October 2009, the TPB approved the submission in partnership with the Brookings Institution of a grant proposal to the Federal Highway Administration (FHWA) to investigate issues related to the public acceptability of road-use pricing in the Metropolitan Washington Region. The grant was awarded in late 2010. The study will use a series of invitation-based deliberative forums to explore public attitudes toward a variety of pricing options, ranging from variably priced lanes to system-wide vehicle-based pricing systems.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Principal Transportation Planner
SUBJECT: Status Report on TPB Study on the Public Acceptability of Road-Use Pricing
DATE: September 15, 2011

In January of this year, the TPB, in partnership with the Brookings Institution, launched a study to investigate issues related the public acceptability of road-use pricing. The TPB has received a grant from the Federal Highway Administration's (FHWA) Value Pricing Program (VPP) to conduct this research. The main research activities for the project will occur this fall.

Background

On October 21 2009, the TPB voted to approve an application to FHWA to conduct research on the public acceptability of road-use pricing. On November 3, 2009, the Council of Governments applied for a grant, totaling \$400,000, on behalf of the TPB. The grant application sought \$320,000 in federal funding, with \$80,000 provided through a COG match. This grant was submitted by the Virginia Department of Transportation (VDOT) on behalf of COG and the TPB.

COG and the TPB received notice in the fall of the 2010 that the grant had been awarded. Staff commenced work on the project at the beginning of 2011. Although COG/TPB are the primary grant recipients, the grant application identified the Brookings Institution as a core project partner, and the grant application specified that Brookings would receive \$65,000 through the grant as a subcontractor.

Research Approach

This project builds upon the TPB's past work on pricing, including scenario analysis (the CLRP Aspirations Scenario) of regional variably priced-lane networks combined with high-quality bus services and concentrated land-use patterns. The project also is directly linked to a report released in June 2009 by the Brookings Institution titled, "Road-use Pricing: How Would You Like to Spend Less Time in Traffic?" in which authors Alice Rivlin and Benjamin Orr proposed an experiment to implement a comprehensive GPS-based road-use pricing initiative in the Washington metropolitan region.

For the purposes of this study, the term "road-use pricing" includes a range of potential approaches, including facility-based fees (e.g., toll roads), cordon charges (e.g., the congestion charge in London), or vehicle-based charges (e.g., proposals to use GPS systems to charge drivers based upon vehicle miles of travel, and potentially vary fees according to levels of congestion, time of day, type of vehicle, etc.). Different types of pricing can serve a variety of policy goals, including increasing transportation revenues, relieving congestion and otherwise managing travel demand, and freeing up road capacity (as well as funding) for other transportation modes, such as high-quality bus services or bicycle/pedestrian improvements.

For use in the deliberative forums, the TPB and Brookings have identified a limited number of scenarios upon which to focus at the deliberative forums. These scenarios are likely to include the following:

- A regional network of variably priced lanes on all freeways, as well as some other major roadways;
- Zone-based charges in which drivers pay a fee to enter (or to drive within) a designated area or zone (a “cordon”); and
- System-wide road-use pricing (based upon the Brookings’ proposal mentioned above)

Using the Metropolitan Washington Region as a case study, this project will use invitation-based *deliberative forums* to explore attitudes toward a variety of pricing options. The forums will be designed to include between 60 and 70 members of the general public and will last approximately four hours. At these events, participant feedback will be recorded and monitored as information is shared and discussions ensue. By engaging the public in an extended exchange of ideas, opinions and reactions, the project will identify challenges and opportunities that decision makers would face if they were to move forward with implementing options for road-use pricing.

Project Startup

The following activities have occurred since the project’s initiation:

- In July, the organization America Speaks was selected through a competitive process to be the primary consultant responsible for conducting five deliberative forums this fall. America Speaks is a the non-profit that has used its 21st Century Town Meetings format in a variety of forums designed to measure and explore citizen attitudes. Examples in our region include Mayor Williams’ budget forums, sessions on the future of DC’s Walter Reed property and the Envision Prince George’s forums.
- In August, TPB and Brookings staff, along with America Speaks staff, began planning the design and content for the deliberative forums. Two forums will be conducted in Maryland, two in Virginia and one in the District of Columbia.
- In preparation for the deliberative forums, the study team conducted four listening sessions (conducted in a focus-group format) in June and July with key stakeholders. Participants included local advocacy leaders, members of the TPB Citizens Advisory Committee and transportation professionals who have implemented pricing programs across the country and internationally. In addition to helping to specify the scenarios that will be discussed at the deliberative forums, the listening sessions helped to identify the “voices” that need to be heard and documented in this study and assisted the study team in better understanding various interests underlying public attitudes toward road-use pricing.

Planning the Deliberative Forums

In mid-September, AmericaSpeaks began recruitment for the five deliberative forums to be held this fall. In order to engage a representative cross-section of the region’s residents, a stipend will be offered to

participants for attendance. The following four-hour Saturday sessions have been scheduled between mid-October and mid-January. Exact locations for the events are not yet determined:

- Saturday, October 15 – New Carrollton, MD
- Saturday, November 5 – Chantilly, VA
- Saturday, November 19 – Rockville, MD
- Saturday, December 3 – Springfield, VA
- Saturday, January 21 – Washington, DC

Followup

The results of the deliberative forums will be summarized in a report that will be presented to the TPB in the late spring of 2012.

Contact Information

For more information on the study, please contact:

John Swanson
Principal Transportation Planner
Metropolitan Washington Council of Governments
202-962-3295
jswanson@mwkog.org

ITEM 13 - Information

September 21, 2011

Briefing on the Draft Call for Projects and Schedule for the
Air Quality Conformity Assessment for
the 2012 CLRP and FY 2013-2018 TIP

Staff

Recommendation: Receive briefing on the draft call for projects document and schedule for the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP.

Issues: None

Background: The Board will be asked to approve the final call for projects document at its October 19 meeting.

**NATIONAL CAPITAL REGION TRANSPORTATION
PLANNING BOARD (TPB)**

Call for Projects

**For the Air Quality Conformity Analysis of the
2012 Update to the Financially Constrained
Long-Range Transportation Plan (CLRP)**

and the

**FY 2013-2018 Transportation
Improvement Program (TIP)**



DRAFT

September 21, 2011



Alternative formats of this publication can be made available for persons with disabilities. Phone: 202.962.3300 or 202-962.3213 (TDD) Email: accommodations@mwkog.org. For details: www.mwkog.org.

TABLE OF CONTENTS

INTRODUCTION	5
Proposed Schedule for the 2011 Financially Constrained Long-Range Plan (CLRP)	9
SECTION 1: POLICY FRAMEWORK	11
THE TPB VISION	13
SECTION 2: FEDERAL REQUIREMENTS	15
AIR QUALITY CONFORMITY REQUIREMENTS	17
Background	17
Current Status	18
FINANCIAL CONSTRAINT	19
TITLE VI AND ENVIRONMENTAL JUSTICE	21
CONGESTION MANAGEMENT DOCUMENTATION	22
OTHER FEDERAL REQUIREMENTS	24
Planning Factors	24
Public Participation	24
Consultation	25
Environmental Mitigation Discussion	25
Freight Planning	25
Annual Listing of Projects	26
SECTION 3: PROJECT SUBMISSION INSTRUCTIONS	27
INTRODUCTION	29
The iTIP Online Database	29
CLRP Project Description Forms	30
Project Phasing For TIP and Conformity Inputs	36
Sample Forms	38

INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Financially Constrained Long Range Transportation Plan or CLRP) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2012 to 2040. The plan identifies transportation projects, programs and strategies that can be implemented by 2040, within financial resources “reasonably expected to be available.”

Purpose of Document

This document is a broad solicitation for projects and programs to be included in the 2012 Plan and the FY 2013-2018 TIP. Individual counties, municipalities and state and federal agencies with the fiscal authority to fund transportation projects are invited to submit projects in response to the solicitation. The purpose of this document is to:

- 1) Describe the policy framework and priorities that should guide project selections;
- 2) Review federal regulations related to the Plan and TIP; and
- 3) Explain the project submission process for the Plan and the TIP.

Overview of the Policy Framework and Federal Requirements

The Plan and TIP must address the policy framework, the TPB Vision, and federal requirements, which together comprise the key criteria for the development of the Plan and TIP, summarized in Figure 1 below. The eight policy goals in the TPB Vision can be found on page 13.

The Plan and TIP must meet federal requirements involving financial constraint, air quality conformity, public participation, Title VI and environmental justice, and other requirements including a Congestion Management Process (CMP). A financial plan must show how the updated long-range plan can be implemented with expected revenues. The plan and TIP need to demonstrate conformity with national air quality standards.

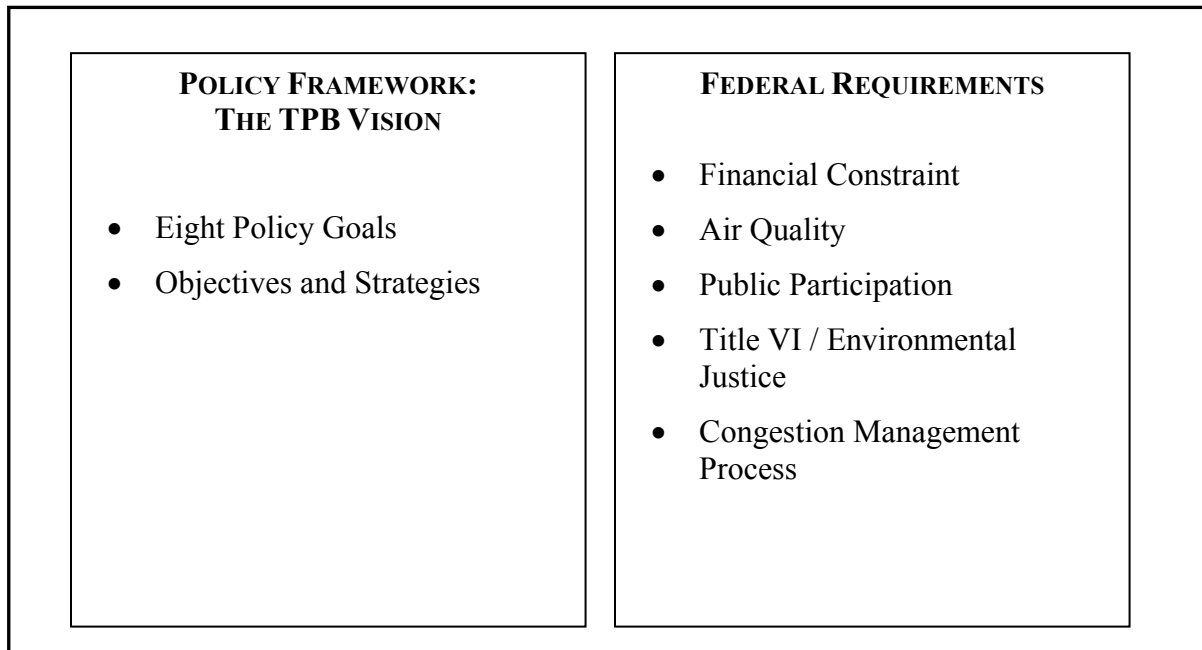
Final Planning Regulations

The U.S Department of Transportation issued final regulations for Metropolitan Transportation Planning on February 14, 2007. All plans adopted after July 1, 2007 must comply with these planning regulations and some of the new requirements include:

- The Plan and TIP must be updated every 4 years. The 2010 CLRP was a major Plan update with a new financial plan.
- A Congestion Management Process (CMP) is required. The Congestion Management Process is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods.

- Eight planning factors to consider during Plan and TIP development. The TPB Vision incorporates the eight planning factors; security is addressed implicitly.
- During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included.
- A participation plan has to be developed in consultation with interested parties that provides reasonable opportunities for all parties to comment.

**Figure 1:
Key Criteria for Developing the Plan and Transportation Improvement Program (TIP)**



Relationship between the Plan and TIP

The TPB is responsible for preparing a program for implementing the plan using federal, state, local, and other funds. This document, known as the TIP, provides detailed information showing what projects are eligible for funding and implementation over a six-year period. Like the Plan, the TIP needs to address the TPB Vision and federal requirements. The TIP includes portions, or phases, of projects selected for implementation from the Plan. While the entire project is described in the Plan, in many instances only a portion of the project is included in the six-year TIP. The Plan is reviewed every year and the TIP is updated every two years. Under federal requirements the Plan and TIP must be updated at least every four years.



Schedule for the 2012 Financially Constrained Long-Range Plan (CLRP) And the FY 2013 – 2018 Transportation Improvement Program

September 21, 2011*	TPB is briefed on draft Call for Projects.
October 19, 2011*	TPB Releases final Call for Projects - transportation agencies can begin submitting CLRP project information through on-line database.
December 16, 2011	<u>DEADLINE:</u> Transportation agencies complete on-line submission of project inputs that affect air quality conformity.
January 6, 2012	Technical Committee reviews draft CLRP project submissions and draft Scope of Work for the Air Quality Conformity Assessment.
January 12, 2012	CLRP project submissions and Draft Scope of Work released for a 30-day public comment period at Citizens Advisory Committee (CAC) meeting.
January 18, 2012*	TPB is briefed on project submissions and draft Scope of Work.
February 11, 2012	Public comment period ends.
February 15, 2012*	TPB reviews public comments and is asked to approve CLRP project submissions for inclusion in the Air Quality Conformity Assessment and the draft Scope of Work.
May 1, 2012	<u>DEADLINE:</u> Transportation agencies finalize FY 2013-2018 TIP and CLRP forms, and Congestion Management Documentation Forms, where needed. ¹ New project submissions must not impact conformity inputs; note that the deadline for conformity inputs was December 16, 2011).
June 14, 2012	Draft CLRP, FY 2013-2018 TIP and Conformity Assessment released for a 30-day public comment period at CAC meeting.
June 20, 2012*	TPB is briefed on the draft CLRP, TIP and Conformity Assessment.
July 14, 2012	Public comment period ends.
July 18, 2012*	TPB reviews public comments and responses to comments, and is presented with the Draft CLRP, FY 2013-2018 TIP and Air Quality Conformity Assessment for adoption.

*TPB Meeting

¹ By this date, the CLRP forms must include information on the Planning Factors, Environmental Mitigation, Congestion Management Information, and Intelligent Transportation Systems; separate Congestion Management Documentation Forms (where needed) must also be finalized.

SECTION 1: POLICY FRAMEWORK

THE TPB VISION

To guide the planning and implementation of transportation strategies, actions, and projects for the National Capital Region the TPB adopted a Vision in October 1998 that is a comprehensive set of policy goals, objectives, and strategies. The TPB Vision incorporates the eight planning factors specified in SAFETEA-LU; security is addressed implicitly. The eight planning factors are provided in Section 2.

The TPB Vision will be used to review and assess the strategies and projects under consideration for inclusion in the Plan and TIP. **In developing proposed projects and strategies in the Plan or TIP, each agency must consider their contributions to meeting the eight planning factors.** In this way, the TPB will be able to ensure and document that consideration of the required planning factors has taken place. Consideration of regional goals and objectives may also prove useful to agencies in selecting among proposed projects or actions when the desired level of investment exceeds the projected available revenues. Especially important are projects and strategies that contribute to meeting the required emission reductions and achieving air quality conformity.

Vision Statement

In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

The Vision Goals

1. The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will **give priority to management, performance, maintenance, and safety** of all modes and facilities.
4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and **protects the region's natural environmental quality, cultural and historic resources**, and communities.
6. The Washington metropolitan region will achieve better **inter-jurisdictional coordination of transportation and land use** planning.

7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s) for regional and local transportation system priorities** that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will **support options for international and interregional travel** and commerce.

Evolving Policy Context and Direction for the 2012 Plan

Over the past few years, the TPB, its member agencies, and the Metropolitan Washington Council of Governments (COG) have undertaken several activities to examine emerging policy priorities and opportunities. In the Call for Projects for the 2010 CLRP, the TPB requested that agencies begin to consider this expanded context when selecting projects.

COG's Climate Change Report and the Greater Washington 2050 report both include policy goal recommendations for the transportation sector, including the following:

- Reduce mobile-source greenhouse gas emissions,
- Reduce Vehicle Miles Traveled (VMT) per capita,
- Increase the construction of bicycle and pedestrian facilities,
- Increase the share of walking, bicycle and transit trips, and
- Ensure that all Regional Activity Centers will have bus or rail transit accessibility.

It is possible that the reauthorization of federal transportation legislation will include similar policy goals. It should be noted that these goals are consistent with language already found in the TPB's Vision goals, objectives, and strategies.

This evolving federal and regional policy context and direction will be considered in the development of the 2012 CLRP, in addition to the specific goals of the Greater Washington 2050 Region Forward report as adopted by the COG Board, the COG Climate Report, VMT-reducing strategies of the TPB's Regional Mobility and Accessibility Study (RMAS), and the need to address the east-west divide. At its July 20, 2011 meeting, the TPB approved a scope of work and process to develop a regional transportation priorities plan for the National Capital Region. This process includes steps to reaffirm regional goals and agree upon performance measures; determine regional challenges and strategies to address them; and develop regional priorities using a comprehensive benefit-cost approach. While the implementation of this new process is still at an early stage, the principles and concepts can be helpful in identifying projects for the 2012 CLRP that make the greatest contribution to advancing the goals that have been adopted by the region.

SECTION 2: FEDERAL REQUIREMENTS

AIR QUALITY CONFORMITY REQUIREMENTS

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a nonattainment status for the 8-hour ozone standard and for fine particles standards (PM_{2.5}, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and TIP must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance.

Background

Ozone

Since EPA designated the Washington area as nonattainment for the 1-hour ozone standard in the 1990 CAAA, the Metropolitan Washington Air Quality Committee (MWAQC) and the state air management agencies have developed state air quality implementation plans (SIP)s to achieve EPA's emissions reduction requirements and demonstrate attainment. These work efforts included the development and submittal to EPA of a final 'severe' area ozone attainment SIP in 2004, which, following EPA's approval in May 2005, established revised mobile source emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x).

On April 15, 2004 EPA designated the Washington, DC – MD – VA (1-hour ozone area less Stafford County) area as 'moderate' nonattainment for the 8-hour ozone standard, which supplemented the 1-hour ozone standard. Following regional efforts to prepare an attainment plan to address 8-hour ozone requirements, the state air management agencies submitted the SIP to EPA in June 2007. The SIP contained Reasonable Further Progress (RFP), Attainment, and Contingency mobile budgets. In July, 2009 EPA approved the 2008 RFP budgets for VOC and NO_x, requiring their use in the upcoming conformity assessment. Once the other budgets are approved by EPA, they will also be applicable for the TPB's use in assessing conformity.

Fine Particles Standards (PM_{2.5})

On December 17, 2004 EPA designated the DC – MD – VA area (consisting of the 8-hour ozone area excluding Calvert County) as nonattainment for PM_{2.5}. As published in the January 5, 2005 Federal Register, these PM_{2.5} nonattainment designations became effective on April 5, 2005. Areas were given a 1 year grace period starting April 5, 2005 in which to demonstrate conformity of transportation plans and programs to the new standards. The primary conformity assessment criterion for PM_{2.5} in the Washington area, in the interim period until emissions budgets are approved by EPA, is to show that forecast year emissions are no greater than base year 2002 emissions. TPB staff conducted a conformity assessment for PM_{2.5} in the Fall of 2005, which was adopted by the TPB on December 21, 2005. The assessment received federal approval prior to the April, 2006 deadline. Subsequent conformity assessments have met the same criterion.

By April 5, 2008 nonattainment areas were required to submit to EPA a SIP to define the expected methods for reducing to acceptable levels the fine particulate matter level in the air and emissions of PM_{2.5} precursors. MWAQC adopted the Plan on March 7, 2008 and the DC-MD-VA air agencies submitted it to EPA prior to the April 5, 2008 deadline. As with other SIPs,

MWAQC developed motor vehicle emissions budgets to be used as benchmarks as part of the conformity determination of the CLRP. Following EPA's adequacy review, the mobile emissions budgets (for direct PM_{2.5} and for precursor NO_x emissions) contained within the SIP should be available for use.

Current Status

As part of the conformity assessment of the 2012 CLRP and FY 2013-2018 TIP, projected emissions for the actions and projects expected to be completed in the 2017, 2020, 2030, and 2040 analysis years will need to be estimated. If the analysis of mobile source emissions for any of these years shows an increase in pollutants above what is allowed, it will be necessary for the TPB to define and program transportation emission reduction measures (TERMs) to mitigate the excess emissions, as has been done in the past. The TPB Technical Committee's Travel Management Subcommittee will develop a schedule for submittal and analysis of candidate TERM proposals for potential inclusion in the 2012 CLRP and FY 2013-2018 for the purpose of NO_x, VOC, or PM_{2.5} emissions mitigation. Should emissions analysis for any forecast year indicate excess emissions which cannot be mitigated, TPB's programming actions would become limited to those projects which are exempt from conformity.

FINANCIAL CONSTRAINT

Updating the Plan

The following financial requirements for the Plan are based upon the recent federal planning regulations² that became effective July 1, 2007.

The long-range Plan must include a financial plan that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the cost of implementing proposed transportation system improvements. The plan must compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation use, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan.

The estimated revenue by existing revenue source (Federal, State, local and private) available for transportation projects must be determined and any shortfalls shall be identified. Proposed new revenue and/or revenue sources to cover shortfalls must be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All revenue and cost estimates must use an inflation rate(s) to reflect “year of expenditure dollars” based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

The 2010 financial plan for the Plan and TIP was adopted by the TPB in November 2010. This financial analysis produced the same financial “big picture” as in the 2006 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. More information about the current financial plan is available at <http://clrp.mwcog.org>.

Agencies should review the timing, costs and funding for the actions and projects in the Plan, ensuring that they are consistent with the “already available and projected sources of revenues.” Significant changes to the projects or actions in the current plan should be identified. New projects and strategies, specifically addressing regional air quality conformity needs also should be identified. If new funding sources are to be utilized for a project or action, agencies should describe the strategies for ensuring that the funding will be available.

If new funding sources are to be utilized for a project or action, agencies should describe the strategies for ensuring that the funding will be available. Other projects or actions above and beyond those for which funds are available or committed may be submitted to the Plan under illustrative status. A change in project status from illustrative to full status would require a Plan amendment. Illustrative projects will not be assumed in the air quality conformity determination of the Plan.

² “Part III Department of Transportation, Federal Highway Administration 23 CFR Parts 450 and 500. Federal Transit Administration 49 CFR Part 613. “Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule” Federal Register, February 14, 2007.

Developing Inputs for the TIP

The following financial requirements for the TIP are based upon the recent federal planning regulations that became effective July 1, 2007.

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).

In developing the TIP, the MPO, the States and the public transportation operators must cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. The TIP shall include a project, or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

Only projects for which construction and operating funds can reasonably be expected to be available may be included under full status in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial analysis, the MPO shall take into account all projects and strategies funded under Title 23, USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

In non-attainment areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed.

To develop a financially constrained TIP, agencies should begin with the projects and actions committed in the previous TIP. After reviewing the estimates of available state and federal funds for the period, agencies can identify the actions and projects as inputs for the TIP, ensuring that projects for the first two years are "limited to those for which funds are available or committed."

TITLE VI AND ENVIRONMENTAL JUSTICE

The Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Federal Transit Administration (FTA) issued the Circular “Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients” (FTA C 4702.1A) on May 13, 2007. The Federal Highway Administration (FHWA) also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: “FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program”.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has developed a Title VI Plan to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the “Title VI Plan To Ensure Nondiscrimination in all Programs and Activities” which includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available here www.mwcog.org/titlevi.

The TPB addresses these requirements in several ways. First, to ensure on-going input from transportation disadvantaged population groups, the TPB has a proactive public involvement process as described in the TPB’s Public Participation Plan. The TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. Second, each time the Plan is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, a TPB member, presents those comments to the TPB. Third, an analysis of travel characteristics and accessibility to jobs is conducted to ensure that disadvantaged groups are not disproportionately impacted by the long-range plan. The latest analysis and AFA report can be found at www.mwcog.org/clrp/performance/EJ/EJintro.asp. Fourth, The TPB has a Language Assistance Plan³ (available at <http://tiny.cc/sk62k>) and follows the COG accommodations policy (www.mwcog.org/accommodations) for people with disabilities and LEP persons to ensure access to documents and meetings.

³ National Capital Region Transportation Planning Board (TPB) Language Assistance Plan: Accommodating Individuals with Limited English Proficiency (LEP) in the Planning Process. June 2002. Revised June 2010

CONGESTION MANAGEMENT DOCUMENTATION

The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. The CMP impacts many aspects of the CLRP, including problem identification, analysis of possible actions, project prioritization and selection, and post-implementation monitoring. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

In accordance with federal law and regulations, the regional CMP must look at a number of separate components of congestion. The CMP must identify the location, extent, and severity of congestion in the region. Within the TPB work program, the CMP considers information and trend analysis on overall regional transportation system conditions, and undertakes a number of associated travel monitoring and analysis activities. A data collection and analysis program compiles transportation systems usage information, incorporates that information in its travel forecasting computer models, and publishes the information in reports. TPB's periodic aerial surveys⁴ of the region's freeways show the most congested locations and associated planning or project activities occurring at that location. Since there are only very limited sources of information at the regional level for non-freeway arterials, agencies or jurisdictions should use their own data sources to characterize congestion on those facilities.

The following additional CMP components should be addressed through this Call for Projects as follows.

1. The CMP must consider congestion and congestion management strategies directly associated with Plan projects. Requested in this Call for Projects is documentation of any project-specific information available on congestion that necessitates or impacts the proposed project. Submitting agencies are asked to cite whether congested conditions necessitate the proposed project, and if so, whether the congestion is recurring or non-recurring.
2. **For any project providing a significant increase to SOV capacity, it must be documented that the implementing agency considered all appropriate systems and demand management alternatives to the SOV capacity.** This requirement and its associated questions are substantially unchanged from what has been requested in recent years. A special set of SOV congestion management documentation questions must be answered for any project to be included in the Plan or TIP that significantly increases the single occupant vehicle carrying capacity of a highway. A copy of the Congestion Management Documentation Form is included in this Call for Projects document for reference. Note that this form is not required to be filled out for all projects, only for projects meeting certain criteria. Non-highway projects do not need a form.

⁴ See "Traffic Quality on the Metropolitan Washington Area Freeway System". 2/15/2006. Publication Number: 20066337. http://www.mwcog.org/store/item.asp?PUBLICATION_ID=337

Certain highway projects may also be exempt from needing a form. The detailed instructions later in this Call for Projects document provide further instructions and exemption criteria. It is recommended to complete a form in association with all submitted, non-exempt projects to ensure compliance with federal regulations and with regional goals.

OTHER FEDERAL REQUIREMENTS

The Final Planning Rule adds several other federal requirements in addition to air quality conformity and financial constraint which are described briefly here.

Planning Factors

The Final Rule specified eight planning factors to consider while developing the Plan and TIP, listed below, and **emphasizes safety, security and consistency between transportation and economic development**. The TPB vision incorporates all of the planning factors specified in SAFETEA-LU, except for explicitly addressing security. However, the TPB and the region have been very active in addressing security since 9/11 and have incorporated security and safety into the TPB's planning framework through a series of on-going planning activities. Implementing agencies will be asked to identify how each project addresses the eight planning factors in the project submission forms.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for all motorized and non-motorized users;
- (3) Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation; and
- (8) Emphasize the preservation of the existing transportation system.

Public Participation

Metropolitan Planning Organizations (MPOs) are required to do the following based on the final planning regulations:

- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process;
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment; and
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe

plans; and make public information available in an electronically accessible format, such as on the Web.

The TPB adopted a Public Participation Plan on December 19, 2007. The Plan can be found online at <http://www.mwcog.org/clrp/public/plan.asp>.

Consultation

During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. Consultation may involve comparison of a map of transportation improvements to conservation plans or maps and natural or historic resources inventories. The TPB's efforts on this new requirement are described online at <http://www.mwcog.org/clrp/elements/environment/>.

Environmental Mitigation Discussion

The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. The TPB's efforts on this new requirement are described online at <http://www.mwcog.org/clrp/elements/environment/envmitigation.asp>.

Freight Planning

The ability to move freight and goods is a critical element of the Washington region's economy. All businesses and residences rely on freight. The SAFETEA-LU legislation reaffirmed the federal emphasis on freight movement considerations in metropolitan transportation planning.

On July 21, 2010 the TPB approved the National Capital Region Freight Plan. This was the first Freight Plan for the metropolitan Washington area. It defines the role of freight in the region, provides information on current and forecasted conditions, identifies regional freight concerns such as safety and security, and includes a National Capital Region Freight Project Database.

Questions 22 through 29 on the Financially Constrained Long-Range Transportation Plan Project Description Form address a number of SAFETEA-LU factors, including economic competitiveness, truck and freight safety, accessibility and mobility of people and freight, and integration and connectivity of the transportation system for people and freight. Strong consideration should be given to projects that support these goals for freight.

Annual Listing of Projects

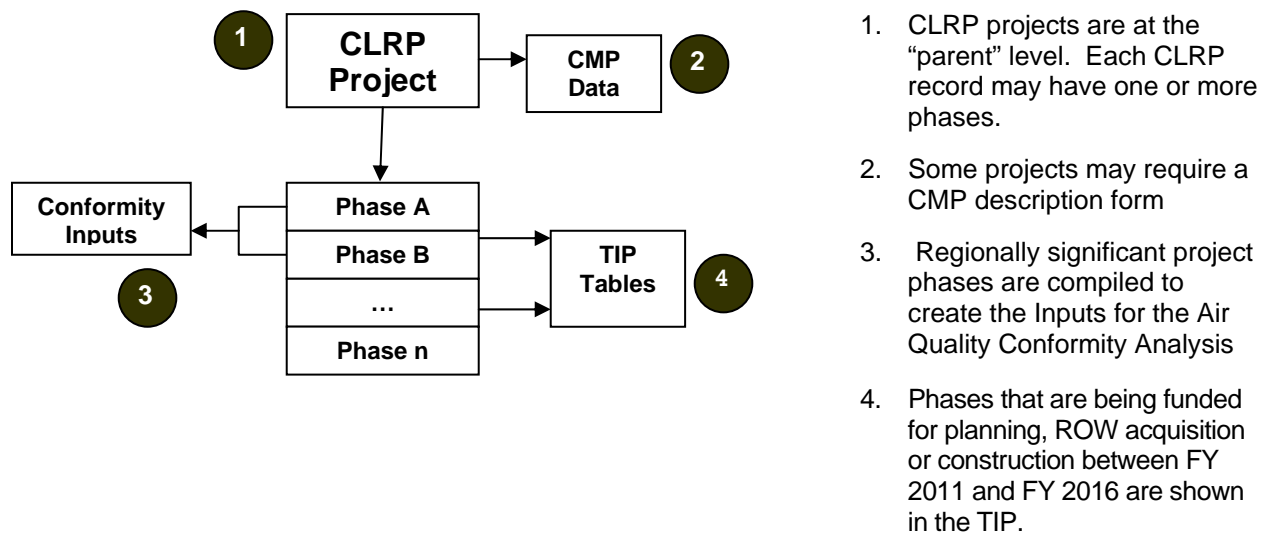
Both TEA-21 and SAFETEA-LU require that the TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001.

SECTION 3: PROJECT SUBMISSION INSTRUCTIONS

INTRODUCTION

This section describes the process to be used by transportation implementing agencies when updating project information for the CLRP as well as the Air Quality Conformity inputs, the Transportation Improvement Program and the Congestion Management Process. The project description forms are designed to elicit information to enable policy makers, citizens and other interested parties and segments of the community affected by projects in the plan to understand and review them. Description forms must be completed for all projects to be included in the Plan and the TIP. All regionally significant projects, *regardless of funding source*, must be included in the Plan for Air Quality Conformity information purposes. A Congestion Management Process Form must be completed for all projects meeting the requirements described on page 33 of these instructions. The relationship between the Plan, TIP, Conformity, and CMP is shown in Figure 2. The remainder of this section describes how to update Plan, TIP and Conformity project information using an online database application. TERM analysis and reporting procedures are not addressed here; see Section 4 for those instructions.

Figure 2: Relationship between CLRP, TIP, CMP, and Conformity Information



The iTIP Online Database

An online database application is used to gather project information from each agency. Staff from implementing agencies will be assigned an account with a user name and password. There are two levels of access to the database; editors and reviewers. Each agency should decide which person on their staff should assume these roles. Once logged into the application users will have access to the most recent version of the Plan and TIP information that was approved by the TPB.

TPB staff will offer training sessions to assist staff with the application as needed. The remainder of this section will cover the purpose of, and line-by-line instructions for the forms.

CLRP Project Description Forms

Projects should be described in sufficient detail to facilitate review by the TPB and the public. Specific information is needed on the project location and physical characteristics, purpose, projected completion date, total estimated costs, proposed sources of revenues, and other characteristics. Submissions for studies should indicate those cases where the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. TERM projects or actions should also be identified. Project Description Forms should be used to describe the full scope of a facility's improvements.

Basic Project Information

1. Submitting AgencyThe agency that is submitting the project information.
Defined by the user's agency status.
2. Secondary AgencyAny other agencies working in conjunction with primary agency
3. *Agency Project ID*Agencies can use this field to track projects with their own ID systems.
4. *Project Type*Identify the functional class or category on which projects will be grouped in reports. Options include: *Interstate, Primary, Secondary, Urban, Transit, Bike/Ped, Bridge, Enhancement, ITS, Maintenance, CMAQ, Other.*
5. *Project Category*Identify the nature of the project: *System Expansion* (adding capacity to a road or transit system), *System Preservation* (any work on the road or transit system that does not add capacity), *Management, Operations and Maintenance, Study, Other.*
6. *Project Name*A very brief, user-friendly description of the project; e.g. "East Market Street Widening" or "Downtown Circulator Bus System"
7. *Facility*.....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix*.....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable, but discouraged.
 - b. *Number*.....The route number that corresponds with the above prefix. Again, combinations are acceptable, but discouraged.
 - c. *Name*Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.
 - d. *Modifier*.....Any term that needs to be used to further describe a facility, such as "extended", "relocated" or "interchange".

8. *From (At)*The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.
9. *To*Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.
10. *Description*Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.
11. *Projected Completion Year*Estimated year that the project will be open to traffic or implemented.
12. *Project Manager*Name of project manager or point-of-contact for information
13. *E-mail*E-mail address for project manager or point-of-contact for information
14. *Web Site*URL for further project information from implementing agency
15. *Total Mileage*If available, enter the total length of the project to the closest tenth of a mile.
16. *Map Image*If available, upload an image file to assist
17. *Documentation*If necessary, upload any extra documentation for the project. This could include financial plans or supplemental information materials.
18. *Bike/Ped Accommodations*Indicate using the pull-down menu whether the project is: a) *Primarily a bicycle/pedestrian project*, b) *Includes accommodations for bicycle/pedestrian users*, or c) *Does not include accommodations for bicycles and pedestrians*.
19. *Jurisdiction*Select the appropriate jurisdictions for the project. Multiple jurisdictions can be selected by pressing the **CTRL** key while clicking.
20. *Total Estimated Cost*If available, enter the cost of the project from start to finish
21. *Remaining Cost*Estimated cost remaining to be spent on project (not required).
22. *Sources*Indicate the sources of funds: Federal, State, Local, Private, Bonds, Other. Hold the **CTRL** key down to select multiple sources.

SAFETEA-LU Planning Factors

The following section is new. The questions here replace the memo/text field that asked how the project supported regional goals as outlined in the TPB's Vision. This new set of questions is intended to be easier to respond to and to show how the project is addressing the eight planning factors outlined in SAFETEA-LU. Particular attention should be paid to Question 28b as it pertains to safety.

23. *Please identify any and all planning factors that are addressed by this project:*

Use the checkboxes to select all that apply:

- a. *Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*
- b. *Increases the safety of the transportation system for all motorized and non-motorized users.*
 - i. *Is this project being proposed specifically to address a safety issue?*

It is presumed that all new projects being constructed include safety considerations. Select "Yes" only if the primary reason the project is being proposed is to address a safety issue.
 - ii. *If so, please briefly describe (in quantifiable terms, where possible) the nature of the safety problem:*
- c. *Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.*
- d. *Increase accessibility and mobility of people*
- e. *Increase accessibility and mobility of freight*
- f. *Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*
- g. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
- h. *Promote efficient system management and operation.*
- i. *Emphasize the preservation of the existing transportation system.*

Environmental Mitigation

The following section is new. The questions here address a new emphasis in SAFETEA-LU on environmental impacts, both short and long term and strategies for mitigating those impacts.

24. *Have any potential mitigation activities been identified for this project? If so, identify the types of activities below.*

Use the checkboxes to select “Yes” or “No” and to identify any mitigation activities being planned for this project.

- *Air Quality,*
- *Energy,*
- *Floodplains,*
- *Geology, Soils and Groundwater,*
- *Hazardous and Contaminated Materials,*
- *Noise,*
- *Rare, Threatened and Endangered Species,*
- *Socioeconomics,*
- *Surface Water,*
- *Vibrations,*
- *Visual and Aesthetic Conditions,*
- *Wetlands,*
- *Wildlife and Habitat*

Congestion Management Process Documentation

The following addresses the SAFETEA-LU component called the Congestion Management Process. Please see the discussion on Congestion Management Documentation in Section 2 of this document for more information. Questions 25 and 26 should be answered for every project. In addition, a Congestion Management Documentation Form should be completed for each project or action proposing an increase in SOV capacity.

25. *Congested Conditions*

- a. *Do traffic congestion conditions on this or another facility necessitate the proposed project or program?*

Check “Yes” if this project is being planned specifically to address congestion conditions.

- b. *If so, is the congestion recurring or incident-related non-recurring in nature?*

Use the checkboxes to identify either option.

- c. *If the congestion is on a different facility, please identify it here:*

Identify the name of the congested parallel or adjacent route that this project is intended to relieve.

26. Capacity

The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (b), projects in the following categories require a Congestion Management Documentation Form:

- New limited access or other principal arterial roadways on new rights-of-way
- Additional through lanes on existing limited access or other principal arterial roadways
- Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.

- a. *Is this a capacity-increasing project on a limited access highway or other principal arterial?*

Check “Yes” if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway).

- b. *If the answer to Question 26.a was “yes,” are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):*

- *None of the exemption criteria below apply to this project – a Congestion Management Documentation Form is required.*
- *The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding).*
- *The number of lane-miles added to the highway system by the project totals less than one lane-mile*
- *The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange*
- *The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.*
- *The project consists of preliminary studies or engineering only, and is not funded for construction*
- *Any project whose construction cost is less than \$10 million.*

Review the list of potential exemption criteria and determine if any of them are true, thus exempting the project from needing a separate Congestion Management Documentation Form. If more than one criterion is true, please select just one as the primary criterion. Use the pull-down menu to identify the exemption criterion.

- c. *If the project is not exempt and requires a Congestion Management Documentation Form, click on the link provided to open a blank Congestion Management Documentation Form.*

Intelligent Transportation Systems

The questions here address a new emphasis in SAFETEA-LU on environmental impacts, both short and long term and strategies for mitigating those impacts.

27. *Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to federal Rule 940 requirements?*

Use the checkboxes to select “Yes” or “No”.

a. *If yes, what is the status of the systems engineering analysis compliant with federal Rule 940 for the project?*

Use the checkboxes to select: *Not Started; Ongoing, not complete; or Completed*

b. *Under which Architecture: DC, Maryland, or Virginia State Architecture, WMATA Architecture, COG/TPB Regional ITS Architecture or Other; Please specify _____*

28. *Actual Completion Year*Use this field to indicate that the full scope of the project has been opened to traffic or implemented.

29. *Project Withdrawn*Use this checkbox to indicate that a project is being withdrawn from the Plan.

30. *Withdrawn Date*Provide an approximate date for the withdrawal of the project.

Record Tracking

This section is used to keep track of modifications to records. These fields are automated and are not editable.

31. Created by.....Identification of who created the record originally.

32. Created On.....Date record was originally created on (will not work for original imported data)

33. Last UpdaterRecorded ID of last person to make modifications to record

34. Last Updated On.....Recorded date and time of last modifications to record

35. Comments.....General notes for agency or TPB staff to use.

Project Phasing For TIP and Conformity Inputs

Each phase of the project (even if there is only one) should be described under the "Project Phases". The Air Quality Conformity Analysis is based on the information in these listings, so all regionally significant phases of all projects in the plan need to be included.

TIP funding information should be completed for each project intended for programming in the current TIP. The TIP should show all funds (federal and non-federal) that are expected to be obligated between FY 2013 and FY 2018. Previous fiscal years are shown for historical purposes only and have no bearing on the current fiscal years.

1. *Submitting Agency*Automatically displayed based on user's agency.
2. *Project Name*Automatically filled in based on parent project.
3. *Phase Name*A very brief, user-friendly description of the project phase; e.g. "East Market Street Widening" or "Downtown Circulator Bus." This can be the same as the project name.
4. *Facility*These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix*.....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable, but discouraged.
 - b. *Number*.....The route number that corresponds with the above prefix. Again, combinations are acceptable, but discouraged.
 - c. *Name*Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.
 - d. *Modifier*.....Any term that needs to be used to further describe a facility, such as "extended", "relocated" or "interchange".
5. *From (At)*The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.
6. *To*Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.
7. *Description*.....Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.
8. *Agency Project ID*.....Agencies can use this field to track projects with their own ID systems.
9. *Environmental Review*.....Type of NEPA documentation required, if any

10. *Review Status*.....Current status of any required NEPA documentation

Questions 11 – 15 only need to be completed for projects that have conformity impacts.

11. *Improvement*.....Pulldown field to identify type of improvement being made to the facility (e.g. construct, widen, upgrade, etc.)

12. *Facility Type From/To*

a. *Facility Type From*Functional class of facility before improvement

b. *Facility Type To*Functional class of facility after improvement

13. *Lanes From/To*

a. *Lanes From*Number of lanes on facility before improvement

b. *Lanes To*.....Number of lanes on facility after improvement

14. *R.O.W. Acquired*.....Right-of-way has been acquired for the facility

15. *Under Construction?*Construction has begun on the facility

16. *Projected Completion Year*Estimated year that the project will be open to traffic or implemented.

17. *Completed*.....Date the project was completed (open to traffic) or implemented

18. *TIP Project Status*Project is delayed, reprogrammed, complete, withdrawn, or ongoing

19. *Capital Costs*

a. *Amount*Funds shown in \$1,000s

b. *Phase*.....Funds obligated for: a) Planning and Engineering, b) R.O.W. acquisition, c) Construction, d) Studies and e) Other

c. *Fiscal Year*Fiscal year in which funds are expected to be obligated

d. *Source*Federally recognized source of funds

e. *Fed/State/Local Share*.....Percentage distribution of federal, state and local funds

20. *Creator*Recorded ID of the user that created the record

21. *Created On*.....Date record was originally created on

22. *Last Updated On*.....Recorded date and time of last modifications to record

23. *Last Updater*Recorded ID of last person to make modifications to record

Congestion Management Documentation Form for SOV Projects

A Congestion Management Documentation Form should be completed for each project or action intended for the Plan that involves a significant increase in single-occupant vehicle (SOV) carrying capacity of a highway.

Brief and complete answers to all questions are recommended. A reference to an external document or an attachment without further explanation on the form itself is not recommended; findings of studies, Major Investment Studies, for example, should be summarized on the form itself. References to other documents can be made if desired *in addition to* the answer provided on the form.

As a rule of thumb, the scale and detail in the responses to the questions should be in proportion to the scale of the project. For example, a relatively minor project needs less information than a major, multi-lane-mile roadway construction project.

The form can summarize the results of EISs or other studies completed in association with the project, and can also summarize the impact or regional studies or programs. It allows the submitting agency to explain the context of the project in the region's already-adopted and implemented programs, such as the Commuter Connections program, and to go on to explain what new and additional strategies were considered for the project or corridor in question.

Sample Forms

The following pages are samples for the CLRP Project Description Form, TIP Project Description Form, and Congestion Management Documentation Form.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency:
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name:

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):				
9. To:				

10. Description:

11. Projected Completion Date:
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost (in Thousands):
21. Remaining cost (in Thousands):
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

CLRP PROJECT DESCRIPTION FORM

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - d. Increase **accessibility and mobility** of people.
 - e. Increase accessibility and mobility of **freight**.
 - f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - h. Promote efficient system **management and operation**.
 - i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
 - Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it:
26. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here

CLRP PROJECT DESCRIPTION FORM

to open a blank Congestion Management Documentation Form.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
- a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
- b. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:
28. Completed Date:
29. Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator:
32. Created On:
33. Last Updated by:
34. Last Updated On:
35. Comments

TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2013-2018 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency:
2. Project Name (from CLRP Project):
3. Phase Name:

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Description:
8. Agency Phase ID:

Environmental Review

9. Type: PCE; CE; DEA; EA; FONSI; DEIS; FEIS; F4; N/A
10. Status: Proposed for preparation; Under preparation; Prepared for review; Under review; Approved

Conformity Information

11. Improvement: Construction; Widen; Upgrade; Relocate; Reconstruct; Rehabilitate; Study
12. Facility Type
 - a. From:
 - b. To:
13. Number of Lanes
 - a. From:
 - b. To:
14. R.O.W. Acquired?
15. Under Construction?
16. Projected Completion Year:
17. Completed:
18. Project Status:
 - New Project
 - In previous TIP, proceeding as scheduled
 - In previous TIP, delayed or reprogrammed
 - Project is ongoing, year refers to implementation
 - Project is being withdrawn from TIP

19. Capital Costs

FISCAL YEAR	AMOUNT	PHASE	SOURCE	FED	STA	LOC

(use the Tab button in the bottom right cell to create more lines in the table)

Congestion Management Documentation Form for Projects in the 2040 CLRP



BASIC PROJECT INFORMATION

1. Agency: _____ Secondary Agency: _____

2. Project Title: _____

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Jurisdiction(s): _____

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

- Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)
- A Transportation Management Association is in the vicinity
- Channelized or grade-separated intersection(s) or roundabouts
- Reversible, turning, acceleration/deceleration, or bypass lanes
- High occupancy vehicle facilities or systems
- Transit stop (rail or bus) within a 1/2 mile radius of the project location
- Park-and-ride lot within a one-mile radius of the project location
- Real-time surveillance/traffic device controlled by a traffic operations center
- Motorist assistance/hazard clearance patrols
- Interconnected/coordinated traffic signal system
- Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

b. Traffic operational improvements

c. Public transportation improvements

d. Intelligent Transportation Systems technologies

e. Other congestion management strategies

f. Combinations of the above strategies

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.