

# 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

Date: April 16, 2014  
Time: 12 noon  
Place: COG Board Room

## AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**  
..... Chairman Wojahn
- 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 March 19 Meeting**  
..... Chairman Wojahn
- 12:25 pm 3. **Report of Technical Committee**  
..... Mr. Srikanth  
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizen Advisory Committee**  
..... Ms. Loh  
Chair, Citizens Advisory Committee
- 12:35 pm 5. **Report of Steering Committee**  
..... Mr. Miller  
Acting Co-Director, Department of  
Transportation Planning (DTP)
- 12:40 pm 6. **Chair's Remarks**  
..... Chairman Wojahn

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

**ACTION ITEMS**

12:50 pm 7. **Approval of Regional Bike to Work Day 2014 Proclamation**  
..... Mr. Ramfos, DTP  
In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at seventy-nine locations in the region for Friday May 16. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.

**Action:** Approve the enclosed Bike to Work Day 2014 Proclamation.

12:55 pm 8. **Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2014 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)**

..... Mr. Griffiths  
Acting Co-Director, DTP

At the March 19 meeting, the Board was briefed on the major project changes submitted for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP which were released for a 30-day public comment period that ended April 12. The Board will be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

**Action:** Adopt Resolution R15-2014 to approve the project submissions for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

1:00 pm 9. **Approval of Scope of Work for the Air Quality Conformity Assessment for the 2014 CLRP and the FY 2015-2020 TIP**

..... Ms. Posey, DTP

At the March 19 meeting, the Board was briefed on the draft scope of work for the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP which was released for a 30-day public comment period that ended April 12. The Board will be briefed on the comments received and recommended responses, and asked to approve the scope of work for the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

**Action:** Approve the enclosed scope of work for the air quality conformity assessment for the 2014 CLRP and FY 2015-2020.

1:05 pm 10. **Briefing on the Requirement that A Portion of Fauquier County, Virginia Now be Included in the in TPB Planning Area, and Approval of a Letter Inviting the County to Join TPB**

..... Mr. Griffiths

The 2010 Census extended the Washington DC-VA-MD Urbanized Area into a portion of Fauquier County, including the Town of Warrenton. Federal MPO planning regulations require that this portion with a population of about 21,000 be included in the metropolitan planning area and that representatives of the area be included in the TPB's transportation planning and programming process. The Board will be briefed on steps for Fauquier

County to join TPB and asked to formally invite the county to become a member.

**Action:** Approve the enclosed letter to Fauquier County inviting it to become a member of the TPB.

### INFORMATION ITEMS

1:10 pm 11. **Briefing on the COG Cooperative Forecasting Process**  
..... Mr. DesJardin,  
Department of Community Planning & Services  
Mr. Griffiths  
The Board will be briefed on how the COG Cooperative Forecasting Process develops population, household and employment forecasts for use in the regional transportation planning process, including key features of the recently developed Round 8.3 forecasts.

1:30 pm 12. **Briefing on a Draft Initial Assessment of the 2014 Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)**  
..... Mr. Swanson, DTP  
In January, the TPB approved the RTPP which identifies strategies that are “within reach” both financially and politically and have the greatest potential to respond to the most significant transportation challenges. In response to a request at the February TPB meeting, staff have prepared an initial qualitative assessment of how the priorities identified in the RTPP compare to the transportation system in the CLRP as it is being updated with a new financial analysis and additional projects in 2014. The Board will be briefed on this draft initial assessment.

### NOTICE ITEM

1:55 pm 13. **Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Northern Virginia Section of the FY 2013-2018 TIP**  
..... Ms. Cuervo, VDOT  
Notice is provided that the Virginia Department of Transportation (VDOT) has requested an amendment to update projects and funding in the Northern Virginia section of the FY 2013-2018 TIP. The Board will be asked to approve this amendment at the May 21 meeting.

1:56 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  
March 19, 2014**

Members and Alternates Present

Monica Backmon, Prince William County  
Bob Brown, Loudoun County  
Ron Burns, Frederick County  
Marc Elrich, Montgomery County  
Emad Elshafei, City of Rockville  
Dan Emerine, DC Office of Planning  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County Exec.  
Lyn Erickson, MDOT  
Jay Fisette, Arlington County  
Seth Grimes, City of Takoma Park  
Jason Groth, Charles County  
Rene'e N. Hamilton, VDOT  
Konrad Herling, City of Greenbelt  
Cathy Hudgins, Fairfax County  
Rosalynn Hughey, DC Office of Planning  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Julia Koster, NCPC  
Tim Lovain, City of Alexandria  
Kelly Russell, City of Frederick  
Linda Smyth, Fairfax County  
David Snyder, City of Falls Church  
Kanathur Srikanth, VDOT  
Tammy Stidham, NPS  
Todd Turner, City of Bowie  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County

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Patrick Wojahn, City of College Park  
Scott K. York, Loudoun County  
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Gerald Miller  
Robert Griffiths  
Nicholas Ramfos  
Elena Constantine  
Eric Randall  
Rich Roisman  
John Swanson  
Jane Posey  
Andrew Austin  
Ben Hampton  
Bryan Hayes  
Sarah Crawford  
Debbie Leigh  
Deborah Etheridge  
Mark Moran  
Dusan Vuksan  
Michael Farrell  
Paul DesJardin  
Matt Kronenberger  
Judi Gold  
Jameshia Peterson  
Christine Green  
Erin McAuliff  
Debbie Spielberg  
Famarz Mokhtari  
Patrick Durany  
Jeanette Tejede de Gomez  
John B. Townsend  
Malcolm Watson  
Mike Lake  
Richard Hartman  
Tina Slater  
Kelly Blynn  
Maria Sinner  
Kathy Porter  
Pierre Holloman  
Allison Davis

COG/DCPS  
COG/OPA  
CM Bowser  
DDOT  
Safe Routes to School National Partnership  
Coalition for Smarter Growth  
Councilmember Marc Elrich/CLI  
M-NCPPC/Prince George's  
Supervisor Jenkins' Office  
AAA Mid-Atlantic  
AAA Mid-Atlantic  
FC DOT  
Fairfax County DOT  
Arlington County DOT  
CAC & Action Committee for Transit  
Coalition for Smarter Growth  
VDOT  
CLI  
City of Alexandria  
WMATA

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Paul Davis	Fairfax County/Board of Supervisors
Devon Cabot	Prince William County/Board of Supervisors
Tiffany Ward	Montgomery County/Council
Melanie Bates	DC Council (CM Wells)
Karen Young	Community Advisory Council
Jim Dinegar	Greater Washington Board of Trade
David Hondowicz	Office of Councilmember Phil Andrews/Montgomery County
Bill Orleans	Resident

### **1. Public Comment on TPB Procedures and Activities**

Ms. Blynn of the Coalition for Smarter Growth said the region is a long way from meeting the goals COG and member jurisdictions have set for making essential reductions in greenhouse gas emissions. She said that, at a minimum, the TPB should conduct a transparent assessment of whether or not the CLRP meets those goals. Copies her remarks were circulated to attendees.

Mr. Dinegar of the Greater Washington Board of Trade said congestion in the region is not good for business. He encouraged the region to decrease congestion and improve the economic viability of the Washington region by funding WMATA core improvements like 8-car trains and optimizing traffic signals across the region. He also encouraged the TPB to work with the commuter rail providers to look at commuter rail service regionally, including rail run-through service. He suggested that the TPB host a forum for the three state departments of transportation to discuss these issues.

### **2. Approval of Minutes of September 18 Meeting**

A motion was made to approve the minutes of the February 19 TPB meeting. The motion was seconded and passed unanimously.

### **3. Report of the Technical Committee**

Mr. Srikanth said the Technical Committee met on March 7. He spoke to the report included in the mailout packet and he said the Committee reviewed all of the work program action items on the TPB agenda. He said the Committee also reviewed several information items, including those pertaining to the update of the 2014 CLRP, the item related to the Regional Transportation Priorities Plan (RTPP), and the presentation from the District Department of Transportation on the moveDC plan.

### **4. Report of the Citizen Advisory Committee**

Mr. Still said the Citizens Advisory Committee (CAC) met on March 13 and that he would be providing the report in Chair Loh's stead. He said the CAC thanked Chair Wojahn for joining them at their meeting. He said the majority of the meeting was spent on the assessment of the

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interaction between the RTPP and the CLRP. He said the CAC would ask that the assessment be quantifiable whenever possible. He said the CAC would like to see a specific timeline for when the TPB can expect the reports detailing how the RTPP has influenced each agency's submission for this year. He said the CAC would ask that the 2015 call for projects be strengthened to include more specific language on how each project is tied to the RTPP. He closed by saying that clear linkages need to be made between this assessment and the planning cycles of the jurisdictions so that the TPB may know how the assessment can be used to influence future planning cycles.

Chair Wojahn said he appreciated the opportunity to meet the 2014 CAC and that he feels confident the CAC will continue its level of active engagement in the regional transportation planning process.

## **5. Report of Steering Committee**

Mr. Miller said the Steering Committee met on March 7 and acted on one item, a resolution to amend the current TIP to include funding for a study of Virginia Route 28 as requested by VDOT. He said the Committee also reviewed the project submissions for inclusion in the Air Quality Conformity Analysis for the 2014 CLRP and approved them for release for public comment on March 13. He reviewed the items included in the letters sent/received packet, including a memorandum regarding the Street Smart Pedestrian and Bicycle Safety Campaign and a memorandum from Vice Chair Lovain to the WMATA Board regarding WMATA's letter which asked for the TPB and COG to work with WMATA to facilitate a regional collaboration on specialized transportation services.

Vice Chair Lovain summarized his memorandum, which included a recommendation from the Human Service Transportation Coordination Task Force to expand access to the fixed route system and provide alternatives to Metro Access. It also suggested a forum to discuss strategic planning for improvements to access the fixed route system

Ms. Hudgins said the work going on at WMATA related to increasing ADA access to the fixed route system is dependent on the jurisdictions' abilities to provide such facilities, which she agrees is challenging. She supported the idea of a regional forum to discuss these issues.

Vice Chair Lovain said a forum on best practices with all of the jurisdictions could help build momentum.

Chair Wojahn thanked Vice Chair Lovain for his report and said that he is excited about the opportunities for collaboration between WMATA and the TPB, which could lead to improvements in the provision of services for people with disabilities.

## **6. Chair's Remarks**

Chair Wojahn said that, in addition to attending the CAC meeting, he met with participants of the

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TPB's Community Leadership Institute, which this year was targeted at staff members of elected officials. He said the participants are attending today's TPB meeting and he thanked them for their participation. He asked Mr. Bean for an update on the search for the new Director of Transportation Planning.

Mr. Bean said the recruitment profile is being distributed and that the search opened in early March applications are due by April 30. He said the search would be led by Slavin Management Consultants. He summarized the essential attributes of the ideal candidate.

Mr. Bean also thanked Vice Chair Lovain and Ms. Hudgins for their comments related to the Human Service Transportation Coordination Task Force and said the TPB has his full support.

### **ACTION ITEMS**

#### **7. Approval of Amendment to the FY 2014 Unified Planning Work Program (UPWP), and Approval of FY 2014 UPWP Carryover Funding to FY 2015**

Mr. Miller briefed the Board on proposed carryover funding from the FY 2014 Unified Planning Work Program (UPWP) to the FY 2015 UPWP. He said that the proposal includes about \$1.2 million in funding for a number of projects that staff do not expect to complete by the end of the current fiscal year, including \$800,000 for travel surveys of 2,400 households originally schedule to take place in Spring 2014, \$600,000 in technical assistance tasks for each of the states and WMATA, and other unused funds resulting from staffing issues and the timing of MAP-21 regulations.

Mr. Herling moved to adopt resolutions R11-2014 and R12-2014 to approve the ammendment presented by Mr. Miller that would remove the carryover funding from the FY 2014 UPWP and move it into the FY 2015 UPWP. Ms. Hudgins seconded the motion. The Board approved both resolutions.

#### **8. Approval of FY 2015 Unified Planning Work Program (UPWP)**

Mr. Miller briefed the Board on the proposed FY 2015 Unified Planning Work Program (UPWP). He told Board members that it assumes the same budget levels as the previous year's UPWP and contains essentially the same work program elements. He explained that, following Board approval, the UPWP would be submitted to the federal agencies for approval by July 1, the start of the TPB's fiscal year.

Chair Wojahn opened the floor to questions.

Mr. Zimbabwe noted that the work item for the CLRP in the coming year is the same level as the previous year and asked whether staff saw any need for additional funding to support activities related to performance-based planning, analysis of the CLRP relative to the Regional Transportation Priorities Plan, climate change adaptation, and other such activities.



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Mr. Miller said that federal performance-based planning rules would not be issued until later this year, at which time staff would reassess the need for additional resources to support work related to those requirements.

Mr. York made a motion to adopt resolution R13-2014 for approval of the FY 2015 UPWP as proposed. Mr. Turner seconded the motion, and the Board approved it.

### **9. Approval of Y 2015 Commuter Connections Work Program (CPWP)**

Mr. Ramfos briefed the Board on the proposed FY 2015 Commuter Connections Work Program (CCWP), which he noted had been presented to and endorsed by the Commuter Connections Subcommittee, reviewed by the Technical Committee in February and March, and presented to the TPB in draft form in February. He asked for the Board's approval of a resolution adopting the FY 2015 CCWP.

Before the Board moved to adopt the FY 2015 CCWP, Mr. Ramfos also provided the Board with an overview of the history of the Commuter Connections program, as 2014 is its 40th year in existence. His presentation highlighted the program's origins, its growth over the last 40 years, its expansion from being focused solely on ridesharing to including information about transit, bicycling, walking, teleworking, and living close to where one works. He also highlighted the new regional events that are coordinated and hosted by Commuter Connections, including Bike to Work Day and Car Free Day. His presentation also included information about the evolving role of technology in helping commuters find rideshare partners and other information, including the imminent release of a new application for mobile devices, and he told Board members that a formal commemorative event is tentatively scheduled to take place in July.

Mr. Zimbabwe moved to adopt resolution R14-2014 to approve the FY 2015 CCWP as proposed. His motion was seconded. The Board approved the motion.

## **INFORMATION ITEMS**

### **10. Briefing on Project Submissions for the Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP**

Mr. Griffiths presented on the significant additions and changes to the Constrained Long-Range Transportation Plan (CLRP). He said that the five projects submitted by the District of Columbia include three streetcar extensions, the removal of bus-only lanes on H and I Streets, and a managed lane study that explores converting some lanes on three segments of the District's interstate roadway system into high-occupancy-vehicle lanes, and eventually to high-occupancy toll lanes. The two projects submitted by Maryland include an update to the MARC Growth and Investment Plan to increase capacity and service frequency, and a full interchange at the Capital Beltway to the Greenbelt Metro Station. The four Virginia projects include an update to VRE's

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System Plan to add capacity and service, two projects that widen highways and three alternatives for the Dulles Air Cargo, Passenger, and Metro Access Highway. He said that VDOT is expected to have a recommendation for their preferred alternative before the April TPB meeting.

Referring to his presentation, Mr. Griffiths identified an additional 41 pages of capacity improvements that will be included in the air quality conformity analysis. He added that the CLRP does not include every transportation improvement in the region. Projects that do have a direct impact on air quality conformity -- like operations and maintenance, or bicycle and pedestrian projects -- are not included.

Mr. Griffiths stated that the 30-day public comment for the submitted projects started on March 13 and will run to April 12. TPB staff will review comments and respond to the comments, and ask the TPB to approve the project inputs for the conformity analysis during the April 16 board meeting.

Ms. Erickson encouraged the board to maintain the CLRP schedule. She said if there are delays, all projects across all jurisdictions that receive federal funding could be at risk.

Ms. Smyth identified two projects included in the conformity table that were mislabeled as completed.

Mr. Kannan expressed concern that the states have yet to agree on funding levels for the proposed core expansion projects in Metro 2025. He said that WMATA is going to continue working with state partners to find the right funding solution for WMATA and the region.

Mr. Erenrich said that assumptions about a flat level of federal funding for future regional transit projects could change, and if and when there is a reauthorization and new transit funds, then there is nothing to prevent an amendment to the CLRP for including new transit projects.

Ms. Hudgins agreed with Mr. Kannan's comments. She added that it is important to recognize that WMATA is in a stage where it is working with the jurisdictions about how to prepare for the future. She continued that region still has a lot of work to do, both within jurisdictions and coming together to contribute to the well-being of the region's transportation system.

Mr. Herling commented that he appreciates the clarity and thoughtfulness of this discussion.

Chair Wojahn said that he appreciates the work that the jurisdictions and WMATA have put into resolving ongoing issues, and he hopes that ongoing talks continue to go well.

## **11. Briefing on the Draft Scope of Work for the Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP**

Ms. Posey presented the scope of work for the air quality conformity analysis. Referring to her memo, she said that the analysis for this year is very similar to the previous year. TPB staff will

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be analyzing the same pollutants, and will use the same MOVES 2010a tool for emissions modeling. She said that the only new element this year is an update to the Cooperative Forecast, Round 8.3. She mentioned that draft results from the conformity analysis are expected to be released in September.

Mr. Snyder said as the current chair of the Metropolitan Washington Air Quality Committee (MWAQC), that the current air quality status for the region is pretty good, but that challenges remain. He said that MWAQC believes that the federal government will introduce more strict requirements in coming years, and MWAQC will be informing the TPB about these new emissions standards.

Mr. Zimbabwe asked about the role that CO<sub>2</sub> emissions play in the analysis.

Ms. Posey stated that CO<sub>2</sub> is not part of the conformity analysis. She explained that the TPB has analyzed CO<sub>2</sub> levels for other purposes.

Mr. Fisette asked if the air quality conformity analysis is consistent with the COG Region Forward Goals.

Ms. Constantine responded that the analysis performed by the TPB follows a parallel track to the COG work. She said that the air quality conformity analysis follows federal requirements for specific pollutants and does not include CO<sub>2</sub>. Staff does separate analysis of CO<sub>2</sub> levels and recently provided the TPB local jurisdictions with estimated 2012 CO<sub>2</sub> levels.

Mr. Zimbabwe expressed interest in seeing a comparison between TPB air-quality analysis and the COG Board approved set of CO<sub>2</sub> targets and goals.

## **12. Briefing on a Proposed Approach for Developing a Comparative Assessment of the 2014 Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)**

Mr. Swanson briefed the Board on a proposed approach for developing a comparative assessment of the CLRP and the recently adopted Regional Transportation Priorities Plan. He gave an overview presentation of a more detailed memorandum distributed to Board members. His presentation highlighted the key elements of the memo, especially the scope of the assessment, what elements of the Priorities Plan it will examine, what data it will draw from, and that the assessment will be released in two phases: a preliminary assessment in April, and a more detailed assessment in September, in time for review when the Board considers final approval of the 2014 CLRP update.

Chair Wojahn opened the floor to questions and discussion.

Mr. Lovain thanked staff for preparing a proposed approach for the comparative assessment. He pointed out that the language about providing an assessment in time for consideration in the 2014 CLRP update was added at a time when the Priorities Plan was scheduled for adoption much

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earlier than it actually was. He said he thought staff had laid out a phased and reasonable approach to provide as much information as soon as possible in light of the delays.

Chair Wojahn recommended looking at the first year's assessment as a more qualitative baseline of where the region is now versus where it wants to be. He also stressed the importance of looking beyond the projects and programs in the CLRP to assess how the region is doing in meeting the objectives of the Priorities Plan. In particular, he said, the process-oriented strategies in Priority Two will require looking outside the CLRP, and he recommended examining the Human Services Transportation Coordination Plan for information about the range of services for providing improved accessibility. He also said that the priority bicycle and pedestrian project list presented to the TPB a couple of months ago might also be an important place to look to see how the region is doing in meeting the objectives of the Priorities Plan.

Mr. Herling asked whether the term "transportation demand reduction" referred specifically to reducing use of single-occupancy vehicles.

Mr. Swanson confirmed that meaning, noting that the Priorities Plan calls for a mix of supply- and demand-side strategies, and that staff had interpreted that in this context to refer largely to reducing the demand for and reliance on driving.

Mr. Herling asked whether the road-tolling called for in the plan is meant to serve as a disincentive for people to use personal vehicles.

Mr. Swanson confirmed that tolling is indeed seen as a tool for managing transportation demand, and noted the importance of using toll revenues to provide transportation alternatives in the tolled corridor. He said that the Priorities Plan does not call for tolling roads throughout the region, but that it calls for tolling to be part of the conversation when considering building new road capacity.

Mr. Weissberg expressed a specific interest in having the analysis look at how imbalances in transportation demand in the region, which can lead to congestion, can be addressed by taking advantage of underutilized Activity Centers and Metro stations.

Mr. Swanson said he thought that would be woven into the assessment.

Mr. Kannan asked what plans staff have for engaging the public and educating them about the Priorities Plan and its implications for the CLRP. He also asked that staff be sure to bring the results of any assessment to the Board before the Board is asked to consider projects for final approval, rather than on the day they consider projects for final approval.

Mr. Swanson said that staff definitely agrees with the latter point, and that staff are just in the beginning stages of talking about public outreach and education.

Mr. Turner said he appreciates the recognition among other Board members that staff are in a

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difficult position of having to play catch-up in performing an assessment of the CLRP relative to the Priorities Plan. He said he looks forward to the next step of the process despite the delays.

Mr. Elrich expressed his continuing concern that the Priorities Plan includes no mention of the role of parking supply and pricing policy in achieving objectives related to reduced driving and increased shares of alternatives like transit and bicycling and walking. He also said he thinks it is important to look at desired mode shares to figure out how much transit that would mean the region or a particular area needs to provide in order to achieve those goals.

Mr. Swanson said that parking issues would probably not be addressed in the April assessment, but that it might be able to be included in later assessments.

Ms. Hughey asked whether it would be possible for the assessment to include ratings of the CLRP as a whole or of individual projects as “very aligned,” “somewhat aligned,” or “not aligned” with the strategies in the Priorities Plan, per the recommendations of the CAC highlighted in the CAC report earlier in the meeting.

Mr. Swanson said that it would be difficult to do so for the April assessment, and reminded Board members that the Priorities Plan was never intended to serve as a “screen” with which to evaluate individual projects. He also pointed out that the Priorities Plan does not provide the kind of specific, quantitative targets that would be required to develop a robust ranking system. He said that staff could discuss the possibility further internally and engage the Board later about ways that might be able to work.

### **13. Briefing on the District Department of Transportation’s Draft Strategic Vision Plan called *moveDC***

Mr. Zimbabwe introduced the presentation on the District Department of Transportation's draft strategic plan, called MoveDC. He said that moveDC reflects regional collaboration, through state and regional jurisdictions, as well as through members of the public. He turned the presentation over to Ms. Hawkinson from DDOT.

Ms. Hawkinson stated that moveDC is the statewide transportation vision required by FHWA. This is the first long-range transportation plan since 1997. Referring to the presentation, she stated that the Washington region is expected grow significantly adding residents and jobs, and that the projects included in moveDC are meant to help the region accommodate this growth. Some high-level projects in the plan include: adding 200 miles of new bicycle facilities and trails, 22 miles of new streetcar lines, and 45 miles of additional bus-rapid or light rail transit. She said that moveDC preserves designated freight routes to improve freight circulation within the city. The plan also envisions a future in which pricing and management of the freeway system, or a cordon charge on the central employment area, will be used to raise revenue and reduce driving. moveDC includes policy components related to managing, operating, and investing in the District’s transportation network. The plan supports major regional core-capacity

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projects in the District, like the implementation of WMATA's Regional Transportation Systems Plan, increased commuter rail service, and capacity enhancements to the Long Bridge.

Ms. Hawkinson said that DDOT is currently in the process of completing the prioritizing and grouping projects, and developing financial projections and assumptions. A final draft of the plan will be made available this spring for public comment. DDOT's goal is to have the plan finalized and approved by the end of May.

Mr. Elrich asked a question about why moveDC combined .75 volume capacity with 1.25 volume capacity.

Ms. Hawkinson responded that the goal was to provide participants in the planning process with a range of possibilities.

Mr. Snyder asked what do jurisdictions that neighbor the District need to do in order to meet moveDC's mode share goals. He expressed interest in hearing state DOT reactions to moveDC for the next TPB meeting.

Ms. Hawkinson replied that the planning process included input from an advisory committee that included local, regional, and federal partners. She added that moveDC assumes that projects in the CLRP will be completed by 2040.

Mr. Snyder asked what assumptions DDOT made about what Maryland and Virginia would and would not do in order to meet the 2040 goals stated in moveDC.

Mr. Zimbabwe commented that moveDC relies on the shared COG population projections and assumes that the plans and aspirational goals of the nearby jurisdictions will be realized. He said that DDOT was not trying to be prescriptive of transportation plans outside the District, and instead be more reactive to the region.

Mr. Snyder responded that it would be helpful to understand DDOT's assumption about Virginia and Maryland, because it may help inform the region on how it should approach a different mode share.

Mr. Fisette said that moveDC may influence the region to try similar things. He wondered how moveDC addresses inter-jurisdictional transit, like a potential streetcar connecting Rosslyn and Georgetown. He also asked about how moveDC addresses parking.

Ms. Hawkinson said that on street parking within the district is managed by DDOT and off-street parking is managed by the District's Office of Planning.

Mr. Srikanth said that the pricing and management policies mentioned in the presentation may impact mode share across the river.

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Mr. Elrich commented that a cooperative and regional approach to parking could help the region to become even more economically competitive. He also expressed interest in cooperation around shared inter-jurisdictional transit lines. He mentioned that a streetcar system that connects Montgomery County to the District on Wisconsin Avenue would provide more value for users from both jurisdictions, that a street car line that ends at the District border.

Mr. Zimbabwe said that the board comments are great and provide the type of feedback that DDOT wanted to receive. He reminded the board members that moveDC is a vision plan for 2040 that contains many projects. He said that as the plan moves forward from vision to implementation it will require more planning and collaboration with residents and stakeholders, including regional partners.

#### **14. Other Business**

There was no other business brought before the Board.

#### **15. Adjourn**

The meeting adjourned at 2:06.

**TPB Technical Committee Meeting Highlights**

**April 4, 2014**

The Technical Committee met on April 4<sup>th</sup> at COG. Six items were reviewed for inclusion on the TPB agenda for April 16<sup>th</sup>.

- TPB agenda Item 7

The Committee was briefed on regional Bike to Work Day events being organized at seventy-nine locations in the region for Friday May 16. The TPB will be asked to approve a proclamation making May 16 Regional Bike to Work Day 2014.

- TPB agenda Item 8

The Committee was updated on the major transportation projects submitted by the implementing agencies. On March 13, the project submissions were released for a 30-day public comment period that will end April 12. The TPB is scheduled to approve the project submissions for the air quality conformity analysis of the 2014 CLRP.

- TPB agenda Item 9

The Committee was updated on the schedule and draft scope of work for the air quality conformity assessment. On March 13, the draft scope of work was released for a 30-day public comment period that will end April 12. The TPB will be asked to approve the scope of work for the air quality conformity assessment.

- TPB agenda Item 10

The 2010 Census extended the Washington DC-VA-MD Urbanized Area into a portion of Fauquier County, including the Town of Warrenton. Federal planning regulations require that this portion with a population of about 21,000 be included in the metropolitan planning area and that representatives of the area be included in the TPB's transportation planning and programming process. The Committee was briefed on steps for Fauquier County to join TPB. The TPB will be asked to formally invite the county to become a member.

- TPB agenda Item 11

The Committee was briefed on how the COG Cooperative Forecasting Process develops population, household and employment forecasts for use in the regional transportation planning process, including key features of the recently developed Round 8.3 forecasts.



- TPB agenda Item 12

In response to a request at the February TPB meeting, staff have prepared an initial qualitative assessment of how the priorities identified in the RTPP compare to the transportation system in the CLRP as it is being updated with a new financial analysis and additional projects in 2014. The Committee was briefed on an early version of this assessment.

Three items were presented for information and discussion:

- VRE staff briefed the Committee on the VRE System Plan which was adopted by the Operations Board in January 2014. The plan provides a framework for capital investments and actions VRE should pursue through 2040 to continue to grow the service to best meet regional travel needs.
- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21, including the proposed Highway Safety Performance Measures and the proposed statewide and MPO planning rule scheduled to be released in April.
- Committee members were asked to highlight anticipated FY 2014 TIGER grant applications for construction projects or planning activities in the Washington region. FY 2014 TIGER discretionary grant applications are due April 28.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE -April 4, 2014**

**DISTRICT OF COLUMBIA**

DDOT                      Mark Rawlings  
                                 Maurice Keys  
DCOP                      Dan Emerine

**MARYLAND**

Charles County        -----  
Frederick Co.         Ron Burns  
City of Frederick     Tim Davis  
Gaithersburg         Dennis Enslinger  
Montgomery Co.      Gary Erenrich  
Prince George's Co.  -----  
Rockville              -----  
M-NCPPC  
  Montgomery Co.    -----  
  Prince George's Co. -----  
MDOT                  Lyn Erickson  
                                 Dami Kehinde  
                                 Matt Baker

MTA  
Takoma Park         -----

**VIRGINIA**

Alexandria             Pierre Holloman  
Arlington Co.         Dan Malouff  
City of Fairfax        -----  
Fairfax Co.            Mike Lake  
                                 Malcolm Watson  
Falls Church         -----  
Loudoun Co.          Robert Brown  
Manassas              -----  
Prince William Co.  Monica Backmon  
NVTC                    Claire Gron  
PRTC                    Nick Alexandrow  
VRE                     Christine Hoeffner  
VDOT                    Kanathur Srikanth  
                                 Norman Whitaker  
VDRPT                 Tim Roseboom  
NVPDC                 -----  
VDOA                    -----

**WMATA**

WMATA                 Danielle Wesolek

**FEDERAL/OTHER**

FHWA-DC              -----  
FHWA-VA              -----  
FTA                     -----  
NCPC                    -----  
NPS                     -----  
MWAQC                -----  
MWAA                  -----

**COG Staff**

Gerald Miller, DTP  
Robert Griffiths, DTP  
Chuck Bean, COG  
Ron Milone, DTP  
Andrew Austin, DTP  
Jane Posey, DTP  
Andrew Meese, DTP  
Elena Constantine, DTP  
Eric Randall, DTP  
Rich Roisman, DTP  
Nicholas Ramfos, DTP  
John Swanson, DTP  
Sarah Crawford, DTP  
Ben Hampton, DTP  
William Bacon, DTP  
Daivamani Sivasailam, DTP  
Jessica Mirr, DTP  
Jon Schermann, DTP  
Charlene Howard, DTP  
Paul DesJardin, DCPS

**Other Attendees**

Tom Hichey, VRE  
Bill Orleans



NATIONAL CAPITAL REGION  

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TRANSPORTATION PLANNING BOARD

Item #5

**MEMORANDUM**

April 10, 2014

To: Transportation Planning Board

From: Gerald Miller *GM*  
Acting Co-Director,  
Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on April 4, 2014, the TPB Steering Committee approved the following resolutions:

- SR11-2014: Resolution on an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for improvement projects on US 1, Baltimore Avenue; MD 4, Pennsylvania Avenue; and MD 5, Branch Avenue; as requested by the Maryland Department of Transportation (MDOT)
- SR12-2014: Resolution on an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to modify funding for the I-66 GMU/Vienna Metro Station Accessibility Improvements Project, as requested by the Virginia Department of Transportation (VDOT)
- SR13-2014: Resolution on an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for fourteen new projects, as requested by the District Department of Transportation (DDOT)

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.”



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR IMPROVEMENT  
PROJECTS ON US 1, BALTIMORE AVENUE; MD 4, PENNSYLVANIA AVENUE;  
AND MD 5, BRANCH AVENUE; AS REQUESTED BY THE  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

**WHEREAS**, in the attached letter of March 27, 2014 MDOT has requested an amendment to the FY 2013-2018 TIP to include \$10.388 million in state funding for drainage improvements along US 1, Baltimore Avenue; \$29.322 million in state funding and \$647,000 in National Highway Performance Program (NHPP) funding for the reconstruction of MD 4, Pennsylvania Avenue; and \$10.868 million in NHPP funding for resurfacing and safety improvements on MD 5, Branch Avenue, as described in the attached materials; and

**WHEREAS**, these projects 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 2013-2018 TIP to include \$10.388 million in state funding for drainage improvements along US 1, Baltimore Avenue; \$29.322 million in state funding and \$647,000 in National Highway Performance Program (NHPP) funding for the reconstruction of MD 4, Pennsylvania Avenue; and \$10.868 million in NHPP funding for resurfacing and safety improvements on MD 5, Branch Avenue, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 4, 2014.**





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**James T. Smith, Jr.**  
Secretary

March 27, 2014

The Honorable Patrick Wojahn, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

Dear Chairman Wojahn:

The Maryland Department of Transportation (MDOT) requests three amendments to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments are needed to reflect the breakout of three projects from areawide TIP projects. Our Federal partners have expressed that all individual projects that are eligible to be included and identified in the "grouped" or "areawide" projects category that cost over \$10 million be treated as a stand-alone project and given its own TIP ID and line item. These projects do not require a conformity analysis.

The Maryland FY 2014-2019 Consolidated Transportation Program allocates these additional funds for these projects. The amendment details are summarized below and in the attached memo.

TIP ID #	Project	Phase	Amount of New Funding	Comment
6182	US 1, Baltimore Avenue, from MD 212 to south of Ammendale Road and at Ammendale Road (Drainage Improvements)	CO	\$10,387,520	Breakout from parent areawide grouped project "Environmental Projects."
6183	MD 4, Pennsylvania Avenue, from Forestville Road to MD 458 (Urban Reconstruction Improvements)	PE, RW, CO	\$29,969,000	Breakout from parent areawide grouped project "Urban Reconstruction."
6181	MD 5, Branch Avenue, south of I-95/I-495 to MD 223 (Resurfacing and Safety Improvements)	CO	\$10,868,000	Breakout from parent areawide grouped project "Resurfacing and Rehabilitation."

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its April 4, 2014 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Patrick Wojahn  
Page Two

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly. Thank you.

Sincerely



Michael W. Nixon, Manager  
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA  
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming  
Maryland Department of Transportation



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*



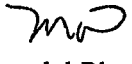
James T. Smith, Jr., *Secretary*  
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

**MEMORANDUM**

TO: Mr. Don Halligan  
Director, Planning and Capital Programming  
Maryland Department of Transportation

ATTN: Mr. Mike Nixon  
Ms. Lyn Erickson

FROM: Mary Deitz, Chief   
Regional and Intermodal Planning Division

DATE: March 21, 2014

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region

The State Highway Administration (SHA) hereby requests an amendment of the FY 2013 National Capital Region TIP. The additional funding programmed for three projects in the National Capital Region is summarized below and detailed further in the attached TIP sheets.

This amendment is necessary to reflect the breakout of three projects from areawide TIP projects, because these projects' costs exceed \$10 million, the limit for areawide projects. This amendment reflects:

- The breakout of MD 5 resurfacing construction from south of I-95/I-495 to MD 223 from the Resurfacing and Rehabilitation areawide project (TIP 3082 MD #13-93 08/26/2013);
- The breakout of US 1 drainage improvements construction at MD 212 and Ammendale Road from the Environmental Projects areawide project (TIP 3038 MC #13-93 08/26/2013); and,
- The breakout of MD 4 community safety and enhancement improvements construction between Forestville Road and MD 458 from the Urban Reconstruction areawide project (TIP 3083 MC #13-93 08/26/2013).

The State's FY 2014-2019 Consolidated Transportation Program allocates these additional funds for these three projects.

TIP ID	Project	Phase	Previously Programmed Funding	Newly Programmed Funding	Comment
N/A	MD 5 (South of I-95/I-495 to MD 223) Resurfacing and Safety Improvements	CO	\$153,000	\$10,868,000	Breakout from parent areawide Resurfacing and Rehabilitation (TIP 3082, MC#1393, 08/26/2013). Add \$10.9 million in NHPP funds to the FY 2013 TIP for the Construction phase of the resurfacing of MD 5 from south of I-95/I-495 to MD 223. These funds include \$8.7 million for FY 15 and \$2.2 million for FY 16.
N/A	US 1 (MD 212 to south of Ammendale Road and at Ammendale Road) Drainage Improvements	CO	\$0	\$10,387,520	Breakout from parent areawide Environmental Projects (TIP 3038 MC #13-93 08/26/2013). Add \$10.4 million in State funds to the FY 2013 TIP for the Construction phase for drainage improvements along US 1 between MD 212 and south of Ammendale Road. These funds include \$3.4 million for FY 14, \$3.5 million FY 15 and \$3.5 million for FY 16.
N/A	MD 4 (Forestville Road to MD 458) Urban Reconstruction Improvements	PE RW CO	\$2,203,000	\$29,969,000	Breakout from parent areawide Urban Reconstruction (TIP 3083 MC #13-93 08/26/2013). Add \$30 million in NHPP and State funds to the FY 2013 TIP for PE, RW, and CO for safety, pedestrian, and bicycle improvements along MD 4 from Forestville Road to MD 458. These funds include \$0.6 million in NHPP funds for Preliminary Engineering (FY 2015), \$0.5 million in State funds for Right-of-Way (\$0.3 million, FY 2015; and \$0.2 million, FY 2016), and \$28.8 million for Construction (\$2.9 million, FY 2015; \$12.2 million, FY 2016; \$8.9 million, FY 2017; \$4.8 million, FY 2018).

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding programmed for transit or any allocations of state aid in lieu of federal aid to local jurisdictions.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP administrative modification, please process an administrative modification to the FY 2013 STIP using the funding information attached. If you have any questions, please do not hesitate to contact Ms. Damilola Kehinde, Senior Regional Planner, SHA at 410-545-5560 or [dkehinde@sha.state.md.us](mailto:dkehinde@sha.state.md.us).

Mr. Don Halligan  
Page Three

Attachment

cc: Ms. Felicia Alexander, Deputy Director of Planning and Preliminary Engineering, SHA  
Mr. Matt Baker, Assistant Regional Planner, SHA  
Ms. Damilola Kehinde, Regional Planner, SHA  
Mr. David Rodgers, Assistant Regional Planner, SHA  
Mr. Brian Young, District Engineer, SHA


**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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**MDOT/State Highway Administration**


**Other**  
**System Preservation Projects**

<b>TIP ID: 6182</b>	<b>Agency ID:</b>	<b>Title: US 1, Baltimore Avenue</b>	<b>Complete:</b>						
Facility: US 1 Baltimore Avenue	State/Local	0/100/0		3,462 c	3,463 c	3,463 c			10,388
From: MD 212 Ritz Way									
To: South of Ammendale Road at MVA Entranc									<b>Total Funds: 10,388</b>

Description: Drainage improvements along US 1 (Baltimore Avenue) from MD 212 (Ritz Way) to south of Ammendale Road at the MVA entrance. This project includes the replacement of a culvert under US 1 (Baltimore Avenue) at the Ammendale Road intersection. 

**Amendment: US 1 - Drainage Improvements** Requested on: 4/4/2014  
Breakout from parent areawide Environmental (TIP ID: 3038). Add \$10.4 million in State funds to the FY 2013 TIP for Construction phase for drainage improvements along US 1 between MD 212 and south of Ammendale Road. These funds include \$3.4 million for FY 14, \$3.5 million FY 15 and \$3.5 million for FY 16.

<b>TIP ID: 6183</b>	<b>Agency ID:</b>	<b>Title: MD 4, Pennsylvania Avenue</b>	<b>Complete:</b>						
Facility: MD 4 Pennsylvania	NHPP	80/20/0			647 a				647
From: Forestville Road									
To: MD 458 Silver Hill Road	State/Local	0/100/0			333 b	189 b	8,873 c	4,841 c	29,322
					2,935 c	12,151 c			
									<b>Total Funds: 29,969</b>

Description: Urban Reconstruction of MD 4 (Pennsylvania Avenue) from Forestville Road to MD 458 (Silver Hill Road). Project included the construction of raised curb along roadway, sidewalk along southbound MD 4, a hiker/biker trail along northbound MD 4, on-road bicycle accommodations, and other traffic calming improvements. 

**Amendment: MD 4 - Urban Reconstruction** Requested on: 4/4/2014  
Breakout from parent areawide Urban Reconstruction (TIP ID 3083). Add \$30 million in NHPP and State funds to the FY 2013 TIP for the Preliminary Engineering, Construction, and Right-of-Way phases for safety, pedestrian, and bicycle improvements along MD 4 (Pennsylvania Avenue) from Forestville Road to MD 458 (Silver Hill Road). These funds include \$0.6 million in NHPP funds for Preliminary Engineering (FY 2015), \$0.5 million in State funds for Right-of-Way (\$0.3 million, FY 2015; and \$0.2 million, FY 2016), and \$28.8 million for Construction (\$2.9 million, FY 2015; \$12.2 million, FY 2016; \$8.9 million, FY 2017; \$4.8 million, FY 2018).

<b>TIP ID: 6181</b>	<b>Agency ID:</b>	<b>Title: MD 5, Branch Avenue</b>	<b>Complete:</b>						
Facility: MD 5 Branch Avenue	NHPP	80/20/0			8,673 c	2,195 c			10,868
From: I 95/495 Capital Beltway									
To: MD 223 Woodyard Road									<b>Total Funds: 10,868</b>

Description: Resurfacing and safety improvements from south of I-95/I-495 (Capital Beltway) to MD 223 (Woodyard Road). 

**Amendment: MD 5 - Resurfacing** Requested on: 4/4/2014  
Breakout from parent areawide Resurfacing and Rehabilitation (TIP ID: 3082). Add \$10.9 million in NHPP funds to the FY 2013 TIP for Construction phase and of the resurfacing of MD 5 from south of I-95/I-495 (Capital Beltway) to MD 223 (Woodyard Road). These funds include \$8.7 million for FY 15 and \$2.2 million for FY 16.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO MODIFY FUNDING FOR THE I-66 GMU/VIENNA  
METRO STATION ACCESSIBILITY IMPROVEMENTS 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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

**WHEREAS**, in the attached letter of March 24, 2014 VDOT has requested an amendment to the FY 2013-2018 TIP to modify funding, adding a net of \$11.7 million in advanced construction funds to FY 2014 for the provision of bus access from I-66 at Vaden Drive to and from the GMU/Vienna Metro Station, as described in the attached materials; and

**WHEREAS**, this project is already included in the conformity analysis of the 2013 CLRP;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to modify funding, adding a net of \$11.7 million in advanced construction funds to FY 2014 for the provision of bus access from I-66 at Vaden Drive to and from the GMU/Vienna Metro Station, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 4, 2014.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

March 24, 2014

The Honorable Patrick Wojahn, 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 2013-2018 Transportation Improvement Program Amendment  
for I-66 GMU/Vienna Metro Station Accessibility Improvements (UPC# 81009)

Dear Chairman Wojahn:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to add funding for the I-66 GMU/Vienna Metro Station Accessibility Improvements Project. The amendment is needed to reflect the latest planned funding obligations for this project. VDOT will provide bus access at Vaden Drive to and from the Vienna Metro Station via a ramp from the I-66 eastbound HOV lane and a ramp to the I-66 westbound HOV lane. The project area extends eight-tenths of a mile.

This project is already in the 2013-2018 TIP. The amendment adds a net of \$11,697,598 in federal funds and state matching to the TIP. The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2014-2019 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2010 CLR update. This amendment will not impact the regional air quality conformity analysis since the project was included in the approved air quality conformity analysis for the 2012 CLR.

Mr. Patrick Wojahn  
March 24, 2014  
Page 2

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on April 4, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



Helen L. Cuervo, P.E.  
District Administrator  
Northern Virginia District

Copy: Ms. Dianne Mitchell, VDOT  
Ms. Renée Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Ms. Lauren Mollerup, P.E., VDOT-NoVA  
Mr. Kanathur Srikanth, VDOT-NoVA



FY 2013 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

VDOT NoVA

TIP Amendment - 04/03/2014

I-66 - GMU/Vienna Metro Station Accessibility Improvement

New Funding in BOLD

VDOT-Interstate	Previous Funding	Phase	Funding Source	Funding Shares		FY13	FY14	FY15	FY16	FY17	FY18	Source Total
				Fed	State/Local							
<b>TIP ID:</b>	<b>VDOT UPC 81009</b>											
<b>Facility:</b>	Interstate 66	PE	Federal CM	80%	20%							
<b>From:</b>	0.3 Miles West Of Blake Lane	ROW	Federal CM	80%	20%		\$3,065,388					\$3,065,388
<b>To:</b>	Vaden Drive		Federal RSTP	80%	20%		\$1,484,613					\$1,484,613
<b>Complete:</b>	2017	CN	Federal CM	80%	20%		\$12,706,184.00					\$12,706,184
			Federal RSTP	80%	20%		\$20,621,554					\$20,621,554
			Federal AC	100%	0%		\$12,570,859					\$12,570,859
									<b>Total ROW</b>			\$4,550,001
									<b>Total CN</b>			\$45,898,597
									<b>Total Funds</b>			\$50,448,598
<b>Description:</b>	The project will provide bus access from I-66 at Vaden Drive to and from the Vienna Metro Station via a new ramp from the I-66 eastbound HOV lane and a ramp to the I-66 westbound HOV lane.											
<b>Jurisdiction:</b>	The project is located in Fairfax County, Virginia.											
<b>Amendment:</b>	TIP Amd to remove \$643,690 (RSTP) FFY12 PE; release \$3,690,000 (CM) FFY14; \$2,452,310.00 (CM) FFY14 RW; remove \$400,000 (RSTP) FFY13; add \$1,187,690 (RSTP) FFY14 RW; Remove \$466,453 (STP) FFY14 CN, release \$3,096,000 CM FFY14 CN, add \$12,099,573 (AC-other) FFY14 CN. AW 3-12-14											
<b>Air Quality:</b>	This amendment does not affect the currently adopted air quality conformity analysis because the project was included in the air quality analysis for the 2012 CLRP.											



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR FOURTEEN NEW  
PROJECTS, AS REQUESTED BY THE DISTRICT DEPARTMENT OF  
TRANSPORTATION (DDOT)**

**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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

**WHEREAS**, in the attached letter of April 4, 2014 DDOT has requested an amendment to the FY 2013-2018 TIP to include:

- \$1.7 million in National Highway Performance Program (NHPP) funds for a replacement of the Monroe Street NE bridge over CSX and WMATA tracks,
- \$3.5 million in NHPP funds for an emergency communication system in the tunnel underneath the National Mall,
- \$5 million in local funds for the relocation of DDOT's Traffic Management Center/Communication Hub,
- \$750,000 in NHPP funds for the rehabilitation of the I-395 HOV bridge over the Potomac River,
- \$10 million in local funds for the Bloomingdale/LeDroit Park Medium Term Flood Mitigation project, and
- \$2 million in Surface Transportation Program (STP) funds for an Adaptive Signal Control System,
- \$700,000 in National Recreational Trails (NRT) funds for the resurfacing of the Capital Crescent Trail,
- \$600,000 in NHPP funding for a study to make improvements in Cleveland Park,
- \$3 million in STP funds for the Mid City East neighborhood improvement project,
- \$500,000 in State Planning & Research Program (SPR) funding for the Research, Innovation, Implementation and Evaluation project,

- \$1.5 million in STP funding for the implementation of the MoveDC plan,
- \$4 million in STP funding for a study to construct Maryland Avenue, SW between 7<sup>th</sup> Street SW and 12<sup>th</sup> Street SW,
- \$2.2 million in local funding to repairs along Normanstone Drive NW and Fulton Street NW, and
- \$1 million in NHPP funding for a Florida Avenue Transportation Study,

as described in the attached materials; and

**WHEREAS**, these projects 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 2013-2018 TIP to include:

- \$1.7 million in NHPP funds for a replacement of the Monroe Street NE bridge over CSX and WMATA tracks,
- \$3.5 million in NHPP funds for an emergency communication system in the tunnel underneath the National Mall,
- \$5 million in local funds for the relocation of DDOT’s Traffic Management Center/Communication Hub,
- \$750,000 in NHPP funds for the rehabilitation of the I-395 HOV bridge over the Potomac River,
- \$10 million in local funds for the Bloomingdale/LeDroit Park Medium Term Flood Mitigation project, and
- \$2 million in STP funds for an Adaptive Signal Control System,
- \$700,000 in NRT funds for the resurfacing of the Capital Crescent Trail,
- \$600,000 in NHPP funding for a study to make improvements in Cleveland Park,
- \$3 million in STP funds for the Mid City East neighborhood improvement project,
- \$500,000 in State Planning & Research Program (SPR) funding for the Research, Innovation, Implementation and Evaluation project,
- \$1.5 million in STP funding for the implementation of the MoveDC plan,
- \$4 million in STP funding for a study to construct Maryland Avenue, SW between 7<sup>th</sup> Street SW and 12<sup>th</sup> Street SW,
- \$2.2 million in local funding to repairs along Normanstone Drive NW and Fulton Street NW, and
- \$1 million in NHPP funding for a Florida Avenue Transportation Study,

as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 4, 2014.**

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**DEPARTMENT OF TRANSPORTATION**



**d. Policy, Planning, Sustainability Administration**

April 04, 2014

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

Dear Chairman Wojahn,

The District Department of Transportation (DDOT) requests that the District's portion of the FY 2013-2018 Transportation Improvement Program (TIP) be amended to include program funding for fourteen (14) new projects that were selected as a part of the District's Capital Budget process. The following table lists the new projects with funding in FY 2013-2018 that is proposed for an amendment to be included in the FY 2013-2018 TIP:

<b>Project Title</b>	<b>FY 2013-2018 Total Funding</b>
Monroe Street, N.E. Bridge Over CSX & WMATA	\$1,700,000
Emergency Communication System in the Mall Tunnel	\$3,500,000
Relocation of DDOT Traffic Management Center/Communication Hub	\$5,000,000
Rehabilitation of I-395 HOV Bridge Over Potomac River	\$750,000
Bloomington/LeDroit Park Medium Term Flood Mitigation Project	\$10,000,000
Construction of DDOT Adaptive Signal Control System	\$2,000,000
Capital Crescent Trail Resurfacing	\$700,000
Cleveland Park Study	\$600,000
Mid City East	\$3,000,000
Research Innovation, Implementation and Evaluation	\$500,000

MoveDC Implementation	\$1,500,000
Maryland Avenue, SW	\$4,000,000
Normanstone/Fulton Street Culvert &LID	\$2,200,000
Florida Avenue Transportation Study	\$1,000,000

These projects do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its April 4, 2014 meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov). Of course, feel free to contact me directly.

Sincerely,



Samuel Zimbabwe  
Associate Director, Policy, Planning, and Sustainability Administration (PPSA)

cc: Mark Rawlings, DDOT – PPSA (via e-mail)  
Jameshia Peterson, DDOT – PPSA (via email)  
Matt Brown, DDOT – Resource Management (via e-mail)

**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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**DDOT**

**Interstate**

**Rehabilitation of I-395 HOV Bridge over Potomac River**

TIP ID: <b>6187</b>	Agency ID: <b>MRR27A</b>	Title: <b>Rehabilitation of I-395 HOV Bridge over Potomac River</b>						Complete:
Facility: I-395 HOV	NHPP	80/20/0		750 a			750	
From: Over Potomac River								
To: Over Potomac River							<b>Total Funds: 750</b>	

Description: Repair extensive pier cracking, superstructure and substructure rehabilitation.

**Secondary**

**Mid City East**

TIP ID: <b>6184</b>	Agency ID: <b>OSS14A</b>	Title: <b>Mid City East</b>						Complete:
Facility: Eckington, Bloomingdale, LeDroit, Hannover	STP	80/20/0		500 d		2,500 c	3,000	
From: Eckington								
To: Shaw							<b>Total Funds: 3,000</b>	

Description: The Mid City East Livability Study seeks to improve physical connectivity among the neighborhoods of Mid City East and their connections to the opportunities and assets of the larger city. Local transportation networks are envisioned as safe and comfortable for travelers of all ages and abilities, contributing to the health of the community and environment and celebrating local identity. The study covers the neighborhoods of Eckington, Bloomingdale, LeDroit, Hannover-Bates, and parts of Shaw.

**Bike/Ped**

**Capital Cresent Trail Resurfacing**

TIP ID: <b>6192</b>	Agency ID: <b>PM0D6A</b>	Title: <b>Capital Cresent Trail Resurfacing</b>						Complete:
Facility: Capital Cresent Trail	NRT	100/0/0		700 c			700	
From: Georgetown								
To: MD Border							<b>Total Funds: 700</b>	

Description: This project will provide a comprehensive inventory of all traffic control and parking signs on District streets and an integrated information maintenance system for tracking, public information, and sign life cycle maintenance. Additionally, evaluate and recommend signs for compliance with state and federal standards, remove and/or replace deficient signs, and establish annual sign maintenance and inspection program.



**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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**Bridge**  
**Bridge Replacement/Rehabilitation Program**

TIP ID: **6196**      Agency ID: **PM0D8A**      Title: **Emergency Communication System in the Mall Tunnel**      Complete:

Facility: Mall Tunnel      NHPP      84/16/0      3,500 c      3,500

From: \_\_\_\_\_

To: \_\_\_\_\_ **Total Funds: 3,500**

Description: Upgrading and installation of a new communication system in the District's visiting tunnel to improve safety and security.

**Monroe Street, NE Bridge over CSX & WMATA**

TIP ID: **6197**      Agency ID: **MRR26A**      Title: **Monroe Street, NE Bridge over CSX & WMATA**      Complete:

Facility: Monroe Street Bridge      NHPP      80/20/0      1,700 a      1,700

From: \_\_\_\_\_

To: \_\_\_\_\_ **Total Funds: 1,700**

Description: Existing Monroe Street Bridge over Metro tracks is in poor condition. This project is for the Bridge replacement.



**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
<b>ITS</b>									
<b>Traffic Operations Improvements Citywide</b>									
TIP ID: <b>6191</b> Agency ID: <b>OSS13A</b> Title: <b>Adaptive Signal Control System</b>									Complete:

Facility: Citywide	STP	100/0/0		2,000	c				2,000
From: Citywide									
To: Citywide									
<b>Total Funds:</b>									<b>2,000</b>

Description: The goal of this project is to implement adaptive traffic signal control system on critical corridors in the District for more efficient traffic signal operations. The scope of work will include, but is not limited to, the following items:

- 1.Furnishing installing and testing the vehicle detectors at the stop bars of the specified intersections as well as the mid-blocks of the segments.
- 2.Establishment and maintenance of temporary traffic control, reconfiguring the devices in conjunction with changes in work areas; and their removal and disposal upon project completion, including restoration of areas disturbed by temporary traffic detours to their original condition. All maintenance of traffic shall be coordinated with work performed at other projects that may be underway in the vicinity.
- 3.Furnishing, installing and testing the 2070E Traffic Signal Controllers at the specified intersections.
- 4.Furnishing, installing and testing the central adaptive signal control software at DDOT Traffic Management Center (TMC).
- 5.Establishment of communications between the field controllers and TMC servers.
- 6.Performing system integration of the software and hardware.
- 7.Evaluating the performance of the constructed adaptive signal control system with before-and-after analysis.
- 8.Provision of system training on the Adaptive Signal Control System.

TIP ID: <b>6198</b> Agency ID: <b>Temp1317</b> Title: <b>Relocation of DDOT Traffic Management Center/Communication Hub</b>									Complete:
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Facility: DC	0/0/100			5,000	a				5,000
From:									
To:									
<b>Total Funds:</b>									<b>5,000</b>

Description: District Department of Transportation (DDOT) plans to relocate its Traffic Management Center (TMC) in the coming years. DDOT will analyze the alternative solutions, perform field data collection and develop a detailed PS&E packet for construction. The PS&E Package will include Network Architecture Schematics, Communication Tables, Device/End-Point Details, Splicing Details, Fiber Routing Design and New Hub Building Design.

Based on the PS&E package, DDOT will hire a construction contractor to implement relocation of the Traffic Management Center/Communication Hub. The scope of work will include, but not limited to, constructing a new hub building to host all existing devices in TMC, implementing fiber networks connecting the new hub building to field devices, relocating and installing all TMC servers and other devices, and performing system integration of hardware and software at the new hub building.

**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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**Other**

**Cleveland Park Study**

TIP ID: <b>6193</b>	Agency ID: <b>PM0D7A</b>	Title: <b>Cleveland Park Study</b>	Complete:						
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Facility: Connecticut Ave. NW	NHPP	80/20/0			100 a	500 c			600
From: Porter Street NW									
To: Macomb Street NW								<b>Total Funds:</b>	<b>600</b>

Description: Implementation of Cleveland Park study recommendations including Connecticut Avenue access lane and neighborhood parking supply, streetscape improvements and intersection reconfiguration at Porter/Quebec/Connecticut Ave NW.

**Florida Avenue Transportation Study**

TIP ID: <b>6195</b>	Agency ID: <b>ZU033A</b>	Title: <b>Florida Avenue Transportation Study</b>	Complete:						
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Facility: Florida Avenue, NE	NHPP	80/20/0			1,000 a				1,000
From: 1St Street, NE									
To: H Street, NE								<b>Total Funds:</b>	<b>1,000</b>

Description: Implementation of Florida Avenue Transportation Study recommendations, which may include reconstruction of Florida Ave from Benning Rd to New York Ave, safety improvements and streetscape upgrades.

**Maryland Avenue, SW**

TIP ID: <b>6199</b>	Agency ID: <b>MRR25A</b>	Title: <b>Maryland Avenue, SW</b>	Complete: <b>2017</b>						
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Facility: Maryland Avenue, SW	STP	80/20/0			4,000 a				4,000
From: 12th Street, SW									
To: 7th Street, SW								<b>Total Funds:</b>	<b>4,000</b>

Description: The Maryland Avenue SW project would re-establish a vital missing link in the L'Enfant street network by creating a new roadway between 7th Street SW and 12th Street SW. The construction of a new Maryland Avenue SW above the existing railroad would provide a physical and visual link between the US Capitol and the Southwest Waterfront. A future Maryland Avenue SW would accommodate pedestrians, bicyclists, transit users, and vehicles, while serving as the spine of a new mixed-use neighborhood.

**Move DC Implementation**

TIP ID: <b>6185</b>	Agency ID: <b>ZU029A</b>	Title: <b>MoveDC Implementation</b>	Complete:						
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Facility: Citywide	STP	80/20/0			1,000 d	500 d			1,500
From: Citywide									
To: Citywide								<b>Total Funds:</b>	<b>1,500</b>

Description: Advance studies on Tier 1 prioritized projects based on moveDC recommendations.

**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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**Research and Technology Development**

TIP ID: <b>6188</b>	Agency ID: <b>PM0D9A</b>	Title: <b>Research, Innovation Implementation, and Evaluation</b>							Complete:
Facility: Citywide	SPR	80/20/0	500 a						500
From: Citywide									
To: Citywide									
<b>Total Funds:</b>									<b>500</b>

Description: This project is aimed to help the Research Program identify relevant best-practices from various sources (such as national research, other agencies, industry, DDOT research) and implement them across different programs in DDOT. The funding will also help evaluate the effectiveness of selected projects/strategies implemented as part of DDOT's capital program. Projects implemented using this funding can be diverse – spanning the entire project life cycle from planning/programming to design/construction to operations/maintenance. It can include a range of functional areas such as finance, engineering, materials, contracting, business processes, technology, etc.

**Maintenance**

**Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project**

TIP ID: <b>6190</b>	Agency ID: <b>FLD01</b>	Title: <b>Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project</b>							Complete:
Facility: Bloomingtondale/LeDroit Park	DC	0/0/100	500 a	500 a	500 a	500 a	500 a	500 a	10,000
From:			1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	
To:									
<b>Total Funds:</b>									<b>10,000</b>

Description: The exact street locations are not known at this time but the work is confined to the Bloomingtondale and LeDroit Park communities, per the Mayor's Task force on Bloomingtondale/LeDroit Flood Mitigation Report.

**Normanstone/Fulton Street Culvert & LID**

TIP ID: <b>6194</b>	Agency ID: <b>Temp1315</b>	Title: <b>Normanstone/Fulton Street Culvert &amp; LID</b>							Complete:
Facility: Normanstone Drive	DC	0/0/100	2,200 c						2,200
From: Fulton Street									
To: 34th Street									
<b>Total Funds:</b>									<b>2,200</b>

Description: This project repair seven culverts under Normanstone Drive, install linear bioretention cells along Fulton Street and Normanstone Drive, and mill and resurface both streets



NATIONAL CAPITAL REGION  

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TRANSPORTATION PLANNING BOARD

**Item #5**

**MEMORANDUM**

April 10, 2014

**To:** Transportation Planning Board

**From:** Gerald Miller  
Acting Co-Director,  
Department of Transportation Planning

**Re:** Letters Sent/Received Since the March 19<sup>th</sup> TPB Meeting

The attached letters were sent/received since the March 19<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the April 16<sup>th</sup> TPB agenda.

Attachments

## 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

### **M E M O R A N D U M**

**TO:** Transportation Planning Board

**FROM:** Gerald Miller  
Acting Co-Director,  
Department of Transportation Planning

**SUBJECT:** Requests for TPB Endorsement of FY 2014 TIGER Grant Applications

**DATE:** April 10, 2014

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A Notice of Funding Availability from the US Department of Transportation (USDOT) for the FY 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program was published on March 3, 2014. Up to \$600 million is available in this year's discretionary grant program, with applications due April 28. In addition to the usual capital grants, up to \$35 million is available for planning grants (the first eligibility for TIGER planning grants since 2010).

USDOT discretionary grant applications require metropolitan planning organization (MPO) endorsement to ensure that funded projects will be incorporated into long-range plans (i.e., the CLRP) and transportation improvement programs (i.e., the TIP).

To date, the TPB has received the following requests for endorsement of their applications for TIGER Grants. Chair Wojahn has or will sign letters of endorsement.

#### **A. City of Alexandria**

The City is submitting an application for a capital grant to assist in funding the design and construction of the Potomac Yard Metrorail Station, a planned in-fill station on the Blue and Yellow Metrorail lines.

#### **B. District of Columbia DOT**

DDOT is submitting a planning grant application for the Long Bridge freight and passenger rail crossing of the Potomac River, which will fund the commencement of National Environmental Policy (NEPA) analysis for replacement of the bridge

#### **C. Loudoun County**

Loudoun County is submitting an application for a capital grant to construct three Regional Transit Hubs that will provide multimodal connectivity to the Silver Line Metrorail and employment centers throughout the region.

#### **D. Maryland DOT**

MDOT, in partnership with Montgomery County, is submitting an application for a capital grant to build the Capital Crescent Trail – Purple Line Multi-modal access improvement project, which includes the construction of a 4.3 mile shared use path between Bethesda and Silver Spring adjacent to the planned Purple Line Light Rail Project.

#### **E. Montgomery County**

Montgomery County is submitting two applications for TIGER Grants.

1. A capital grant to assist in funding the construction of the Bethesda Metrorail Station South Entrance, connecting Metrorail to the Purple Line.
2. A planning grant for study of Bus Rapid Transit (BRT) on MD 355 (Rockville Pike) in the area of White Flint.

#### **F. University of Maryland**

The University of Maryland Center for Smart Growth, in partnership with Montgomery and Prince George's Counties and the Maryland Transportation Administration, is submitting a planning grant application to study transportation improvements for economic development and access to affordable housing in the Purple Line transit station areas.

ALFRED C. CARR, JR.  
18th Legislative District  
Montgomery County

Environmental Matters  
Committee

*Subcommittees*

Land Use and Ethics

Motor Vehicles and Transportation



*Annapolis Office*  
The Maryland House of Delegates  
6 Bladen Street, Room 222  
Annapolis, Maryland 21401  
410-841-3638 • 301-858-3638  
800-492-7122 Ext. 3638  
Fax 410-841-3053 • 301-858-3053  
Alfred.Carr@house.state.md.us

*The Maryland House of Delegates*  
ANNAPOLIS, MARYLAND 21401

April 4, 2014

Mr. Robert L. Smith, Maryland Transit Administrator  
Maryland Transit Administration  
William Donald Schaefer Tower  
6 St. Paul Street, 2<sup>nd</sup> Floor  
Baltimore, MD 21202-1614

Dear Mr. Smith,

As legislators with the MARC riders in our districts, we are writing to request that MTA maintain key aspects for the MARC Growth and Investment Plan Update 2013 to 2050. These key aspects include the long-term vision for all-day, two-way service, weekend service and run-through service on the Brunswick and Camden Lines, as stated in the 2007 MARC Growth and Investment Plan.

In 2007, the Maryland Transit Administration (MTA) released the MARC Growth and Investment Plan, a document that envisioned the long-term improvement and expansion of the Penn, Brunswick and Camden Lines. The 2007 document included goals for the long-term expansion of the Brunswick and Camden Lines including all-day, two-way service and run-through service of trains beyond Union Station and on to L'Enfant Plaza and Virginia.

Unfortunately, in revising the MARC Growth and Investment Plan Update 2013 to 2050, long-term goals were removed such as all-day, two-way service, weekend service and run-through service on the Brunswick and Camden Lines. We are also concerned that the cuts to holiday service on the Brunswick and Camden Lines during the recession have not been reversed.

Efficient transportation is a priority in Maryland and MARC service serves as a critical link for our constituents. We believe there is great potential for commuter rail to improve access, mobility, economic development, and tourism within our region if we can agree on a long-term vision of expansion and improvement for the Brunswick and Camden Lines over the coming decades.

Mr. Robert L. Smith, Maryland Transit Administrator  
Maryland Transit Administration  
April 4, 2014  
Page 2

We are urging that these important aspects from the 2007 plan continue to be clearly included in the 2013 to 2050 plan update. Thank you for considering our request.

Sincerely,

Delegate Al Carr  
District 18

Delegate Kathy Afzali  
District 4

Delegate Shane Pendergrass  
District 13

Delegate Frank Turner  
District 13

Senator Karen Montgomery  
District 14

Delegate David Fraser-Hidalgo  
District 15

Delegate Aruna Miller  
District 15

Delegate Ana Sol Gutierrez  
District 18

Delegate Sam Arora  
District 19

Senator Jim Rosapepe  
District 21



Delegate Kirill Reznik  
District 39

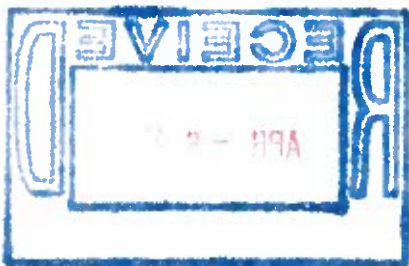
Delegate Shane Robinson  
District 39

CC: Jim Smith, Secretary of Transportation

James Knighton, Director, Office of External Affairs, Maryland Transit Administration

Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration

Metropolitan Washington Council of Governments Transportation Planning Board



## Transportation: Not Either/Or



**By Patrick Wojahn**  
*TPB Chairman &  
City of College Park  
Councilmember*

Few would disagree with the premise that human progress of all sorts can be slow and frustrating. Too often, proponents of competing solutions to problems become obsessed with old arguments and miss changes already underway.

Transportation planning and the implementation of those plans in metropolitan Washington is a clear example of that tendency. As a result, I believe the old battle that pits the advocates of highway construction against supporters of public transit can and should be left behind on the pile of outgrown 20th century disputes.

In a recent paper, John McClain, a transportation policy expert, said he believes the region missed major opportunities years ago by neglecting to build some of the highways proposed then, prompting a rebuke from Stewart Schwartz, executive director of the Coalition for Smarter Growth, which prompted a rebuke from Jim Corcoran, president of the Fairfax County Chamber of Commerce.

Time out. Metropolitan Washington has grown rapidly over the last 30 years even though neither the public nor elected officials have consistently cast their lot with either camp. There is no “either/or.” The region needs to move forward with a broad mix of strategies to address our transportation challenges.

The region boasts a world-class transit system responsible for supporting economic opportunity and quality of life unparalleled in most other American cities. At the same time, critical roadway projects like the Woodrow Wilson Bridge replacement and innovative highway tolling approaches in Maryland and Virginia are also making significant contributions to our shared success. Growing interest in walking and bicycling and new transit options like streetcars and high-frequency bus service are helping to make greater transportation choice available to more people every day.

Last January, the National Capital Region Transportation Planning Board passed the Regional Transportation Priorities Plan, outlining a balanced approach rooted in three basic, commonsense strategies. It says our first priority must be maintaining the region’s existing system of roadways and transit. The second strategy must be strengthening public confidence in transportation agencies and ensuring fairness and equity. Finally, we must find more efficient ways to move people and goods by focusing on a wider variety of travel modes and concentrating growth in mixed-use “activity centers.”

Each of the strategies assumes the use of roads, mass transit, bicycling and walking. And the board is encouraging local governments to consider broader regional needs as they develop their own improvements.

I believe we now have a smarter, more coordinated approach to transportation planning that should speed up our work to maintain and build our transportation infrastructure. Let’s agree to get to work.

*This guest comment appeared in the Washington Business Journal on April 4, 2014*

## **ITEM 7 – Action**

April 16, 2014

### Approval of Regional Bike to Work Day 2014 Proclamation

**Staff Recommendation:** Approve the enclosed Bike to Work Day 2014 Proclamation.

**Issues:** None

**Background:** In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at seventy-nine locations in the region for Friday May 16. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.



# *Proclamation*

**WHEREAS**, bicycle commuting is an effective means to improve air quality, reduce traffic congestion, and conserve energy; and

**WHEREAS**, bicycle commuting benefits both employees and employers through better employee health and fitness; reduced commuting and parking costs; and

**WHEREAS**, increasing numbers of employers have installed bicycle parking and shower facilities to help encourage bicycle commuting; and

**WHEREAS**, the federal bicycle commuter benefit can be used by employers to assist employees with bicycle purchases, improvements, repair and storage; and

**WHEREAS**, Capital Bikeshare's regional bike sharing system has reached the milestone of 300 stations within the District of Columbia, Alexandria, Arlington, and Montgomery County, and is poised for continued expansion into more jurisdictions.

**WHEREAS**, the TPB through its Commuter Connections program promotes bicycling and organizes Bike to Work Day along with the Washington Area Bicyclist Association; and

**WHEREAS**, the week of May 12th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:**

1. Proclaims Friday May 16, 2014 as Bike to Work Day throughout the Washington metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

# Bike to Work Day 2014



**BIKE TO WORK DAY** 2014  
**FRIDAY MAY 16**

GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.



**National Capital Region Transportation  
Planning Board  
April 16, 2014**

# Bike to Work Day



**BIKE TO WORK DAY 2014**  
**FRIDAY MAY 16**

**GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.**



- **Rolled out regionally by Commuter Connections in 2001.**
- **Will be held on Friday, May 16<sup>th</sup> to celebrate bicycling to work as a viable commute option**
- **Participation has increased from several hundred participants in the beginning to 14,650 last year**

# Event Survey



**BIKE TO WORK DAY 2014**  
**FRIDAY MAY 16**

**GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.**



- **Conducted every three years**
  - **Measures impacts of event participation**
  - **Assesses use of bicycles for commute travel before and after event**
- **Survey results used in TERM Analysis**
- **Administered via e-mail to event participants (14,653)**
- **4,255 completed questionnaires**
  - **29% response rate**

# Event Survey Findings



**BIKE TO WORK DAY 2014**  
**FRIDAY MAY 16**

GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.



- **2013 was the first Bike to Work Day event for 26% of respondents.**
- **17% of respondents *never* commuted by bike before participating in Bike to Work Day.**
- **8% of participants started riding to work after the event, and 21% started riding more often.**



# Elected Officials



# Bike to Work Day 2014



**BIKE TO WORK DAY** 2014  
**FRIDAY MAY 16**

**GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.**



- **Coincides with National Bike to Work week**
- **Goal for 2014 - 16% increase to 17,000**
- **Proclamation at April 2014 TPB Meeting**
- **Seven new “pit stop” celebrations for 2014**
- **Total of 79 “pit stops” throughout region**

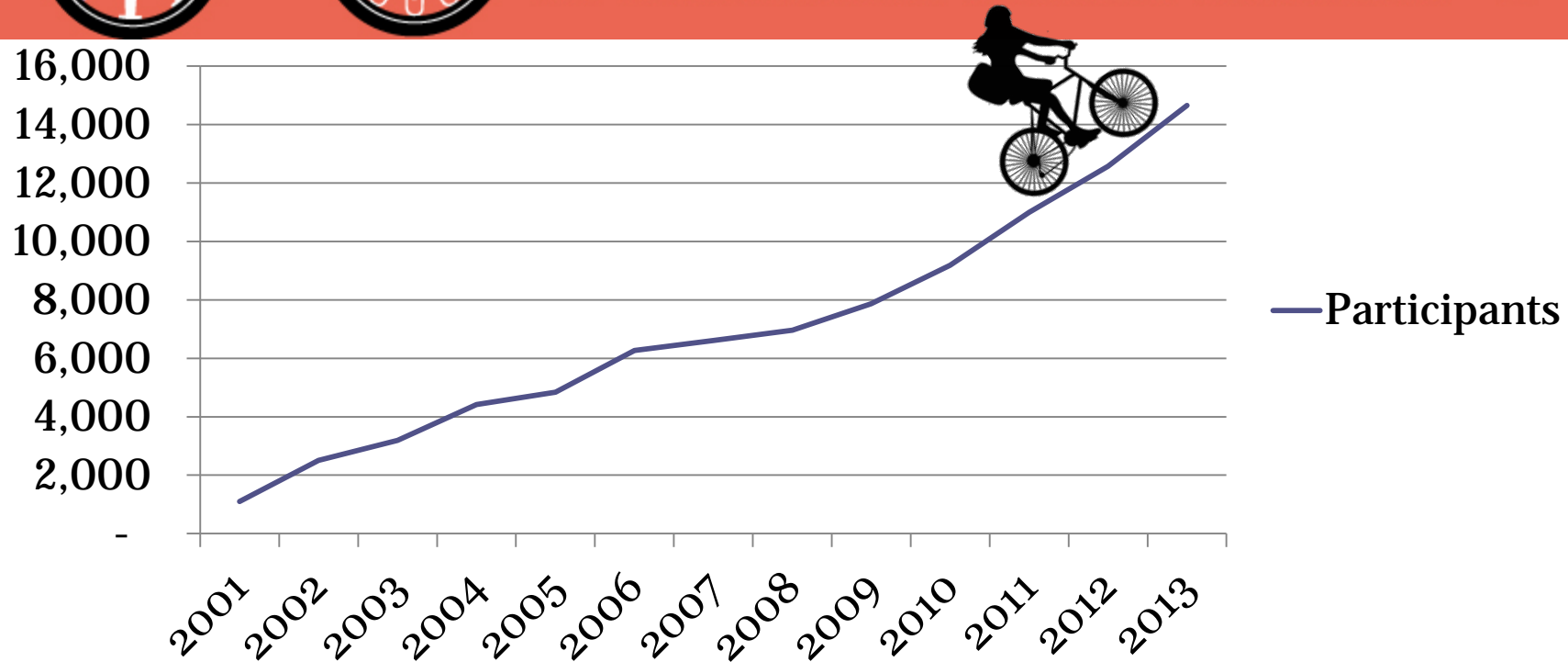
# Bike to Work Day Participation



**BIKE TO WORK DAY 2014**  
**Participants**      **FRIDAY MAY 16**



**GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.**





# Poster and Rack Card

## BIKE TO WORK DAY 2014 FRIDAY MAY 16



**4Q** **COMBETER CONNECTIONS** **WASHINGTON AREA BICYCLIST ASSOCIATION** **Marriott** **ICF**  
**Bike Arlington** **LOCAL MOTION CITY OF ALEXANDRIA, VIRGINIA** **capital bikeshare** **WHOLE FOODS**  
**TWINBROOK** **BicycleSPACE**

**ExpressLanes** **AAA** **BicyclePASS** **BIKE&ROLL** **CAPITAL CROSCENT TRAIL** **CRYSTALIDE**  
**FAIR LAKES** **KIMPTON** **BIKES@VIENNA** **ABUS** **BROMPTON**  
**GREEN GURU** **JAMIS** **ORTLIEB** **pow**

**GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.**

Pre-Register by May 9 for free T-shirt\* and bike raffles!  
**FREE FOOD, BEVERAGES and GIVEAWAYS at all LOCATIONS**  
 Over 75 Bike to Work Day pit stops located in D.C., Maryland and Virginia  
 Visit [biketoworkmetrodc.org](http://biketoworkmetrodc.org) for specific pit stop locations and times.

\*T-shirts available at pit stops to first 14,000 who register.

Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Department of Transportation.

Register at [www.biketoworkmetrodc.org](http://www.biketoworkmetrodc.org) or call 800.745.7433



## BIKE TO WORK DAY 2014 FRIDAY MAY 16

Register at [www.BIKETOWORKMETRODC.org](http://www.BIKETOWORKMETRODC.org)  
 or call 800.745.7433

Pre-Register by May 9  
 for free T-shirt\* and  
 bike raffle!

**FREE FOOD, BEVERAGES and  
 GIVEAWAYS at all LOCATIONS**


Over 75 Bike to Work Day pit  
 stops located in D.C., Maryland  
 and Virginia

Visit [www.biketoworkmetrodc.org](http://www.biketoworkmetrodc.org)  
 for specific pit stop locations  
 and times.

\*T-shirts available at pit stops to  
 first 14,000 registrants.




**GET YOUR WORKOUT BEFORE  
YOU GET YOUR WORK IN.**



**4Q** **COMBETER CONNECTIONS** **WASHINGTON AREA BICYCLIST ASSOCIATION** **Marriott**  
**ICF** **TWINBROOK** **ICF**  
**Bike Arlington** **LOCAL MOTION CITY OF ALEXANDRIA, VIRGINIA** **capital bikeshare**  
**WHOLE FOODS** **BicycleSPACE** **AAA**  
**ExpressLanes** **BicyclePASS** **BIKE&ROLL**  
**CAPITAL CROSCENT TRAIL** **CRYSTALIDE** **FAIR LAKES**  
**KIMPTON** **BIKES@VIENNA**  
**ABUS** **BROMPTON**  
**GREEN GURU** **JAMIS** **ORTLIEB** **pow**

Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Department of Transportation.

Printed on recycled paper

# Pit Stop Banner

## WOODBIDGE- RIPPON LANDING

VRE Station Parking Area

6:00am to 9:00am



2014 **BIKE TO  
WORK**

Register at [www.BIKETOWORKMETRODC.org](http://www.BIKETOWORKMETRODC.org) or call 800.745.7433

**FRIDAY MAY 16**



# Event Web Site



**BIKE TO WORK DAY 2014**  
**FRIDAY MAY 16**  
GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.

HOME EMPLOYER RESOURCES EVENT INFO FIRST TIME RIDER INFO REGISTRATION OPENS MARCH 1, 2014 SPONSORS

## Bike to Work Day

On Friday May 16, 2014 Commuter Connections and the Washington Area Bicyclist Association invites you to join over 10,000 area commuters for a celebration of bicycling as a clean, fun and healthy way to get to work. Attend one of 75+ pit stops throughout D.C., Maryland, and Virginia to receive refreshments, and be entered into a raffle for a free bicycle! & free T-shirts available at pit stops to the first 13,000 who register.

Registration Opens March 1st



### Pit Stops

Over seventy five pit stops will host Bike to Work Day events throughout D.C., Maryland and Virginia. Take a break at a pit stop on your way to work for lots of food, fun and prizes. Register now, it's free!

### Commuter Convoys

Bicycle commuter convoys are forming now for Bike to Work Day on May 16th. All bicyclists are welcome to join the free convoys and there's no need to sign up. Convoys are led by experienced bicycle commuters.

### Find a Ride Buddy

Use the Washington Area Bike Forum to find a ride buddy for Bike to Work Day or join an online discussion about bicycling in the Washington, D.C. area.

### Event Poster

Download a PDF of the Bike to Work Day 2013 event poster. Email it to your family.

### Sponsors

Bike to Work Day organizers wish to thank our generous sponsors who help make this

### Increase Bicycling Skills

WABA's adult bicyclist education opportunities are available for a wide range

# Social Media



**BIKE TO WORK DAY 2014 FRIDAY MAY 16**

**Commuter Connections**  
@BikeToWorkDay  
Commuter Connections is a regional network of transportation organizations coordinated by the Metropolitan Washington Council of Governments  
Washington DC · biketoworkmetrodc.org

TWEETS 112 FOLLOWING 220 FOLLOWERS 1,112

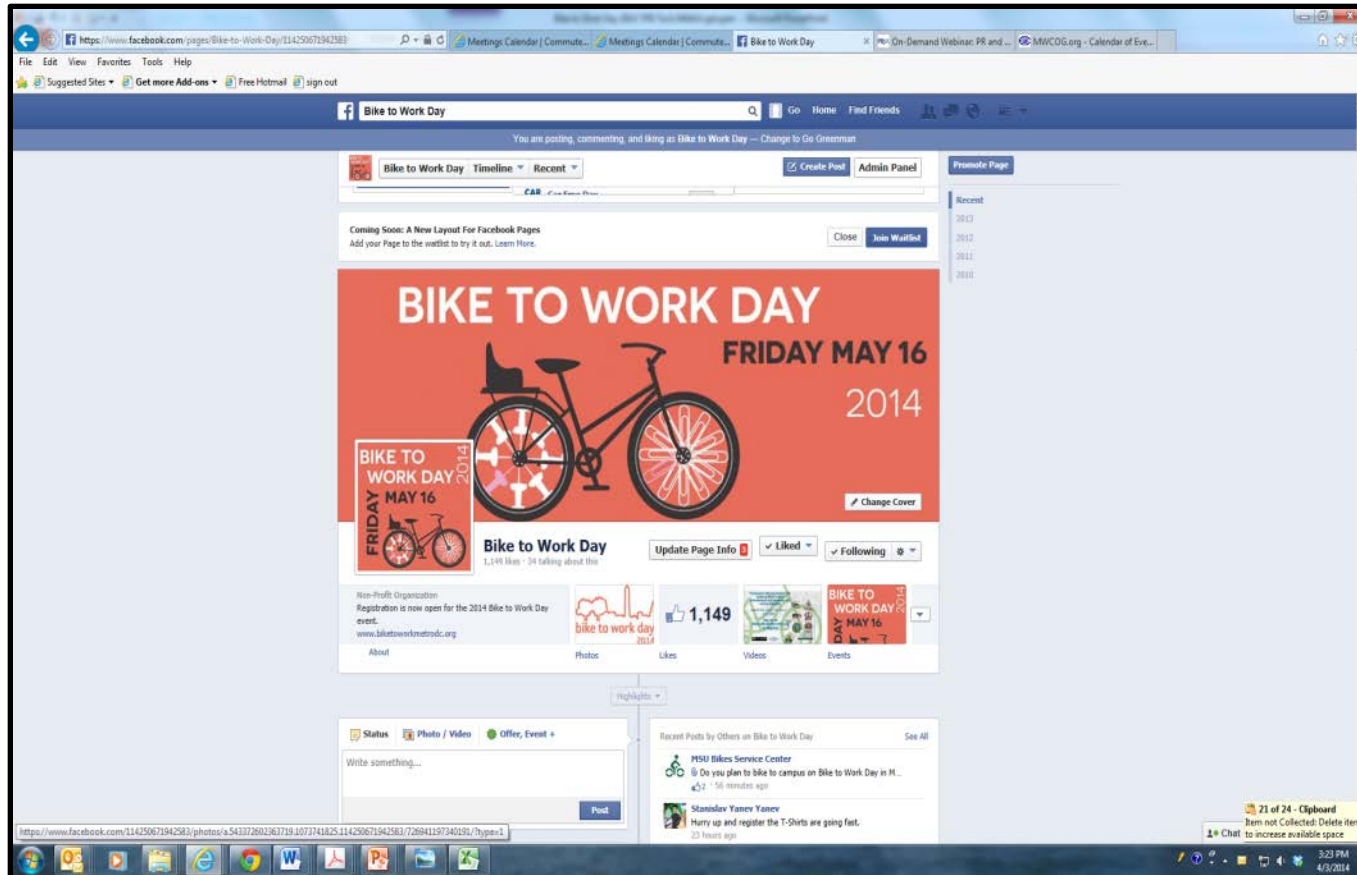
**Tweets**

- Commuter Connections** @BikeToWorkDay · 22h  
Share your bike ride with us by using #BTWDC for Bike to Work Day 2014 in the Washington DC metropolitan area.
- Commuter Connections** @BikeToWorkDay · Mar 7  
Bike to Work Day 2014 Registration is Now Open. It's FREE!  
biketoworkmetrodc.org pic.twitter.com/wcZ0KJ78MR
- Commuter Connections** @BikeToWorkDay · Mar 7  
[Blog] Bike to Work Day 2014 Pit Stops - biketoworkmetrodc.org/?p=3870.
- Commuter Connections** @BikeToWorkDay · Feb 27  
[Blog] Bike to Work Day 2014 Pit Stops - biketoworkmetrodc.org/?p=3870.
- Commuter Connections** @BikeToWorkDay · May 17  
More than 14,500 registered for Bike to Work Day 2013, a 15% increase over last year. On behalf of Commuter Connections, thanks for biking!
- Commuter Connections** @BikeToWorkDay · May 16  
#BTWDC is the hashtag to use tomorrow for Bike to Work Day in the Metropolitan Washington DC region. We look forward to your tweets!

21 of 24 - Clipboard  
Item not Collected: Delete items to increase available space

3:15 PM  
4/3/2014

# Social Media





# Bike to Work Day 2014



**BIKE TO WORK DAY** 2014  
**FRIDAY MAY 16**

GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.



- **Free and open to all commuters in the National Capital Region**
- **Register at [www.biketoworkmetrodc.org](http://www.biketoworkmetrodc.org)**
- **Participants receive free T-shirts and refreshments at the pit stops**
- **Sponsor donated giveaways and raffle prizes (bicycles and gear)**

# Employer Focus



**BIKE TO WORK DAY 2014**  
**FRIDAY MAY 16**

**GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.**



- **Event encourages business community to support bicycle-friendly culture (bike racks, showers and lockers)**
- **Bicyclists collectively work for over 1,000 different employers throughout region**
- **Bicycling to work benefits employers through reduced parking overhead and better employee health and fitness**
- **Employer Challenge luncheon**
- **Donated bicycle rack raffle**

# Support for Bicyclists



**BIKE TO WORK DAY 2014**  
**FRIDAY MAY 16**

**GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.**



- **Commuter Convoys led by experienced bicyclists helps empower commuters to try bicycling**
- **Free Bike to Work guides available from Commuter Connections**
- **Free Confident City Cycling classes offered by Washington Area Bicyclist Association**
- **Bicycling covered by Commuter Connections' Guaranteed Ride Home program**

# Questions?





## Pit Stops

### **NORTHEAST**

[Edgewood](#)

[Fort Totten](#)

[NoMa](#)

### **NORTHWEST**

[Adams Morgan](#)

[Columbia Heights](#)

[Freedom Plaza](#)

[Georgetown Meigs Park](#)

[Georgetown Waterfront Park Area](#)

[Golden Triangle – L Street](#)

[Golden Triangle – Murrow Park](#)

[Golden Triangle – Farragut Square](#)

[Mt. Vernon Triangle](#)

[National Geographic Society](#)

### **SOUTHEAST**

[Anacostia](#)

[Capitol Hill at Eastern Market](#)

[Capitol Riverfront at Canal Park](#)

[Coast Guard HQ – Ward 8 SE](#)

### **CHARLES**

[Indian Head](#)

### **FREDERICK**

[Frederick](#)

### **MONTGOMERY**

[Bethesda](#)

[FDA White Oak](#)

[Friendship Heights](#)

[Gaithersburg](#)

[National Institutes of Health Bldg One](#)

[Naval Support Activity Bethesda](#)

[North Bethesda – US Nuclear Regulatory](#)

[Rock Springs Business Park](#)

[Rockville – Fallsgrove](#)

[Rockville – Tower Oaks/Wootton](#)

[Rockville – Town Center](#)

[Rockville – Twinbrook](#)

[Silver Spring – Discovery Place](#)

[Silver Spring – The Blairs \(East/West Hwy\)](#)

### **PRINCE GEORGE'S**

[Bowie – Old Town](#)

[Bowie - Town Center](#)

[Capitol Heights](#)

[College Park – City Hall \(Morning\)](#)

[College Park – Metro \(Afternoon\)](#)

[Greenbelt](#)

[Hyattsville](#)

[Oxon Hill](#)

[Suitland](#)

### **TAKOMA PARK**

[Takoma Park – Downtown/Old Takoma](#)

[Takoma Park – Sligo Creek Trail](#)

[Takoma Park – Takoma/Langley Crossroads](#)

### **ALEXANDRIA**

[Alexandria – Carlyle](#)

[Alexandria – Del Ray](#)

[Alexandria – Mark Center](#)

[Alexandria – Old Town](#)

### **ARLINGTON**

[Arlington – Ballston](#)

[Arlington – Columbia Pike/Penrose Square](#)

[Arlington – Crystal City Water Park](#)

[Arlington – East Falls Church \(Afternoon\)](#)

[Arlington – East Falls Church Metro \(Morning\)](#)

[Arlington – Rosslyn](#)

### **FAIRFAX**

[Burke VRE Station](#)

[Fair Lakes](#)

[Fairfax City Downtown](#)

[Fairfax Corner](#)

[Falls Church](#)

[Herndon](#)

[McLean](#)

[Merrifield – W&OD Trail](#)

[Mosaic](#)

[Mt. Vernon – Collingwood Park](#)

[Reston](#)

[Springfield/Metro Park at Walker Lane](#)

### **FAIRFAX (con't)**

[Tysons Corner Center](#)

[Vienna](#)

### **LOUDOUN**

[Leesburg](#)

[Sterling](#)

### **PRINCE WILLIAM**

[Dumfries](#)

[Haymarket](#)

[Manassas – George Mason](#)

[Manassas – Kelly Leadership Ctr](#)

[Manassas – VRE Station](#)

[Rippon Landing VRE Station](#)

[Woodbridge – Chinn Center](#)

[Woodbridge VRE](#)

**ITEM 8 - Action**  
April 16, 2014

Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2014 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)

**Staff**

**Recommendation:** Receive briefing on the comments received and recommended responses, and adopt Resolution R15-2014 to approve project submissions for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

**Issues:** None

**Background:** At the March 19 meeting, the Board was briefed on the major project changes submitted for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP which were released for a 30-day public comment period that ended April 12. The projects were reviewed by the Technical Committee on April 4.





TPB R15-2014  
April 16, 2014

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

**RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF  
SUBMISSIONS FOR THE 2014 CONSTRAINED LONG RANGE PLAN (CLRP) AND  
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

**WHEREAS**, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years; and

**WHEREAS**, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in the Federal Register on July 1, 2004; and

**WHEREAS**, on July 17, 2013, the TPB adopted resolution R1-2014 determining that the 2013 CLRP and the FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R2-2014 approving the 2013 CLRP; and

**WHEREAS**, the transportation implementing agencies in the region have provided submissions for the 2014 CLRP and the FY 2015-2020 TIP, which are in response to the November 2013 Call for Projects document issued by the TPB, and the Technical Committee has reviewed these submissions at its meetings on March 7, and April 4, 2014; and

**WHEREAS**, at a public meeting on March 13, 2014 the submissions for the 2014 CLRP were released for a 30-day public comment and interagency consultation period which ended April 12; and

**WHEREAS**, at the April 16, 2014 meeting, the TPB was briefed on the project submissions for the 2014 CLRP, the public comments received on the submissions, and the recommended responses to the public comments; and

**WHEREAS**, the 2014 CLRP is scheduled to be released for public comment on September 11, 2014 and approved by the TPB at its October 15 meeting; and



**WHEREAS**, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

**WHEREAS**, the project submissions released for public comment on March 13 included three alternatives for the Dulles Air Cargo, Passenger, Metro Access Highway (DACPMAH) project, submitted by the Virginia Department of Transportation (VDOT):

- Alt. 2 – New Dulles Air Cargo, Passenger, Metro Access Highway (North Star Boulevard alignment)
- Alt. 3B – Convert US 50 and VA 606 to Limited Access
- Alt. 3C – Airport Express Lanes on US 50 and New Limited Access VA 606; and

**WHEREAS**, as documented in the Revised Environmental Assessment report published in April 2014, VDOT staff have selected DACPMAH Alt. 3C as the preferred build alternative to include in the Air Quality Conformity Analysis;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2014 CLRP and the FY 2015-2020 TIP, the project submissions as described in the attached memorandum.



# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

April 10, 2014

To: Transportation Planning Board

From: Gerald Miller and Robert Griffiths  
Acting Co-Directors,  
Department of Transportation Planning

Re: Major Project Submissions for the 2014 Update to the Financially  
Constrained Long-Range Transportation Plan (CLRP) and the  
FY 2015-2020 Transportation Improvement Program (TIP)

The project submissions for inclusion in the Air Quality Conformity Analysis of the 2014 Update to the CLRP were released for public comment on March 13. The 30-day public comment period ends at midnight on Saturday, April 12, 2014. Interested parties may submit their comments via any of these means:

- online at [mwcog.org/TPBPublicComment](http://mwcog.org/TPBPublicComment),
- via email at [tpbpubliccomment@mwcog.org](mailto:tpbpubliccomment@mwcog.org),
- by calling (202) 962-3262, TDD: (202) 962-3213

Information on the project submissions is presented in two parts. First, this memo summarizes 11 major new projects or changes to existing major projects included in the CLRP submissions. Major projects are considered to be those that impact interstates, freeways, or principal arterials or affect a large-scale change to transit. The second part is a complete listing of all proposed projects and changes titled "[2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs](#)." This 41-page table lists more than 500 projects or project segments and highlights more than 250 proposed new projects, or changes to completion dates or limits for projects already included in the CLRP.

### Summary of Major Additions and Changes to Projects

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14<sup>th</sup> Street/Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, Virginia Railway Express is updating its System Plan. VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. VDOT is also proposing to include the Dulles Air Cargo, Passenger, Metro Access Highway (DACPMAH) project. Three alternatives for this project were released for public comment in March. As documented in the Revised Environmental Assessment report published in April 2014, VDOT staff have selected DACPMAH-Alt 3C as the preferred build alternative to include in the Air Quality Conformity Analysis.

#### Schedule for the 2014 CLRP and the FY 2015-2020 TIP

The TPB is scheduled to approve the project submissions and the Scope of Work for the Air Quality Conformity Analysis at its meeting on April 16. After approval, these projects will be included in the Air Quality Conformity Analysis of the 2014 CLRP and FY 2015-2020 TIP. This process takes several months and is done to ensure that the proposed projects do not prevent the region from meeting its air quality improvement goals in the decades ahead. Once the conformity modeling process is complete, the projects along with the results of the Conformity Analysis will be released for a final 30-day public comment period, currently scheduled to begin on September 11, 2014.

# Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan



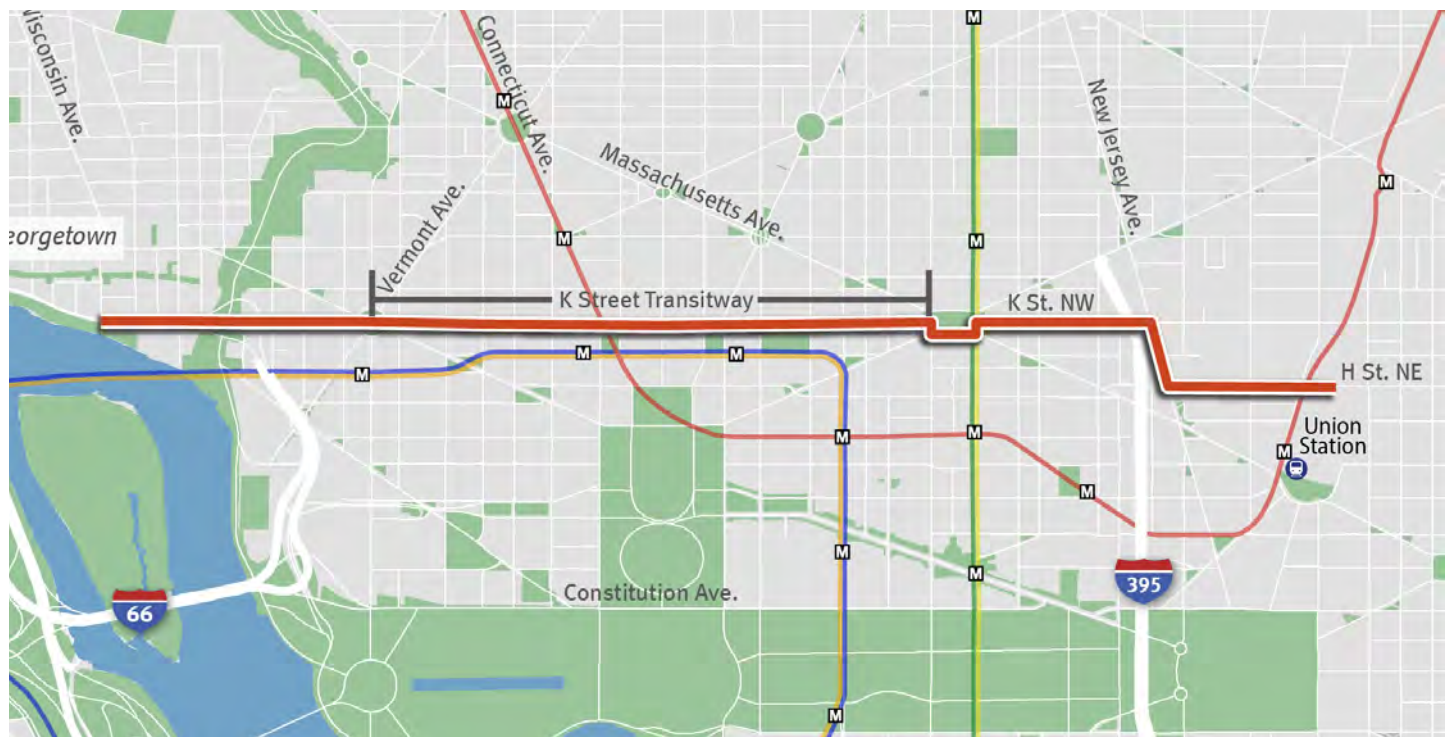
## District of Columbia

### 1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: \$348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE - Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9<sup>th</sup> Street NW and Washington Circle/23<sup>rd</sup> Street NW (a project previously approved in the CLRP called the "K Street Transitway").

See CLRP Project Description Form in Attachment A for more information.

# Major Additions and Changes to the 2014 CLRP Update

## 2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: \$250 million



Construct a streetcar line running from Good Hope Road SE, across the 11<sup>th</sup> Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

See CLRP Project Description Form in Attachment A for more information.





# Major Additions and Changes to the 2014 CLRP Update

### 3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: \$40 million



Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Avenue Metro Station.

### 4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.



# Major Additions and Changes to the 2014 CLRP Update

## 5. Studies: Managed Lanes on 14<sup>th</sup> Street/Rochambeau Bridge, I-395/I-695, and I-295

Length: ≈9 miles

Complete: 2015

Cost: \$5.9 million

### A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

### B. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

### C. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

See CLRP Project Description Forms in Attachment A for more information.





# Major Additions and Changes to the 2014 CLRP Update

## **Maryland**

### **6. MARC Growth and Investment Plan**

Complete: 2040

Cost: \$1.06 billion (Washington region)



MDOT is including \$1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC,

Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The \$1.06 billion shown reflects the Washington region's proposed contribution towards projects in the larger \$2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

### **7. I-95/495 Interchange at Greenbelt Metro Station**

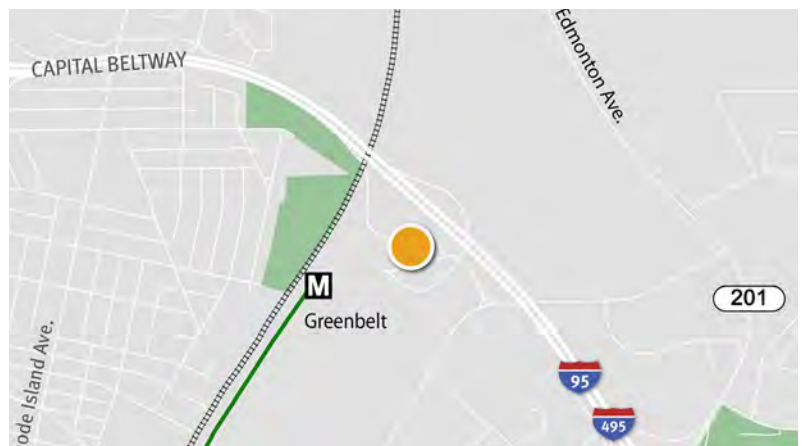
Length: <1 mile

Complete: 2020

Cost: \$78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from the inner loop of the Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.

See CLRP Project Description Form in Attachment A for more information.







# Major Additions and Changes to the 2014 CLRP Update

## Virginia

### 8. Virginia Railway Express System Plan

Cost: 2040

Cost: \$977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

The VRE System Plan outlines capital investments totaling \$3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the \$977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.





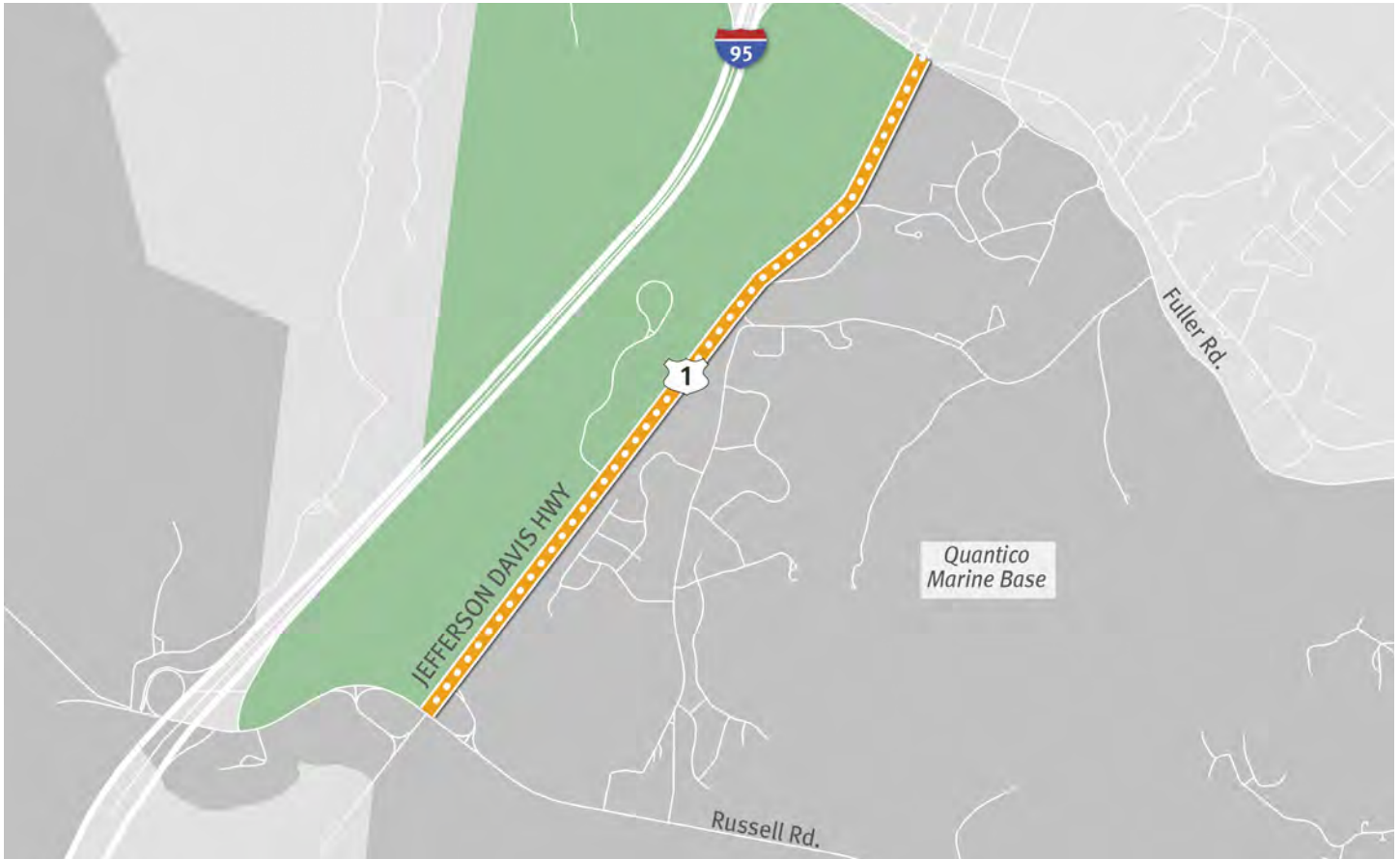
# Major Additions and Changes to the 2014 CLRP Update

## 9. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: \$76 million



Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

See CLRP Project Description Form in Attachment A for more information.



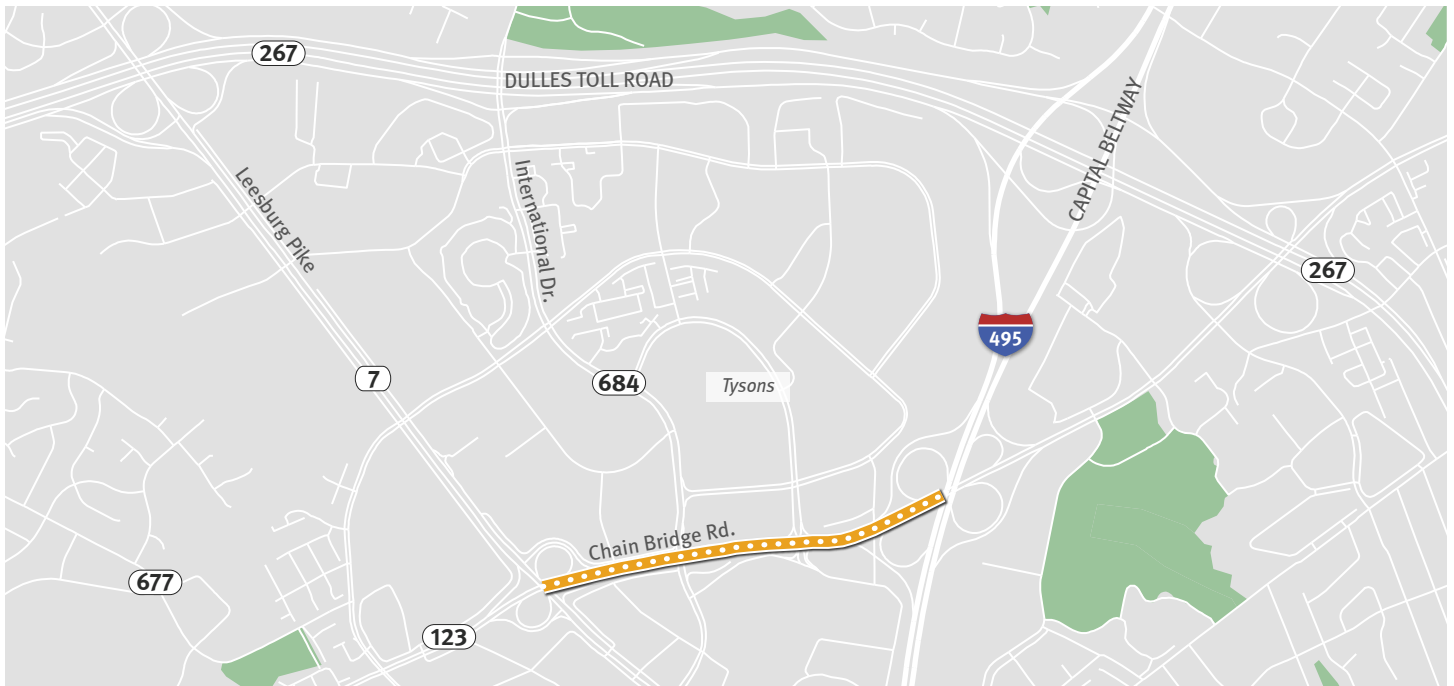
# Major Additions and Changes to the 2014 CLRP Update

## 10. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: \$22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

See CLRP Project Description Form in Attachment A for more information.



# Major Additions and Changes to the 2014 CLRP Update

## 11. Dulles Air Cargo, Passenger, Metro Access Highway Alternative (Alt 3C) US 50, Lee Jackson Memorial Highway and VA 606, Loudoun County Parkway

Length: 2.34 miles  
Complete: 2025  
Cost: \$250 million



Construct two Airport Express Lanes in the median of US 50 between Northstar Boulevard/Bi-County Parkway and VA 606, Loudoun County Parkway, at New Dulles Airport Access. Upgrade US 50 within the same limits to a limited access facility and widen from 4 to 8 lanes. Upgrade VA 606, Loudoun County Parkway, between US 50 and VA 607 to a limited access facility and widen from 4 to 6 lanes.

See CLRP Project Description Form in Attachment A for more information.





# **Attachment A**

## **Project Description Forms**



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 1. Union Station to Georgetown Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: STC12A, SA306C
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  X Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  X Other (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From ( _ at):			3 <sup>rd</sup> / H Street NE	
9. To:			Wisconsin Avenue under Whitehurst Freeway NW	

10. Description: DDOT is proposing a transportation improvement and the introduction of streetcar along the K Street NW corridor from Union Station to Georgetown. This project will provide an efficient east-west connection for transit and improve transportation mobility, and improve transit reliability. The streetcar alignment is primarily located along K Street, NW, New Jersey Avenue NW, and H Street, NE. Below are the proposed station locations and corridor links (to be finalized in the NEPA process):

### Station locations:

Location	Platform	Serves
H Street @ Hopscotch Bridge	side platform	Union Station
K Street between 3rd and 4th Streets	side platform	NoMa
Mount Vernon Square	side platform	Mount Vernon 14th and 15th Streets
K Street @ McPherson Square	side platform	17th and 18th Streets
K Street @ Farragut Square	side platform	19th and 20th Streets
K Street @ 19th and 20th Streets	side platform	Foggy Bottom / GU
K Street @ 25th and 26th Streets	split center	Georgetown
K Street @ Wisconsin Avenue	center	



# CLRP PROJECT DESCRIPTION FORM

## Link-by-link connection:

Link	Roadway	shared/exclusive	streetcar
Georgetown to Washington Circle	Along K Street NW	shared lanes	center
At Washington Circle	Under circle	shared lanes	center
Washington Circle to Mount Vernon Square	Along K Street NW	exclusive	center
At Mount Vernon Square	WB: north side	shared lanes	curb
	EB: south side		curb
Mount Vernon Square to Union Station	K Street	shared lanes	curb
	New Jersey	shared lanes	center
	H Street	shared lanes	curb
At Union Station	Hopscotch Bridge	shared lanes	curb
Connection to existing tracks	at 3rd Street NE	shared lanes	curb

The streetcar program will operate with a 10 minute headway.

NEPA Status: DDOT will begin NEPA in the first quarter of CY 2014; it will be 12 – 18 months.

Map of preferred alternative from Alternatives Analysis. The NEPA process will build from this alternative and information gathered in the AA.



11. Projected Completion Year: 2020
12. Project Manager: Lezlie Rupert
13. Project Manager E-Mail: [lezlie.rupert@dc.gov](mailto:lezlie.rupert@dc.gov)
14. Project Information URL: [www.unionstationtogeorgetown.com](http://www.unionstationtogeorgetown.com)
15. Total Miles: 3.41 miles
16. Schematic:
17. Documentation: Union Station to Georgetown Alternatives Analysis (September 2013)
18. Jurisdictions: DDOT
19. Baseline Cost: \$348 million cost estimate as of 09/30/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

# CLRP PROJECT DESCRIPTION FORM

## MAP-21 PLANNING FACTORS

22. 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

23. 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

24. 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:
25. 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 to open a blank Congestion Management Documentation Form.



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 2. M Street Southeast/Southwest Streetcar Line

1. Submitting Agency:DDOT
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: Streetcar - M Street Southeast/Southwest Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:		M	DC streetcar – M Street SE/SW	
8. From ( _ at):			11 <sup>th</sup> Street Bridge	
9. To:			Maine Avenue SW	

10. Description: Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.
11. Projected Completion Year: 2020
12. Project Manager: Thomas Perry
13. Project Manager E-Mail:Thomas.Perry@dc.gov
14. Project Information URL:www.dcstreetcar.com
15. Total Miles:3
16. Schematic:
17. Documentation:NEPA Phase
18. Jurisdictions: Washington, DC
19. Baseline Cost (in Thousands): \$250 million cost estimate as of 1/23/2014
20. Amended Cost (in Thousands):TBD cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **MAP-21 PLANNING FACTORS**

22. 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.

# CLRP PROJECT DESCRIPTION FORM

- 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

23. 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

24. 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:
25. 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 to open a blank Congestion Management Documentation Form.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 3. Benning Road Streetcar Spur – Minnesota Avenue Metro Station

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: CD052A
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: Streetcar – Benning Road/Minnesota Avenue Spur

	Prefix	Route	Name	Modifier
7. Facility:			Minnesota Avenue	
8. From ( _ at):			Benning Road	
9. To:			Minnesota Avenue Metro Station	

10. Description:

This will be an addition to the DC Streetcar Project which was part of the 2010 CLRP. This addition will have a spur at the Benning/Minnesota Ave intersection and proceed along Minnesota Ave to the Minnesota Ave Metro Station.

11. Projected Completion Year: 2018
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 2/10 of a mile
16. Schematic:
17. Documentation: DC Streetcar Project (2010 CLRP)
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$40 million cost estimate as of MM/DD/YYYY
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### MAP-21 PLANNING FACTORS

22. 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

## CLRP PROJECT DESCRIPTION FORM

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

23. 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

#### 24. 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:

#### 25. 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 to open a blank Congestion Management Documentation Form.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 5A. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
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: Study: Managed Lanes Conversion to HOV Lanes/HOT Lanes

	Prefix	Route	Name	Modifier
7. Facility:			Rochambeau Bridge (I-395)	
8. From ( _ at):			Va State Line	
9. To:			Southeast/Southwest Freeway (I-395/I-695)	
10. Description:				

The managed lanes study consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility. Eventually HOV will be converted to HOT.

The District Department of Transportation completed a feasibility study on the Managed Lanes Corridor, which consisted of Rochambeau Bridge/I-395 (Corridor I); Southeast Southwest Freeway/I-395,I-695 (Corridor II); I-295 (Corridor III). Corridors II and III will have additional NEPA needs.

There are currently three bridges that cross into the District of Columbia from Virginia along the I-395 corridor. The Arland Williams Jr Memorial Bridge (Route 1/I-395) carries the northbound traffic coming into DC, has four General Purpose Lanes. These lanes will remain as GP Lanes and are not being changed.

The George Mason Memorial Bridge (Route 1/I-395) carries the southbound traffic coming into Va, has four GP Lanes, which will remain as GP Lanes and are not being changed.

The Rochambeau Bridge carries in total four lanes, two northbound and two southbound lanes. Traffic from these lanes feed into or come out of the existing HOV system in Va.

The operation of HOV will mirror the existing operation in Va, which is HOV 3+, 6am to 9am/3:30pm to 6pm Mon-Fri.

We are planning to convert the HOV to HOT by March 2015, with the NEPA being a Documented Categorical Exclusion. Corridor 2 and 3 will go through NEPA process.

There have been continuous and on-going coordination with state dot's and jurisdictions.



# CLRP PROJECT DESCRIPTION FORM

11. Projected Completion Year: 2015
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: ≈9 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia
19. Baseline Cost: \$5.9 million cost estimate as of 12/31/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## MAP-21 PLANNING FACTORS

22. 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

23. 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

24. 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:

# CLRP PROJECT DESCRIPTION FORM

## 25. 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](#) to open a blank Congestion Management Documentation Form.



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## ***5B/C. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge***

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
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: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility:			{Corridor 2 SE/SW Freeway (I-395/I-695)}	
8. From ( _ at):			{Corridor 3 (I-295)}	
9. To:			{Corridor 2 At Case Bridge}	
10. Description:			{Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11 <sup>th</sup> Street Bridge}	
			{Corridor 3 DC/MD Line}	

The managed lanes project consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility.

DDOT has plans to perform an environmental study on the Managed Lanes Corridor II and III. The study level of the NEPA document will be determined at later time but it will be at a higher level NEPA document.

Corridor II will be along SE/SW Freeway (I-395/I-695) beginning near the Case Bridge to the 11<sup>th</sup> Street Bridge. Corridor III will be along I-295 beginning near the 11<sup>th</sup> Street Bridge to the DC/MD line. The lanes along these corridors would either be converted to HOV/HOT or built into HOV/HOT lanes.

11. Projected Completion Year:
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 5.5 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia and Maryland
19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

# CLRP PROJECT DESCRIPTION FORM

## MAP-21 PLANNING FACTORS

22. 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

23. 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

24. 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:
25. 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 to open a blank Congestion Management Documentation Form.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 7. I-95/I-495 Interchange at Greenbelt Metro Station

1. Submitting Agency: MDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: I-95/I-495 Interchange at the Greenbelt Metro Station

	Prefix	Route	Name	Modifier
7. Facility:	I	495/95	Capital Beltway	
8. From ( _ at):			Greenbelt Metro Station	
9. To:				

10. Description: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.
11. Projected Completion Year: 2020
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$78.21 million cost estimate as of 12/11/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **MAP-21 PLANNING FACTORS**

22. 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.

## CLRP PROJECT DESCRIPTION FORM

- 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

23. 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

24. 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:
25. 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 to open a blank Congestion Management Documentation Form.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 9. Widen US 1 from Fuller Road to Russell Road Interchange

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
that apply)  ITS;  Enhancement;  Other
3. Project Title: Widen US 1 from Fuller Road to Russell Road Interchange
4. Facility: 

	Prefix	Route	Name	Modifier
4. Facility:	US	1	Jefferson Davis	
5. From (_ at):			Fuller Road	
6. To:			Russell Road	Interchange
5. From (\_ at):
6. To:
7. Jurisdiction(s): Prince William County
8. Description: Widen Route 1 from Fuller Road to Russell Road from 4 to 6 lanes
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles:
11. Project Manager: 12. E-Mail: mbackmon@pwcgov.org
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost: \$76 million
18. Remaining cost (in Thousands):
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  
 Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
  - The number of lane-miles added to the highway system by the project totals less than 1 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 will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.



## CLRP PROJECT DESCRIPTION FORM

The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

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

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue?  Yes;  No

b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

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.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

### **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes  No

27. 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

### **INTELLIGENT TRANSPORTATION SYSTEMS**

28. 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

29. 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

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments



## CLRP PROJECT DESCRIPTION FORM

The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

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

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue?  Yes;  No

b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

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.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

### **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes;  No

27. 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

### **INTELLIGENT TRANSPORTATION SYSTEMS**

28. 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

29. 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

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 11. Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

1. Agency Project ID: \_\_\_\_\_ Agency: VDOT
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other

3. Project Title: Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:			Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)	
5. From ( _ at):				
6. To:				

7. Jurisdiction(s): Loudoun County
8. Description:

The Virginia Department of Transportation, in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a limited-access roadway to the west of the Washington Dulles International Airport (IAD) in Loudoun County, Virginia. Presently, IAD is accessible from the west by way of US Route 50, Evergreen Mills Road (VA Route 621), Dulles Greenway (VA Route 267), and VA Route 606. The purpose of this project is to enhance the movement of people, passenger services and air cargo traffic to Washington Dulles International Airport and the planned Phase 2 extension of the Metrorail Silver Line. The proposed project is intended to reduce congestion and improve capacity on the existing roadway network in the Dulles South area. A number of alternatives alignments and configurations have been evaluated.

### **Alternative 3C: US Route 50 Limited Access and Loudoun County Parkway At-Grade [\(Figure in Tech Report\)](#)**

On July 26, 2013, at the request of the Loudoun County Board of Supervisors following the release of the preliminary draft EA and after conducting an associated location study public hearing, VDOT agreed to incorporate an additional modification to the Alternative 3 Location Study Corridor for evaluation in the revisions of the draft EA. This modified scenario would originate at the planned full access interchange of US Route 50 and the Bi-County Parkway (VA Route 411) and extend along US Route 50 to an interchange at VA Route 606 / Loudoun County Parkway / IAD property. At the eastern terminus, airport access would be provided into the southwest corner of IAD, where MWAA has agreed their airport plans would be updated as necessary to reflect a link to the public roadway network. Under Alternative 3C, access to and from the airport would be provided from both directions of US Route 50 and both directions of VA Route 606/Loudoun County Parkway. This proposed modification would consist of six through lanes (three in each direction), two auxiliary lanes (one in each direction), and two dedicated lanes for traffic in and out of IAD (one in each direction). VA Route 606 would be widened to six lanes between its interchange with US Route 50 and the split between the planned Loudoun County Parkway (VA Route 607) and VA Route 606. Access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659).

9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 2.34 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025

# CLRP PROJECT DESCRIPTION FORM

15. Actual Completion Year: \_\_\_\_\_  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$250,000
18. Remaining cost (in Thousands): \$250,000
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  
 Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 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 will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
  - The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - Increase the safety of the transportation system for all motorized and non-motorized users.
    - a. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem
    - c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
      - Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
      - Increase accessibility and mobility of people and freight.
      - 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.
      - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
      - Promote efficient system management and operation.
      - Emphasize the preservation of the existing transportation system.

# CLRP PROJECT DESCRIPTION FORM

## **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes;  No

27. 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

Note: further study will be needed to determine the need and extent of any specific mitigation actions that may be required by the selected alternative.

## **INTELLIGENT TRANSPORTATION SYSTEMS**

28. 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

29. 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

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments

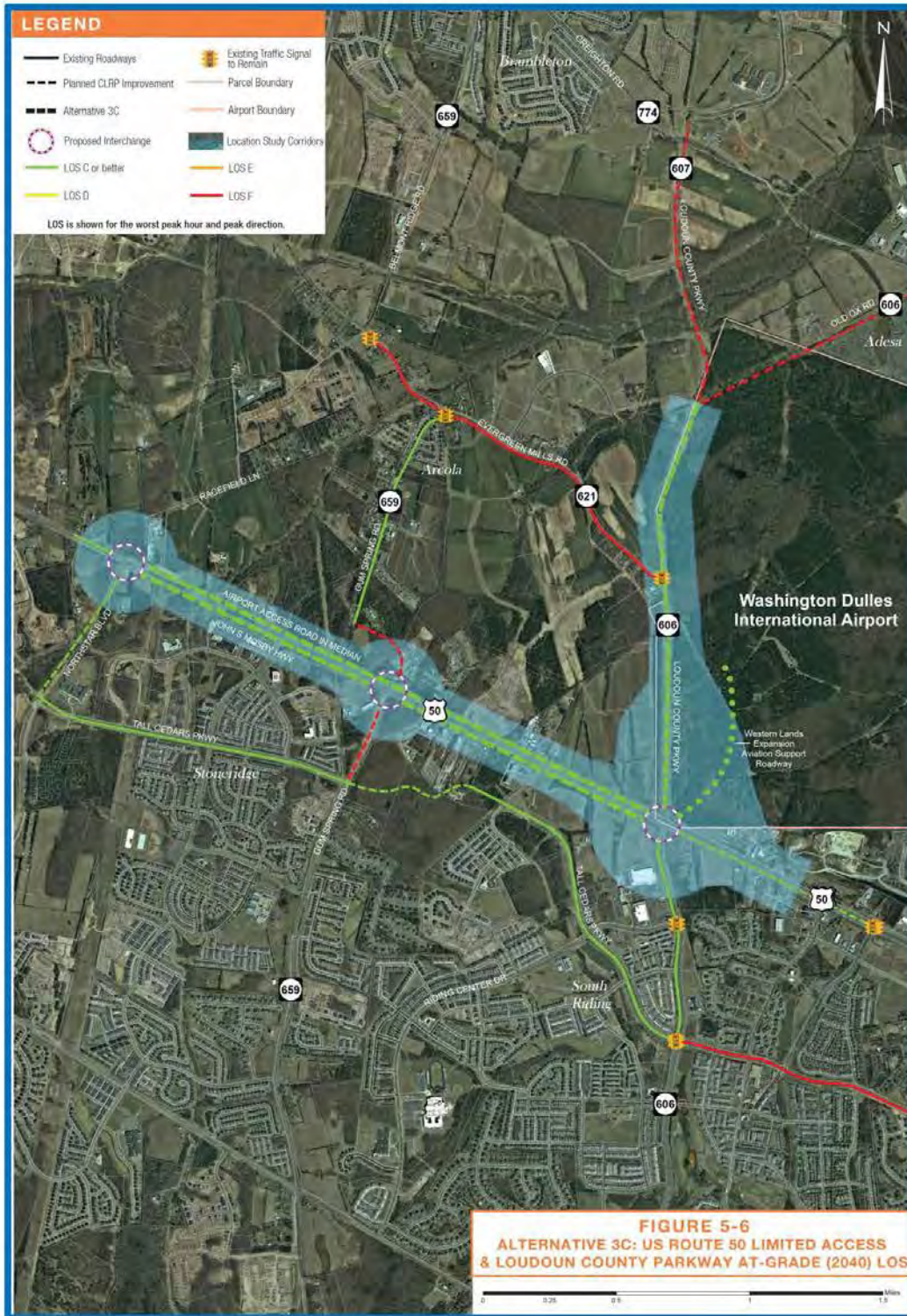
[The VDOT Technical Report provides more information.](#)

<http://www.mwcog.org/clrp/resources/2014/DACPMAHTechReport.pdf>



# CLRP PROJECT DESCRIPTION FORM

## Transportation and Traffic Technical Report for the Proposed Dulles Air Cargo, Passenger and Metro Access Highway



January 2014



## **ITEM 9 - Action**

April 16, 2014

Approval of Scope of Work for Air Quality Conformity Assessment  
for the 2014 CLRP and the FY 2015-2020 TIP

### **Staff**

**Recommendation:** Approve the enclosed scope of work for the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

**Issues:** None

**Background:** At the March 19 meeting, the Board was briefed on the draft scope of work for the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP which was released for a 30-day public comment period that ended April 12. The Board will be briefed on the comments received and recommended responses, and asked to approve the scope of work for the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.



**AIR QUALITY CONFORMITY ASSESSMENT:  
2014 CONSTRAINED LONG RANGE PLAN AND THE FY2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM**

**SCOPE OF WORK**

**I. INTRODUCTION**

Projects solicited for the 2014 Constrained Long Range Plan (CLRP) and FY2015-2020 Transportation Improvement Program (TIP) are scheduled to be finalized at the April 16, 2014 TPB meeting. This scope of work reflects the tasks and schedule designed for the air quality conformity assessment leading to adoption of the plan on October 15, 2014. This work effort addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) as ozone precursor pollutants), and fine particles (PM<sub>2.5</sub>) standards (direct particles and precursor NO<sub>x</sub>), as well as maintenance of the wintertime carbon monoxide (CO) standard.

The plan 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 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

**II. REQUIREMENTS AND APPROACH**

**A. Criteria** (See Exhibit 1)

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions,
2. Provide expeditious implementation of TCMs, and
3. Contribute to annual emissions reductions.

Assessment criteria for ozone, CO, and PM<sub>2.5</sub> are discussed below.

Ozone season pollutants will be assessed by comparing the “action” scenarios to the most recently approved 8-hour ozone area VOC and NO<sub>x</sub> mobile emissions budgets. The 2009 Attainment and 2010 Contingency budgets were deemed adequate for use in conformity by EPA in February 2013. These budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).

The region is in maintenance for mobile source wintertime CO and, as in prior conformity assessments, is required to show that pollutant levels do not exceed the approved budget.

PM<sub>2.5</sub> pollutants will be assessed both by comparing the “action” scenarios to a 2002 base, and by comparing the pollutant levels to the budgets in the proposed PM<sub>2.5</sub> Maintenance Plan. PM<sub>2.5</sub> emissions will be inventoried for yearly totals (instead of on a daily basis as performed for Ozone and CO).

**B. Approach** (See Table 1 – Summary of Technical Approach)

As in the past, this analysis will include use of the Version 2.3 travel demand model with the 3722 TAZ area system and the MOVES emissions model. There will be an update to the Cooperative Forecasts. The new round will be 8.3.

In addition to the elements below, explicit inputs include: a summary list of major policy and technical input assumptions, shown as Attachment A; and all transportation network elements which were finalized at the April 16, 2014 TPB meeting.

**TABLE 1 – Summary of Technical Approach**

	<b>Ozone</b>	<b>Wintertime CO</b>	<b>PM<sub>2.5</sub></b>
<b>Pollutant:</b>	VOC, NOx	CO	Direct particles, Precursor NOx
<b>Mobile Model:</b>	MOVES 2010a	MOVES 2010a	MOVES 2010a
<b>Conformity Test:</b>	<u>Budget Test:</u> Using mobile budgets most recently approved by EPA. 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.	<u>Budget Test:</u> Using mobile budgets established with the Wintertime CO maintenance plan. All budgets set using Mobile6 emissions model and submitted to EPA in 2007.	<u>Reductions From Base (2002 inventory) Test &amp; Budget Test:</u> With no approved budgets, reduction from base test will be needed; if EPA approves the PM maintenance plan budgets, those budgets must be used.
<b>Emissions Analysis Time-frame:</b>	Daily	Daily	Annual
<b>Vehicle Fleet Data:</b>	2011 vehicle registration data for all jurisdictions		
<b>Geography:</b>	8-hour ozone non-attainment area	DC, Arl., Alex., Mont., Pr. Geo.	8-hr. area less Calvert County
<b>Network Inputs:</b>	Regionally significant projects		
<b>Land Activity:</b>	NEW! Round 8.3		
<b>Modeled Area:</b>	3722 TAZ SYSTEM		
<b>Travel Demand Model:</b>	Version 2.3		

### **III. CONSULTATION**

1. Execute TPB consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998).
2. Participate in meetings of MWAQC, its Technical Advisory Committee, and its Conformity Subcommittee to discuss the scope of work activities, TERM development process, and other elements as needed; discuss at TPB meetings or forums, as needed, the following milestones:
  - CLRP & TIP Call for Projects
  - Scope of work
  - TERM proposals
  - Project submissions: documentation and comments
  - Analysis of TERMS, list of mitigation measures
  - Conformity assessment: documentation and comments
  - Process: comments and responses

### **IV. WORK TASKS**

1. Receive project inputs from programming agencies and organize into conformity documentation listings (endorsement of financially constrained project submissions scheduled for April 16, 2014)
  - Project type, limits, NEPA approval, etc.
  - Phasing with respect to forecast years
  - Transit operating parameters, e.g. schedules, service, fares
  - Action scenarios
2. Review and Update Land Activity files to reflect Round 8.3 Cooperative Forecasts
  - Households by auto ownership, population and employment
  - Zonal data files
3. Prepare forecast year highway, HOV, and transit networks
  - Develop 2015, 2017, 2020, 2025, 2030, & 2040 highway networks
  - Prepare 2015, 2017, 2020, 2025, 2030, & 2040 transit network input files
  - Update transit fares and highway tolls, as necessary
4. Prepare 2015 travel and emissions estimates
  - Execute travel demand modeling
  - Calculate emissions (daily for ozone season VOC and NO<sub>x</sub> for ozone standard requirements; daily for winter CO; yearly for PM<sub>2.5</sub> direct particles and precursor NO<sub>x</sub>)
5. Prepare 2017 travel and emissions estimates
  - Tasks as in year 2015 analysis

5. Prepare 2020 travel estimates (no emissions- only used for transit constraint)
  - Tasks as in year 2017 analysis
6. Prepare 2025 travel and emissions estimates
  - Tasks as in year 2017 analysis
  - Apply “transit constraint” using 2020 levels
7. Prepare 2030 travel and emissions estimates
  - Tasks as in year 2025 analysis, including transit constraint
8. Prepare 2040 travel and emissions estimates
  - Tasks as in year 2030 analysis, including transit constraint
9. Identify extent to which plan provides for expeditious implementation of TCMs contained in ozone state implementation plans and provide emissions reductions estimates for TERMS in current TIP
  - Staff will report on TCM’s contained in ozone SIPs
  - Staff will report on estimated emissions reductions benefits for TERMS in the FY2015-2020 TIP
10. Analyze results of above technical analysis
  - Reductions from 2002 base (PM<sub>2.5</sub>)
  - 8-hour ozone season VOC and NOx budgets, direct PM<sub>2.5</sub> and precursor NOx budgets, and winter CO emissions budgets
  - With oversight from the Technical Committee and the TPB, identify and recommend additional measures, if needed, should the plan or program fail any test and incorporate measures into the plan
11. Assess conformity and document results in a report
  - Document methods
  - Draft conformity report
  - Forward to technical committees, policy committees
  - Make available for public and interagency consultation
  - Receive comments
  - Address comments and present to TPB for action
  - Finalize report and forward to FHWA, FTA and EPA

## **V. SCHEDULE**

The schedule for the execution of these work activities is shown in Exhibit 2. The time line shows completion of the analytical tasks, preparation of a draft report, public and interagency review, response to comments and action by the TPB on October 15, 2014.

# Exhibit 1

## Conformity Criteria

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### All Actions at all times:

Sec. 93.110 Latest planning assumptions.  
Sec. 93.111 Latest emissions model.  
Sec. 93.112 Consultation.

### Transportation Plan:

Sec. 93.113(b) TCMs.  
Sec. 93.118 and/or Emissions budget and /or Interim  
Sec. 93.119 emissions.

### TIP:

Sec. 93.113(c) TCMs.  
Sec. 93.118 and/or Emissions budget and /or Interim  
Sec. 93.119 emissions.

### Project (From a Conforming Plan and TIP):

Sec. 93.114 Currently conforming plan and TIP.  
Sec. 93.115 Project from a conforming plan and TIP.  
Sec. 93.116 CO, PM<sub>10</sub>, and PM<sub>2.5</sub> hot spots.  
Sec. 93.117 PM<sub>10</sub> and PM<sub>2.5</sub> control measures.

### Project (Not From a Conforming Plan and TIP):

Sec. 93.113(d) TCMs.  
Sec. 93.114 Currently conforming plan and TIP.  
Sec. 93.116 CO, PM<sub>10</sub>, and PM<sub>2.5</sub> hot spots.  
Sec. 93.117 PM<sub>10</sub> and PM<sub>2.5</sub> control measures.  
Sec. 93.118 and/or Emissions budget and/or Interim  
Sec. 93.119 emissions

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### **Sec. 93.110 Criteria and procedures: Latest planning assumptions.**

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

**Sec. 93.111 Criteria and procedures: Latest emissions model.**

The conformity determination must be based on the latest emission estimation model available.

**Sec. 93.112 Criteria and procedures: Consultation.**

Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

**Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.**

The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

**Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.**

There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

**Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.**

The project must come from a conforming plan and program.

**Sec. 93.116 Criteria and procedures: Localized CO, PM<sub>10</sub>, and PM<sub>2.5</sub> violations (hot spots).**

The FHWA/FTA project must not cause or contribute to any new localized CO, PM<sub>10</sub>, and/or PM<sub>2.5</sub> violations or increase the frequency or severity of any existing CO, PM<sub>10</sub>, and /or PM<sub>2.5</sub> violations in CO, PM<sub>10</sub>, and PM<sub>2.5</sub> nonattainment and maintenance areas.

**Sec. 93.117 Criteria and procedures: Compliance with PM<sub>10</sub> and PM<sub>2.5</sub> control measures.**

The FHWA/FTA project must comply with PM<sub>10</sub> and PM<sub>2.5</sub> control measures in the applicable implementation plan.

**Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget**

The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

**Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets**

The FHWA/FTA project must satisfy the interim emissions test(s).

**NOTE:** See EPA's conformity regulations for the full text associated with each section's requirements.



## Schedule for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY2015-2020 Transportation Improvement Program (TIP)

*October 16, 2013	TPB is Briefed on Draft Call for Projects
*November 20, 2013	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 13, 2013	<u>DEADLINE:</u> Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
March 7, 2014	Technical Committee Reviews Draft 2014 CLRP & FY2015-2020 TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
March 13, 2014	Draft 2014 CLRP & FY2015-2020 TIP Project Submissions and Draft Scope of Work Released for Public Comment
*March 19, 2014	TPB is Briefed on Project Submissions and Draft Scope of Work
April 8, 2014	TPB Staff Briefs MWAQC TAC on Project Submissions and Scope of Work
April 12, 2014	Public Comment Period Ends
*April 16, 2014	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
June 6, 2014	<u>DEADLINE:</u> Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms. (Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was April 16, 2014).
September 5, 2014	Technical Committee Reviews the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment
September 11, 2014	The Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment are Released for Public Comment at the Citizens Advisory Committee (CAC)
*September 17, 2014	TPB Briefed on the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment
September ??, 2014	TPB Staff Briefs MWAQC TAC on the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment
October 10, 2014	Public Comment Period Ends
*October 15, 2014	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment for Adoption

\*TPB Meeting



## **WORK SCOPE ATTACHMENT A**

### **POLICY AND TECHNICAL INPUT ASSUMPTIONS AIR QUALITY CONFORMITY ANALYSIS OF 2014 CLRP & FY2015-2020 TIP**

#### 1. Land Activity

- Round 8.3 Cooperative Forecasts

#### 2. Policy and Project Inputs

- Highway, HOV, and transit projects and operating parameters
- Financially constrained project submissions to be advanced by the TPB on 4/16/2014

#### 3. Travel Demand Modeling Methods

- Version 2.3 Travel Model
- All HOV facilities at HOV-3 in 2020 & beyond
- Transit “capacity constraint” procedures (2020 constrains later years)

#### 4. Emissions Model and Inputs

- MOVES2010a emissions model
- 2011 Vehicle Registration Data (VIN)

#### 5. Conformity Assessment Criteria

- Emissions budgets for ozone precursors, PM<sub>2.5</sub> pollutants, and wintertime CO
- Analysis years: 2015, 2017, 2020 (travel demand only, to provide transit constraint), 2025, 2030, & 2040



## **ITEM 10 – Action**

April 16, 2014

Briefing on the Requirement that A Portion of Fauquier County, Virginia Now be Included in the in TPB Planning Area, and Approval of a Letter Inviting the County to Join TPB

### **Staff**

**Recommendation:** The Board will be briefed on steps for Fauquier County to join TPB and asked to approve the enclosed letter to Fauquier County inviting it to become a member of the TPB.

**Issues:** None

**Background:** The 2010 Census extended the Washington DC-VA-MD Urbanized Area into a portion of Fauquier County, including the Town of Warrenton. Federal MPO planning regulations require that this portion with a population of about 21,000 be included in the metropolitan planning area and that representatives of the area be included in the TPB's transportation planning and programming process.

**DRAFT**

**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

April 10, 2014

Chester W. Stribling  
Chair, Fauquier County Board of Supervisors  
Warren Green Building  
10 Hotel Street, Suite 208  
Warrenton, VA 20186

Dear Chairman Stribling:

I write you on behalf of the National Capital Region Transportation Planning Board (TPB) to invite Fauquier County to join the TPB and represent the interests of your citizens residing in the portion of the County recently designated as part of the Washington DC-MD-VA urbanized area in the regional transportation planning process. The TPB is the federally designated Metropolitan Planning Organization (MPO) for the metropolitan Washington region and plays an important role as the regional forum for transportation planning and in obtaining federal funding for transportation projects and programs within the Washington DC-MD-VA urbanized area.

The TPB prepares the transportation plans and programs that the US Department of Transportation must approve in order for federal funds to flow to the transportation projects and programs in our urbanized area. Based on the results of the 2010 Census, a portion of Fauquier County, including the Town of Warrenton and areas adjacent to Route 29 northeast of Warrenton has been designated as part of the Washington DC-MD-VA urbanized area. Transportation projects in this portion of the County now must be included in the TPB's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) in order to receive federal funding and the interest of residents of this portion of the County must be represented in the TPB's transportation planning and programming process.

On March 5, 2014, TPB staff and Virginia Department of Transportation (VDOT) staff met with officials from Fauquier County and Town of Warrenton to discuss the federally required planning and programming process and answered questions about the additional considerations and responsibilities that accompany membership in TPB. At this meeting it was noted clear that based on federal guidance, the representation of the residents of this portion of Fauquier County on the TPB and inclusion of transportation projects and programs in the TPB's CLRP and TIP and must be accomplished prior to the next approval of the TPB's CLRP and TIP currently scheduled for October, 2014.

The TPB's transportation planning work program is carried out on July 1 to June 30 fiscal year basis and is funded with 80% federal funds and matched by 10% state funds and 10% local funds. Required local match funding funds from TPB local member jurisdictions are pro-rated

based on population. Local matching funds for Fauquier County membership and participation on the TPB, pro-rated for the 21,000 population residing in the designated urbanized area of the County, would total \$4,000 for FY 2015. Upon joining the TPB, the County will have voting membership on the TPB and may fully participate in all TPB work program activities.

TPB staff is available to brief the Board of Supervisors on the TPB planning and programming process and to answer any additional questions about membership.

We look forward to Fauquier County's membership on TPB and its active participation in the transportation planning for our region.

Should you have specific questions on Fauquier County's TPB membership, please contact Robert Griffiths or Gerald Miller, Acting Co-Directors of Transportation Planning, National Capital Transportation Planning Board at the Metropolitan Washington Council of Governments.

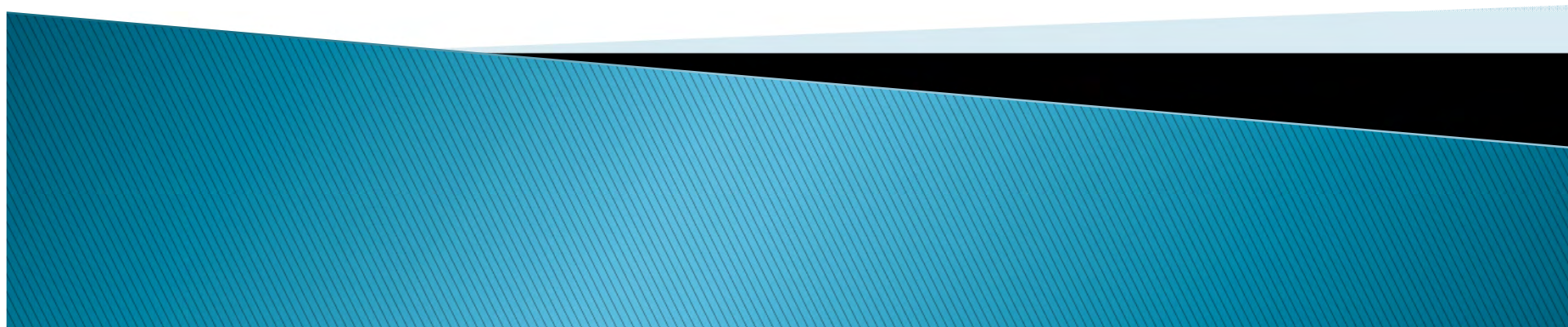
Sincerely,

Patrick Wojahn  
Chair, National Capital Region  
Transportation Planning Board

cc: Robert Griffiths, TPB Acting Co-Director of Transportation Planning  
Gerald Miller, TPB Acting Co-Director of Transportation Planning

# The Washington DC–MD–VA Urbanized Area Fauquier County and TPB Membership

Robert E. Griffiths  
National Capital Transportation Planning Board  
April 16, 2014



# The Washington DC–MD–VA Urbanized Area now includes a portion of Fauquier County, VA

- ▶ The March 27, 2012 Federal Register noted that a portion of Fauquier County, including the Town of Warrenton and areas adjacent to Route 29 northeast of Warrenton, had been designated as part of the Washington DC–MD–VA urbanized area based on results from the 2010 Census.
- ▶ Federal metropolitan transportation planning regulations require that the residents of the newly designated portion of this urbanized area be included in the region's transportation planning and programming process and represented on the National Capital Region Transportation Planning Board (TPB).
- ▶ Based on published federal guidance, representation of these Fauquier County residents on the TPB must be accomplished prior to the next update of the TPB's Constrained Long Range Plan in October, 2014.

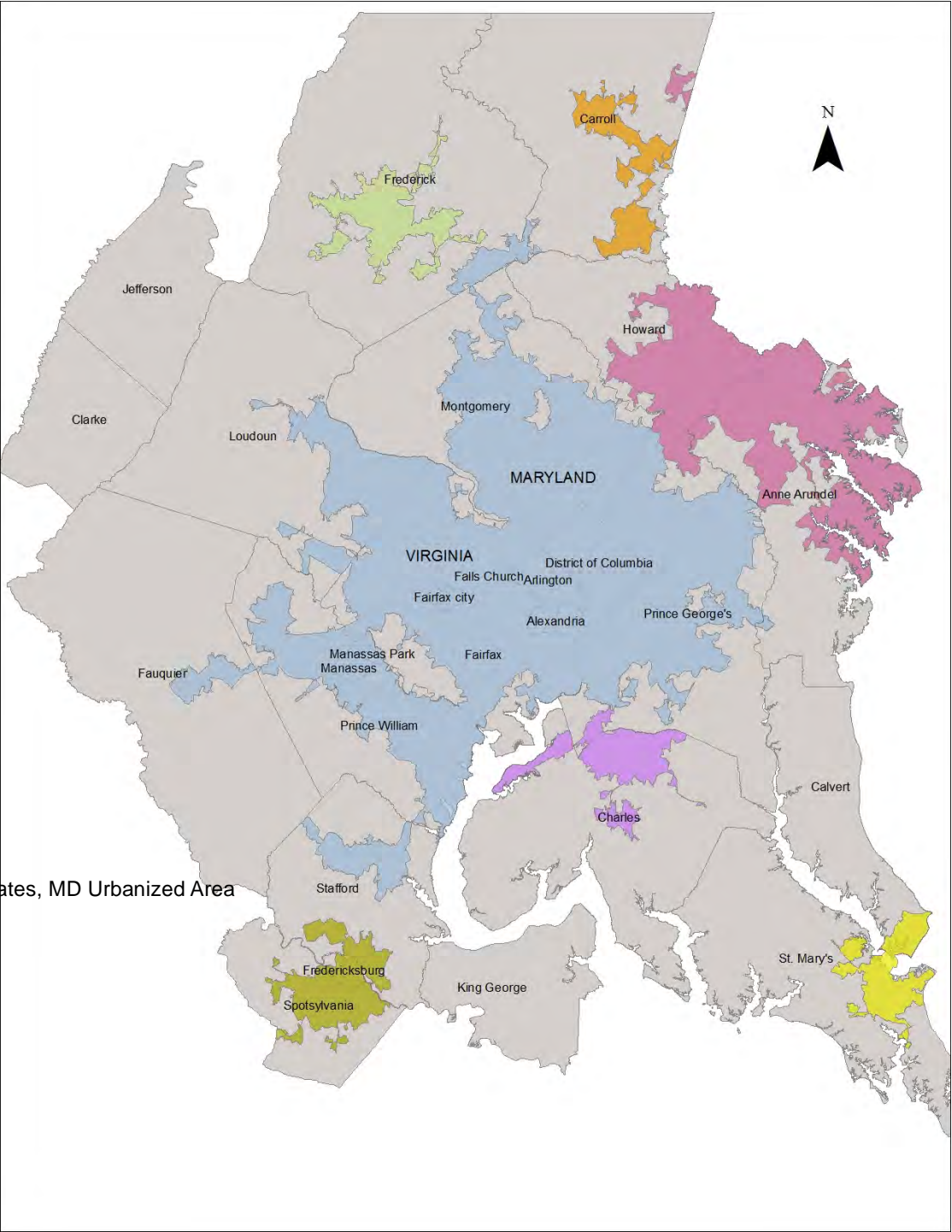


# Map of Census 2010 UZAs in TPB Modeled Area

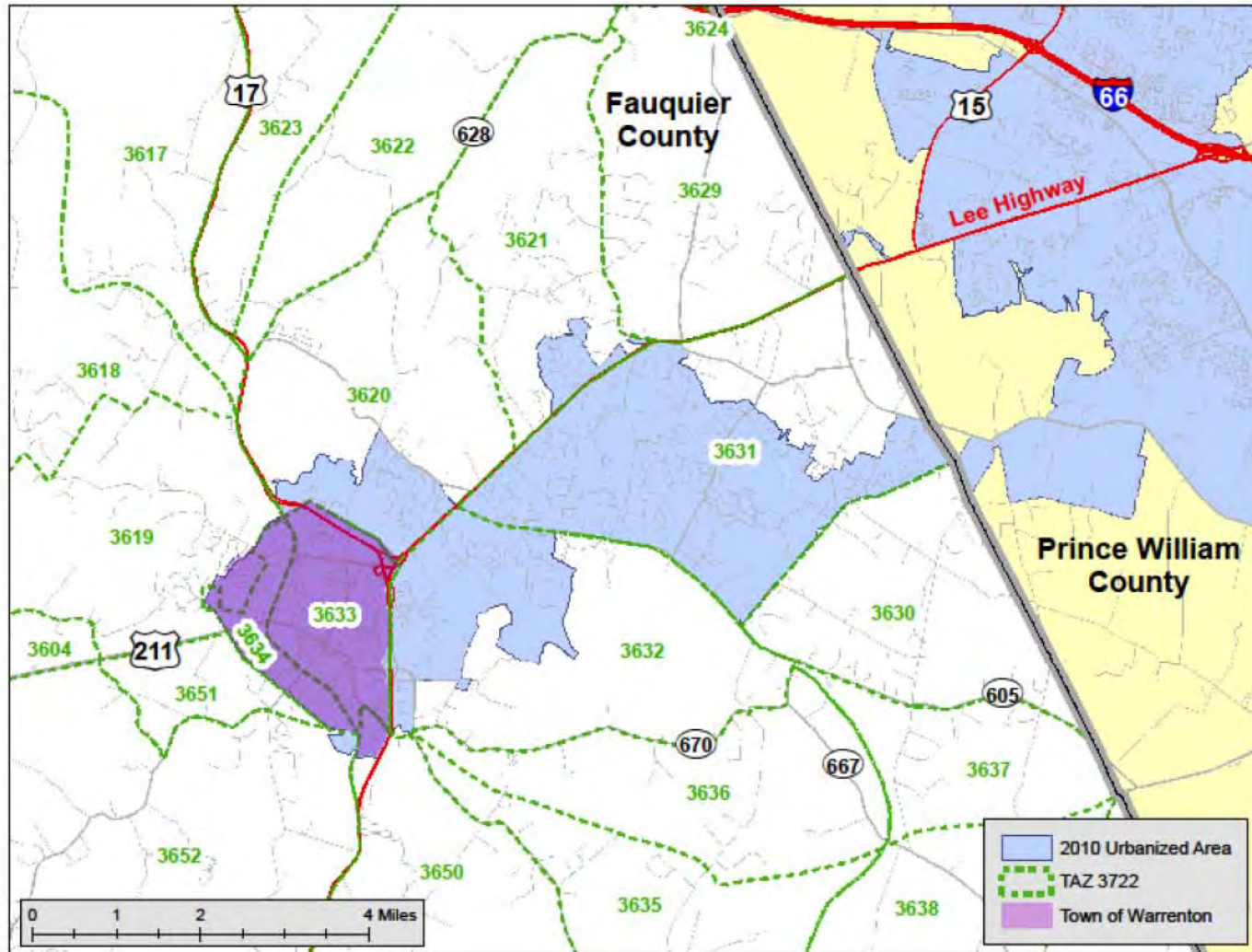
## Legend

2010 Census Urbanized Area

-  Washington, DC--VA--MD Urbanized Area
-  Frederick, MD Urbanized Area
-  Waldorf, MD Urbanized Area
-  Fredericksburg, VA Urbanized Area
-  Lexington Park--California--Chesapeake Ranch Estates, MD Urbanized Area
-  Westminster--Eldersburg, MD Urbanized Area
-  Baltimore, MD Urbanized Area
-  TPB Modeled Area



# 2010 Washington, DC--VA—MD Urbanized Area: Fauquier County



# Fauquier County and TPB Membership

- ▶ In order to receive federal funding for any transportation projects in areas of Fauquier County/Town of Warrenton that are now designated as part of the urbanized area for the National Capital Region, these projects must be included in the TPB's CLRP and TIP.
- ▶ Transportation and land use planning in these areas of Fauquier County/Town of Warrenton must also be included in the region's transportation planning process.
- ▶ It is thought and believed that the interests of all residents who live in the portion of Fauquier County/Town of Warrenton that is now part of our urbanized area could best be represented on the TPB by an elected official from Fauquier County.
- ▶ It is anticipated that at its April meeting the TPB will formally invite Fauquier County to become a member starting July 1, 2014.
- ▶ Once the County agrees to join the TPB, it will have voting membership on the TPB and may participate in all TPB work program activities.



## **ITEM 11- Information**

April 16, 2014

### Briefing on the COG Cooperative Forecasting Process

#### **Staff**

**Recommendation:** Receive briefing on how the COG Cooperative Forecasting Process develops population, household and employment forecasts for use in the regional transportation planning process, including key features of the recently developed Round 8.3 forecasts.

**Issues:** None

**Background:** The Cooperative Forecasting Process was established in 1975 to enable local, regional, and federal agencies to coordinate planning using common assumptions about future growth and development. Each series of forecasts constitutes a "Round," and each round covers a period of 20 to 30 years.

# Round 8.3 Cooperative Forecasts of Future Growth

National Capital Region Transportation Planning Board  
April 16, 2014

**Paul DesJardin**  
Director of Community Planning  
and Services

**Robert Griffiths**  
Acting Co-Director, DTP  
Director of Technical Services

# Use of Round 8.3 Cooperative Forecasts

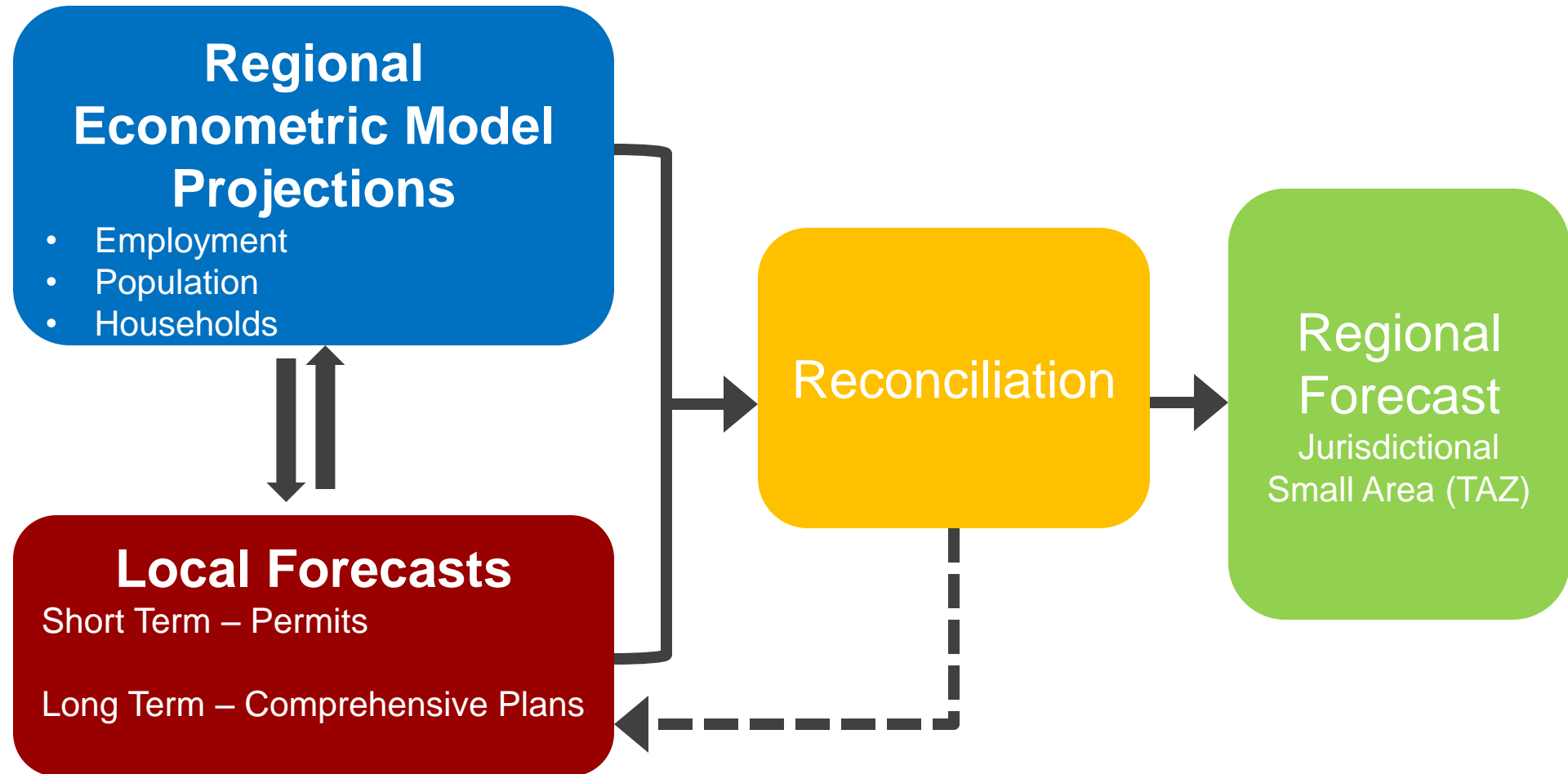
**2014 Air Quality  
Conformity Analysis\***

**Transportation Planning  
Board Analysis**

**Activity Center Analysis**

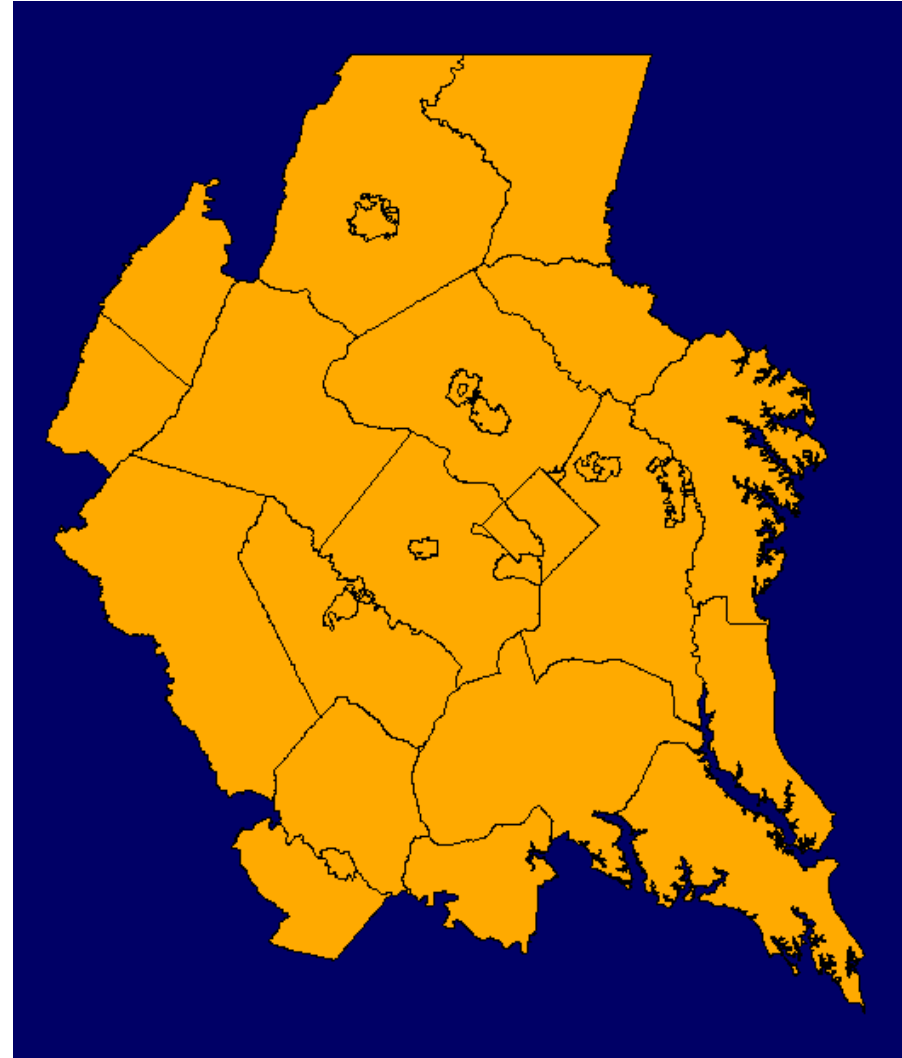
*\*In March, the COG Board approved the Draft Round 8.3 Cooperative Forecasts for use by the TPB in the Air Quality Conformity Analysis of the 2014 Financially Constrained Long-Range Plan and the FY 2015 to 2020 Transportation Improvement Program*

# Cooperative Forecasting Process



# Growth Forecasts for All Jurisdictions in the TPB Modeled Area are included in Round 8.3

- **COG Member Jurisdictions**
- **BMC Counties in TPB Modeled Area**
  - Anne Arundel, Carroll & Howard Counties in MD
- **FAMPO**
  - Fredericksburg, King George, Spotsylvania & Stafford Counties in VA
- **Others**
  - Calvert & St. Mary's Counties in MD
  - Clarke & Fauquier Counties in VA
  - Jefferson County in WV



## 4 Major Updates from Round 8.2:

1. The District of Columbia and Loudoun County updated household, population, & employment forecasts
2. Fairfax County updated its employment forecast
3. The city of Frederick has Cooperative Forecast totals for the first time
4. New data for Anne Arundel, Carroll, and Howard Counties from the Baltimore Metropolitan Council

# Summary of Round 8.3 Cooperative Forecasts

## Round 8.3 Forecast Summary TPB Modeled Area

(Thousands)

	<u>2010</u>	<u>2040</u>	<b>2010 to 2040</b>	
			<u>Number</u>	<u>Percent</u>
<b>Employment</b>	3,920	5,573	1,652	42.2%
<b>Population</b>	6,641	8,777	2,137	32.2%
<b>Households</b>	2,465	3,373	908	36.8%

# Change from Round 8.2 Forecasts

## TPB Modeled Area

(Thousands)

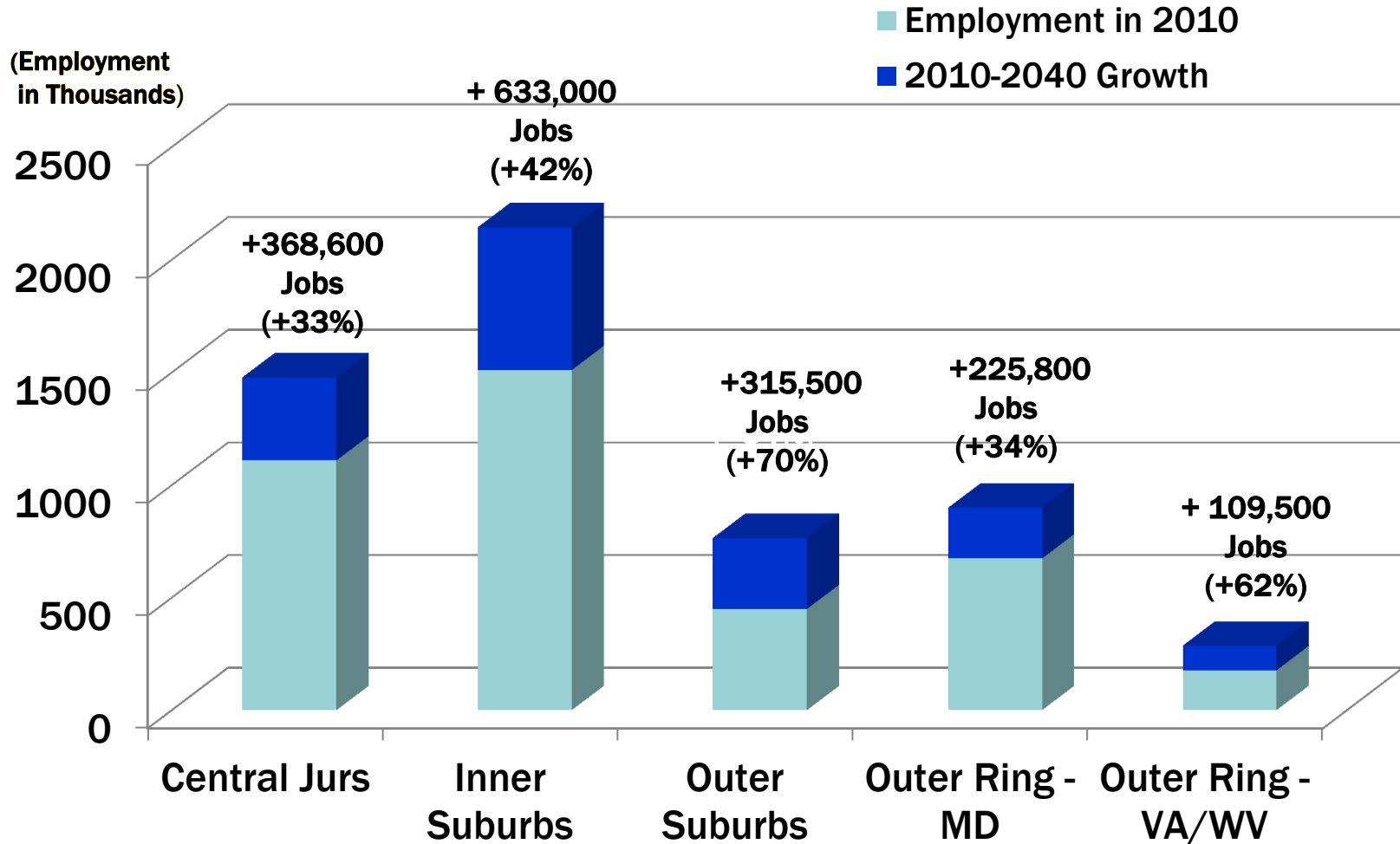
	Round 8.2 2040	Round 8.3 2040	Number	Percent
<b>Employment</b>	5,502	5,573	71	1.3%
<b>Population</b>	8,653	8,777	124	1.4%
<b>Households</b>	3,338	3,373	35	1.0%



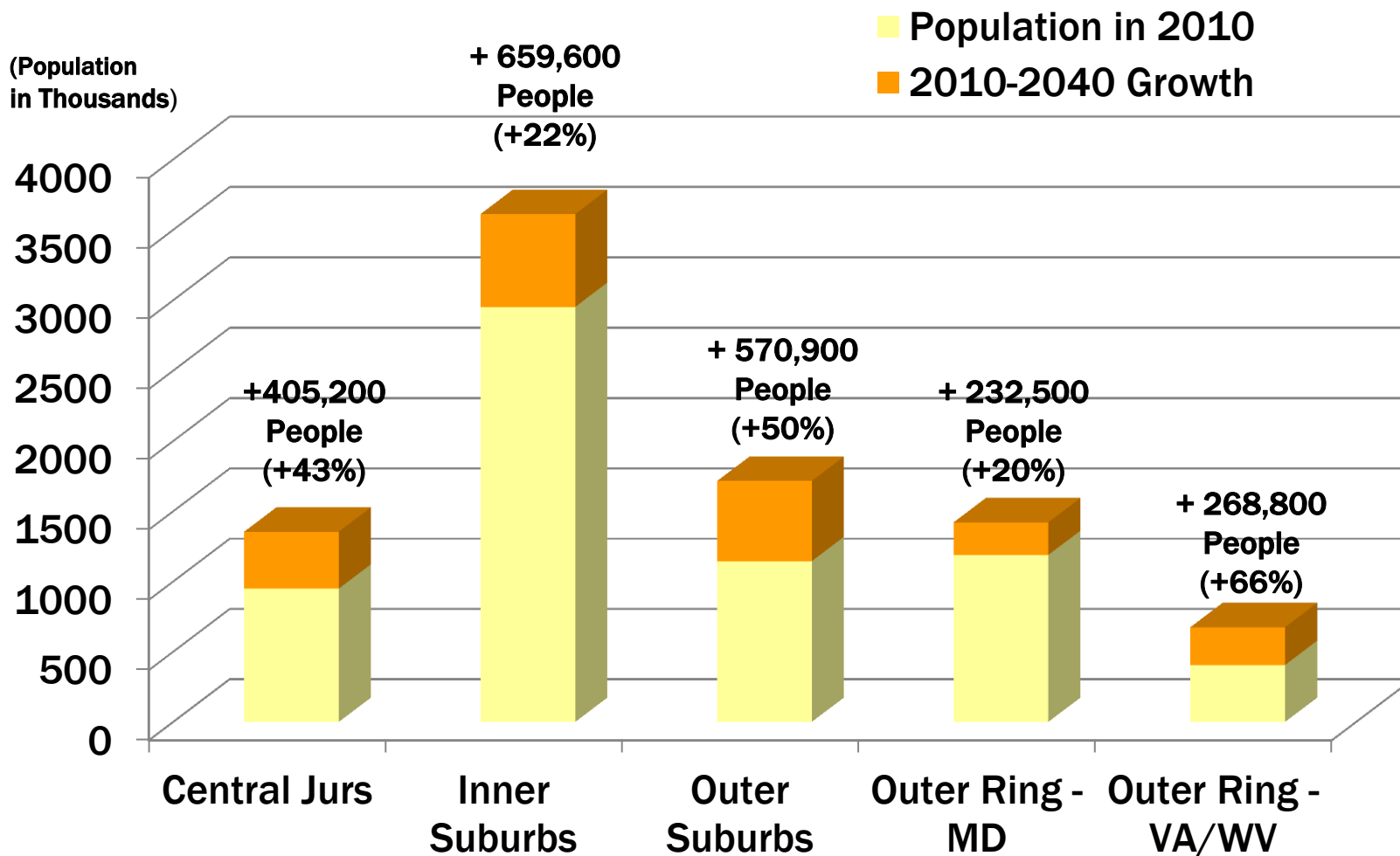
# Forecasts for Jurisdictions in TPB Modeled Area Have Been Grouped Geographically for Analysis Purposes

Central Jurisdictions	Inner Suburbs	Outer Suburbs	Outer Ring - MD	Outer Ring - VA/WV
<ul style="list-style-type: none"> <li>• District of Columbia</li> <li>• Arlington</li> <li>• Alexandria</li> </ul>	<ul style="list-style-type: none"> <li>• Montgomery</li> <li>• Prince George's</li> <li>• Fairfax (County)</li> <li>• Fairfax (city)</li> <li>• Falls Church</li> </ul>	<ul style="list-style-type: none"> <li>• Loudoun</li> <li>• Prince William</li> <li>• Manassas</li> <li>• Manassas Park</li> <li>• Charles</li> <li>• Frederick County (MD)</li> </ul>	<ul style="list-style-type: none"> <li>• Anne Arundel</li> <li>• Calvert</li> <li>• Carroll</li> <li>• Howard</li> <li>• St. Mary's</li> </ul>	<ul style="list-style-type: none"> <li>• Fredericksburg</li> <li>• King George</li> <li>• Spotsylvania (portion)</li> <li>• Stafford</li> <li>• Clarke</li> <li>• Fauquier</li> <li>• Jefferson (WV)</li> </ul>

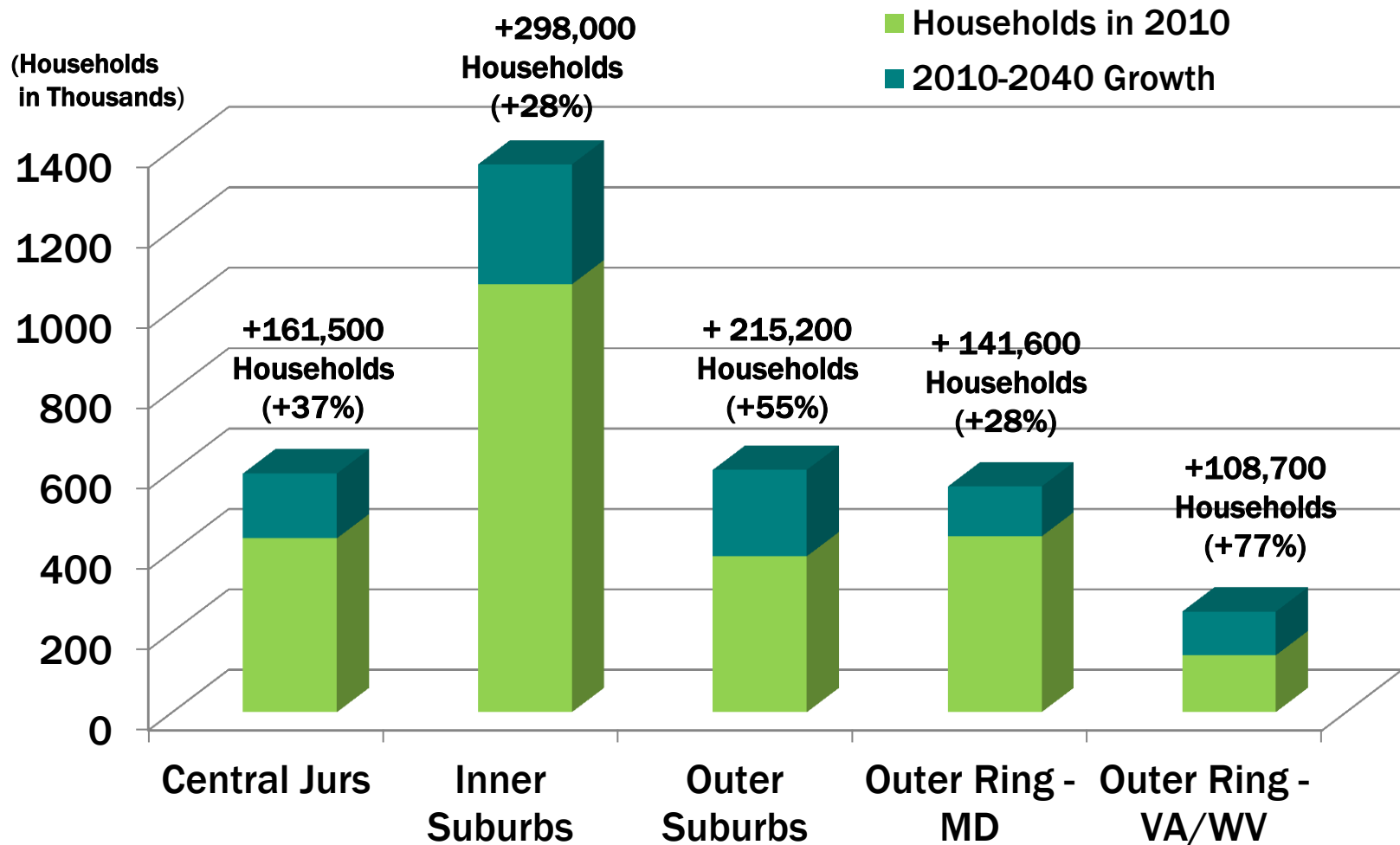
# Forecast Employment Growth (2010-2040)



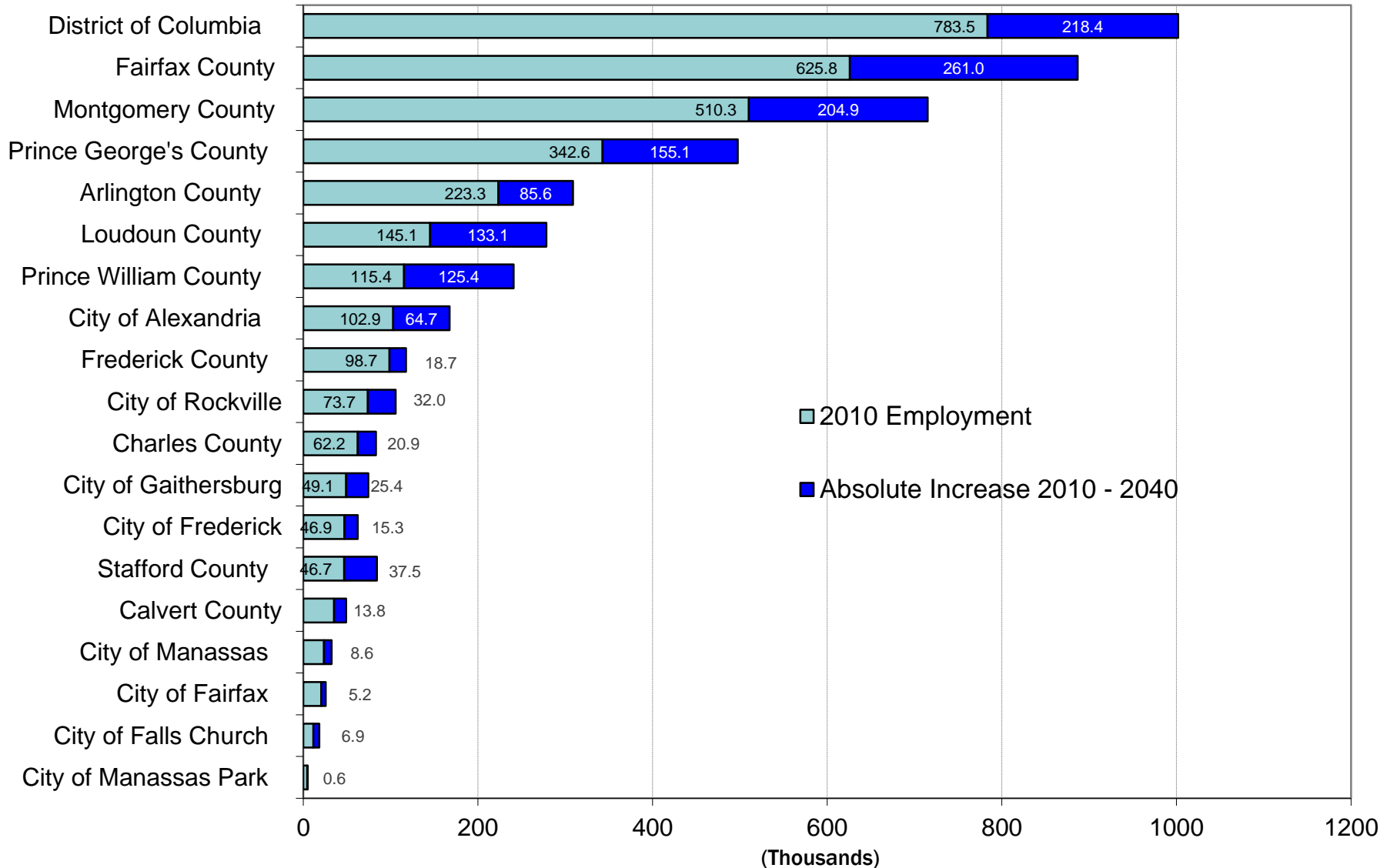
# Forecast Population Growth (2010-2040)



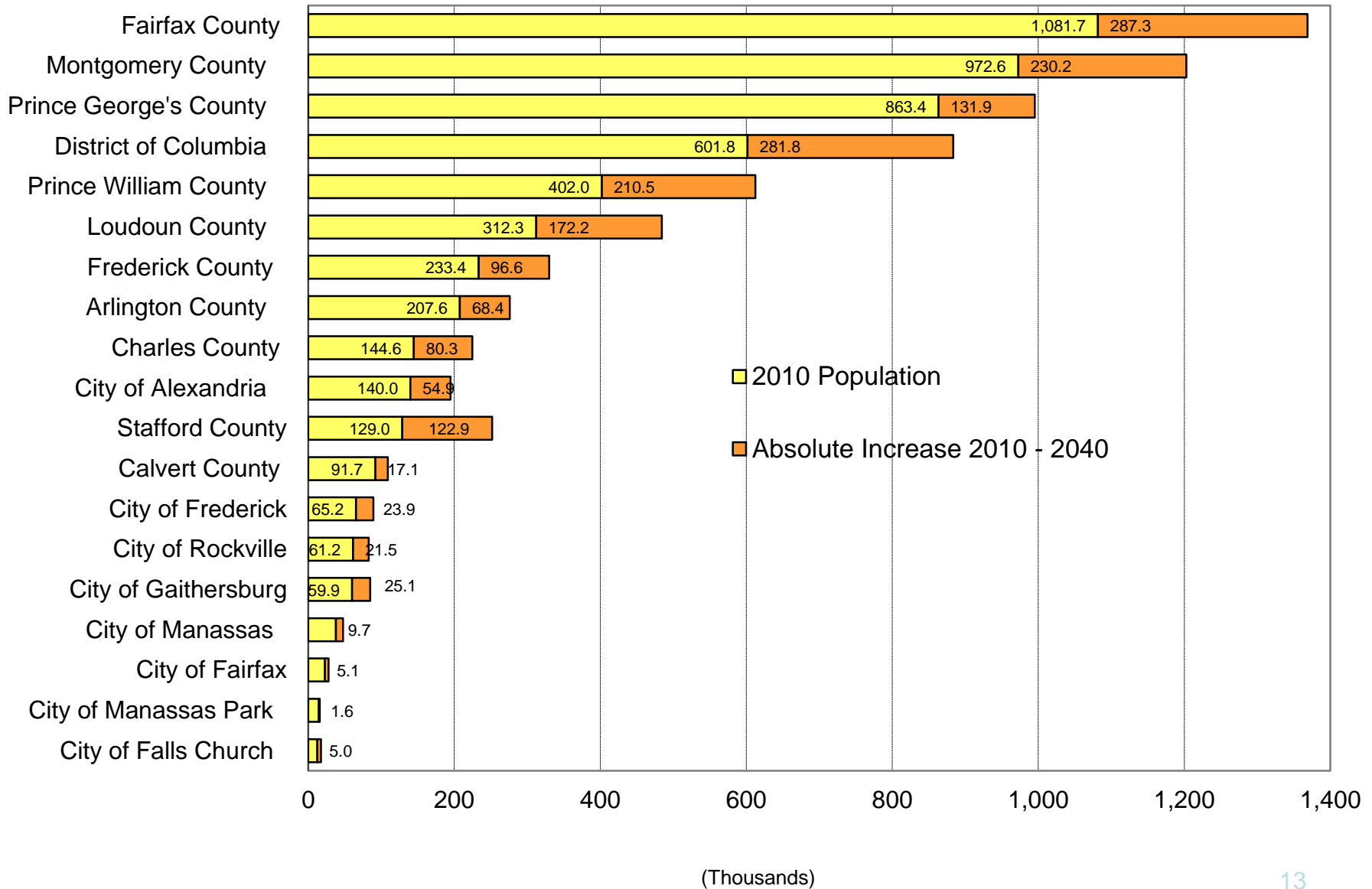
# Forecast Household Growth (2010-2040)



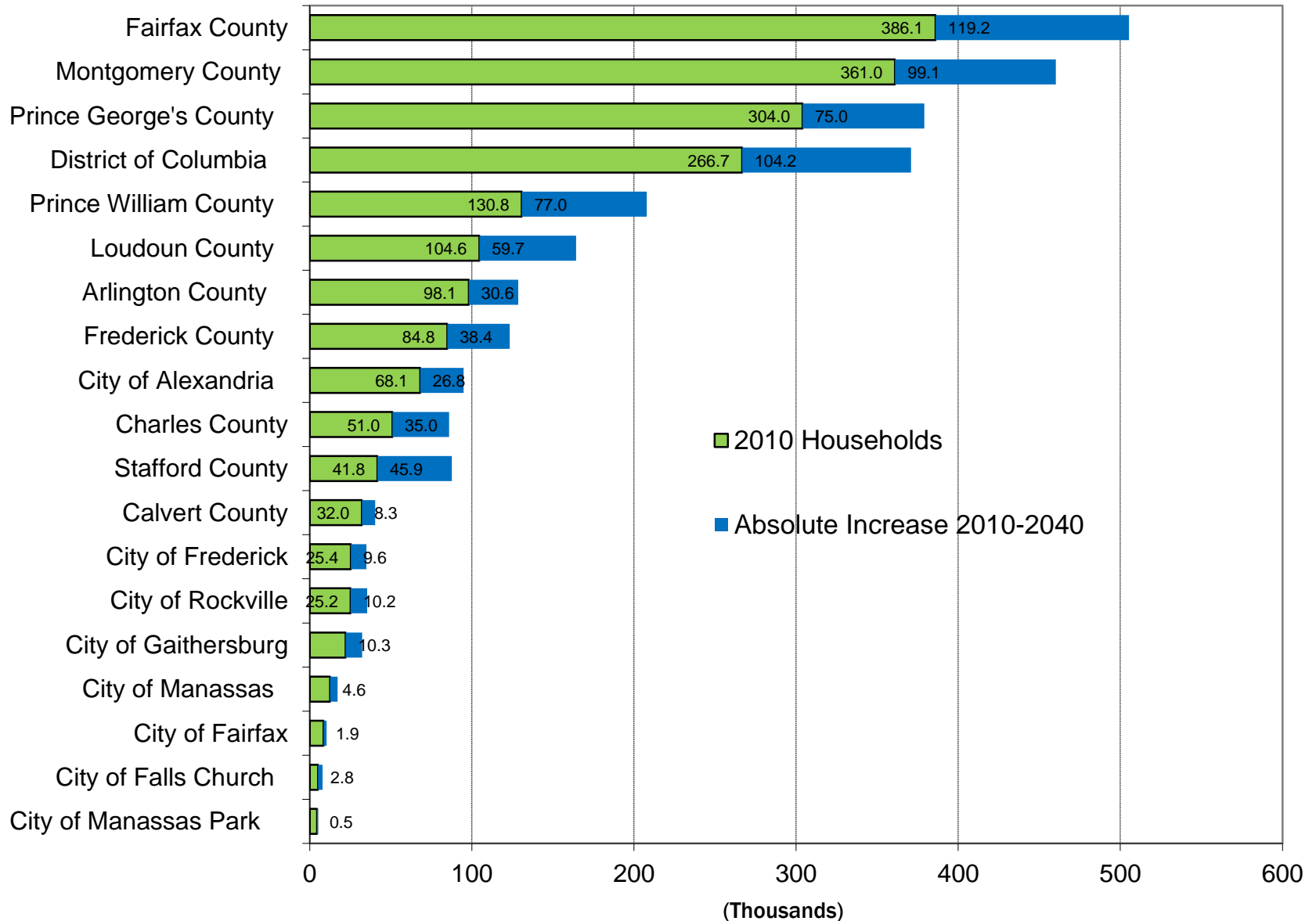
# Employment 2010 - 2040



# Population 2010 - 2040

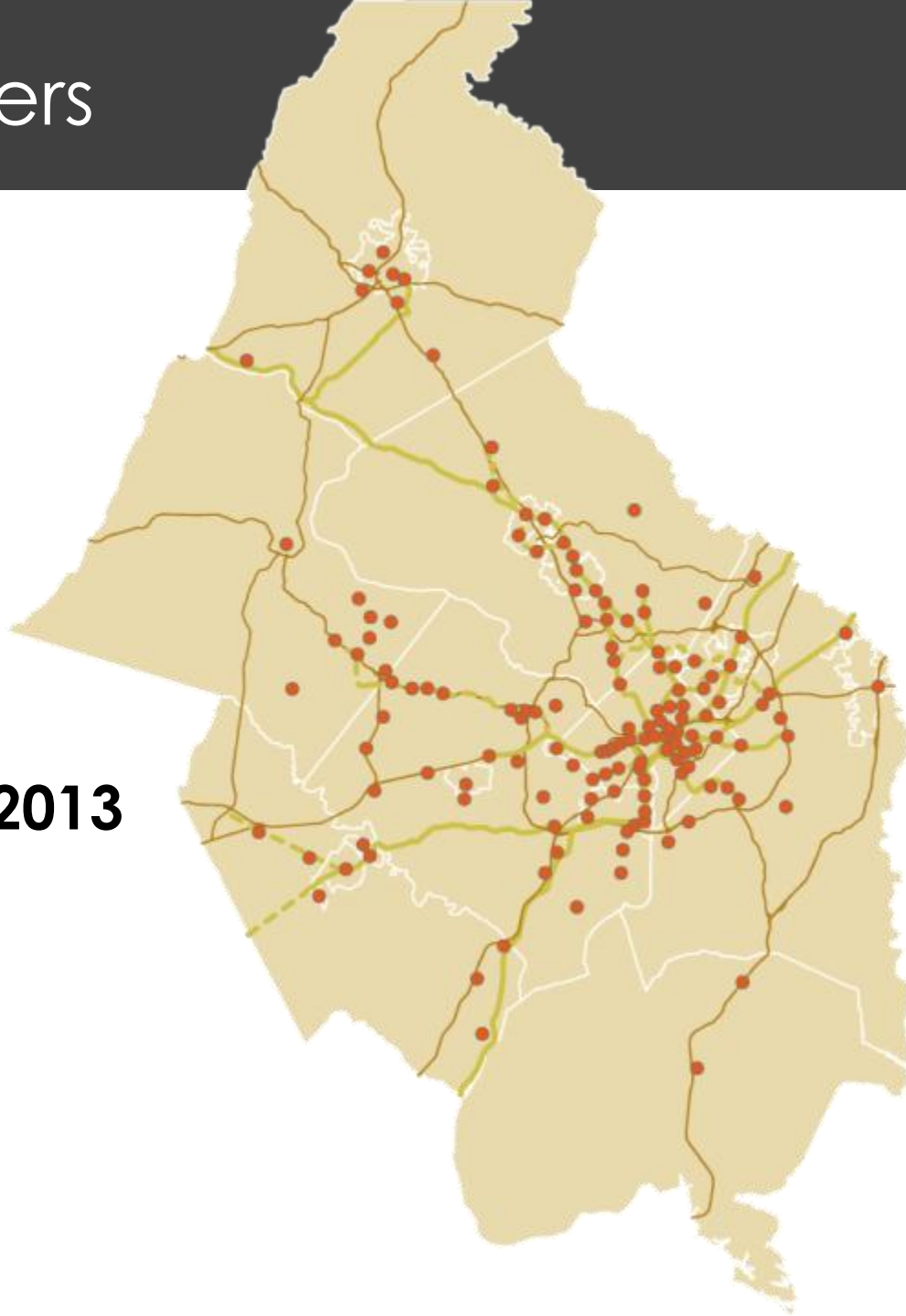


# Households 2010 - 2040



# Activity Centers

**141 Activity Centers  
Approved in January 2013**





# Round 8.3 Growth Forecasts

## Within and Outside of Activity Centers

### EMPLOYMENT

	<u>2010</u>	<u>2040</u>	<u>2010 to 2040</u>	
<b>Within Activity Centers</b>	2,019,000	3,023,000	1,004,000	76.2%
<b>Outside Activity Centers</b>	1,050,000	1,364,000	314,000	23.8%
<b>TOTAL</b>	3,070,000	4,387,000	1,317,000	100.0%

### POPULATION

	<u>2010</u>	<u>2040</u>	<u>2010 to 2040</u>	
<b>Within Activity Centers</b>	1,377,000	2,278,000	901,000	55.1%
<b>Outside Activity Centers</b>	3,669,000	4,404,000	735,000	44.9%
<b>TOTAL</b>	5,047,000	6,682,000	1,636,000	100.0%

### HOUSEHOLDS

	<u>2010</u>	<u>2040</u>	<u>2010 to 2040</u>	
<b>Within Activity Centers</b>	578,000	984,000	406,000	60.1%
<b>Outside Activity Centers</b>	1,307,000	1,576,000	269,000	39.9%
<b>TOTAL</b>	1,886,000	2,560,000	675,000	100.0%

# Change in 2010 to 2040 Growth Forecasts Inside and Outside of Activity Centers Round 8.3 Compared to Round 8.0

## GROWTH WITHIN ACTIVITY CENTERS

	Round 8.0 Growth <u>2010-2040</u>	Round 8.3 Growth <u>2010-2040</u>	Change Round 8.0 <u>to Round 8.3</u>
Employment	923,000	1,004,000	81,000
Households	348,000	406,000	58,000
Population	732,000	901,000	169,000

## GROWTH OUTSIDE ACTIVITY CENTERS

	Round 8.0 Growth <u>2010-2040</u>	Round 8.3 Growth <u>2010-2040</u>	Change Round 8.0 <u>to Round 8.3</u>
Employment	298,000	313,000	15,000
Households	262,000	269,000	7,000
Population	644,000	735,000	91,000

# Round 8.3 Cooperative Forecasts Summary Findings

- The Round 8.3 Forecasts show that the TPB Modeled Region would add slightly more than 1.6 million jobs, 2.1 million people and 908,000 households between 2010 and 2040.
- Round 8.3 Forecasts are approximately 1.3 percent higher than the Round 8.2 Forecasts
- The Region's "Inner Suburbs" – Fairfax, Montgomery and Prince George's counties and the cities of Fairfax and Falls Church – would collectively have the greatest total number of jobs, people and households throughout the 2010 to 2040 forecast period

# Round 8.3 Cooperative Forecasts Summary Findings

- The “Outer Suburbs” – Charles, Frederick, Loudoun and Prince William counties, and the cities of Manassas and Manassas Park – would, as a group, experience the fastest rates of growth
- The Round 8.3 Forecasts indicate that 76 percent of all new jobs, 55 percent of the Region’s population growth, and 60 percent of all new households are anticipated within Activity Centers.
- Local governments continue to focus more growth in Activity Centers. Compared to Round 8.0, the Round 8.3 Forecasts for 2040 within Activity Centers contain 81,000 more jobs, 58,000 more people and 169,000 more households than Round 8.0.

# Questions . . .

## **ITEM 12- Information**

April 16, 2014

Briefing on a Draft Initial Assessment of the 2014 Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)

### **Staff**

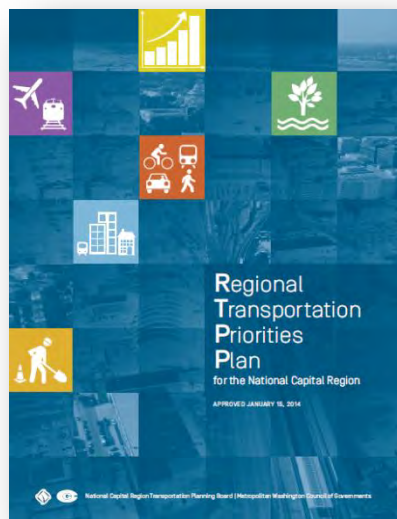
**Recommendation:** Receive briefing on the enclosed initial qualitative assessment of how the priorities identified in the RTPP compare to the transportation system in the CLRP as it is being updated with a new financial analysis and additional projects in 2014.

**Issues:** None

**Background:** In January, the TPB approved the RTPP which identifies strategies that are “within reach” both financially and politically and have the greatest potential to respond to the most significant transportation challenges. In response to a request at the February TPB meeting, staff have prepared this draft initial assessment.

# An Initial Comparative Assessment

of the *Regional Transportation Priorities Plan* and the *2014 Update to the Constrained Long-Range Transportation Plan*



April 10, 2014

**DRAFT**



**National Capital Region Transportation Planning Board**





# Initial RTPP-CLRP Assessment

## DRAFT

The Regional Transportation Priorities Plan is a new policy framework for transportation decision making in the National Capital Region. Approved by the Transportation Planning Board (TPB) in January 2014, the Priorities Plan identifies strategies with the greatest potential to respond to our region's most significant transportation challenges. It aims to identify those strategies that are "within reach" both financially and politically—recognizing the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.

The Priorities Plan was explicitly intended to influence the regional transportation planning process, including the annual update of the region's Constrained Long-Range Transportation Plan (CLRP). In the coming months, the TPB will consider key elements of the 2014 CLRP update, including projects proposed to be added to or changed in the plan and forecasts of available funding for maintenance, operation, and expansion of the region's transportation system.

This assessment is designed to inform discussions and deliberations related to the CLRP update process. It uses the best available information about the CLRP and its anticipated future performance to assess the degree to which it supports the strategies and objectives spelled out in the Priorities Plan. The assessment follows up on the Priorities Plan's own directive: "In the future, the TPB will undertake efforts to evaluate how well the projects and programs in the CLRP, taken as a whole, support regional priorities."

## 1 | BACKGROUND

### Origin

At its meeting on February 19, the TPB requested that staff provide information on how the proposed 2014 CLRP, including the projects and programs proposed to be added or changed this year, compares with the priorities laid out in the Priorities Plan. This direction from the board was consistent with the Priorities Plan itself, which called for a comparison of the CLRP and the Priorities Plan as part of future updates to the CLRP. At the TPB meeting on March 19, TPB staff presented a proposed approach for conducting such an assessment.

### Purpose and Approach

This draft Initial Assessment, which will be presented to the TPB in April, provides a high-level summary of how the proposed 2014 CLRP update supports the priorities spelled out in the Priorities Plan. It is designed to provide decision makers with readily accessible information that will help them understand the wider context of the CLRP as they discuss proposed changes to the plan this spring and consider the full 2014 CLRP for approval in the fall.

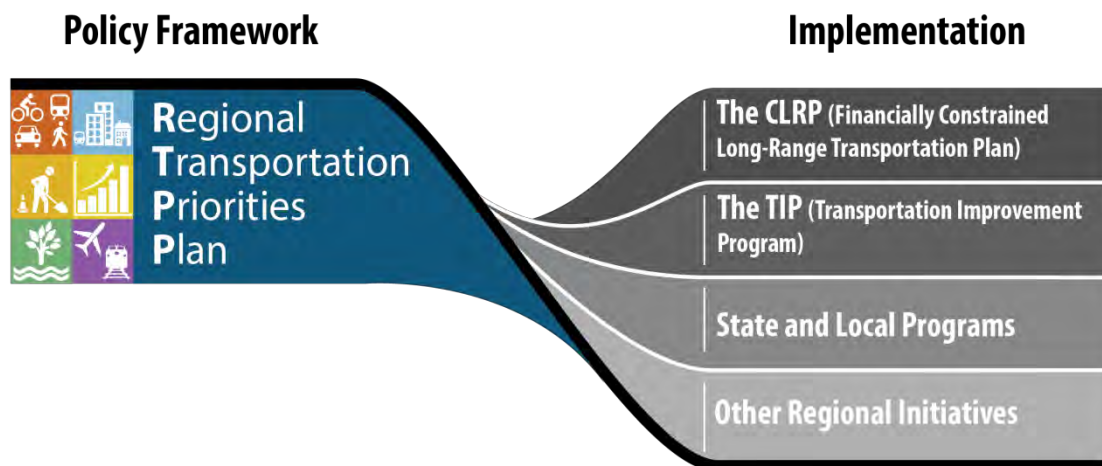
Some key features underlay the development of this Initial Assessment:

- The Assessment is largely qualitative.** For the most part, the Priorities Plan did not identify measurable targets for any of the strategies in the plan. Therefore, the Initial Assessment largely provides qualitative analysis that is supported, when possible, by data and illustrative examples.
- The Assessment is based on the full transportation system that is anticipated for 2040, not just new 2014 project submissions.** The assessment makes reference to projects that are already in the CLRP as well as projects that have been submitted for this year's update. The assessment does not use the Priorities Plan as a screen to rate, rank, or judge individual projects.
- This Assessment addresses strategies that were established in the Priorities Plan.** The Plan identified three overarching priorities and framed 18 strategies within those three priorities. Those strategies, particularly those that are addressed in the CLRP, provide the basis for this Initial Assessment. The required analyses of the CLRP process, including air quality conformity, are not addressed in this document. In addition, objectives and targets that have been established in other COG policy documents but not included in the Priorities Plan, such as targets for reducing greenhouse gas emissions, are not included in this Assessment. The performance analysis of the 2014 CLRP, which will be available later this year, will provide these data.
- The Assessment will be released in two phases.** Because the Priorities Plan was only approved in January and because the 2014 CLRP development process is still underway, staff have developed an initial assessment focused on Priorities Plan strategies that can most easily and most directly be

assessed based upon the existing CLRP and changes proposed as part of this year's CLRP update. This Initial Assessment is being provided in time for the April TPB meeting, when the Board will be asked to approve project submissions for inclusion in the Air Quality Conformity Assessment for the 2014 CLRP. In the fall, staff will provide the Board with additional information on the region's progress in supporting the strategies in the Priorities Plan. Findings from the full Assessment will be incorporated into the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014.

- **The different phases of the Assessment will use whatever data and information is available at the time.** The 2014 CLRP is a work in progress. Project submissions for the 2014 CLRP update are currently available for review and will be referenced in this Initial Assessment. However, staff will not be able to analyze the performance of the full network proposed in the 2014 CLRP until much later in the year, once the new plan has been adopted by the TPB. Therefore, the Initial Assessment relies mostly on the 2013 CLRP Performance Analysis to provide relevant contextual information about anticipated trends based upon the latest planning trajectories. Information in the Initial Assessment about revenue projections and other funding issues will rely on whatever preliminary information is currently available from the ongoing 2014 CLRP Financial Analysis development process.
- **Much of the implementation of the Priorities Plan will not be reflected in the CLRP.** The Plan calls upon the region to act at local, state, and regional levels—and many of these actions will not be included in the federally required CLRP. Some implementation activities are small-scale capital improvements that are not required for inclusion in the CLRP, but will be featured in local funding programs. In other cases, implementation will be funded through private sector partnerships. Implementation also may not take the form of capital improvements; local or state policies and regulations will help to effect changes called for in the Plan. And regional initiatives, such as the Metropolitan Area Transportation Operations Coordination (MATOC) Program, play an important role in achieving progress toward the Plan's objectives, although they may not appear as specific projects in the CLRP. The chart below illustrates the overarching role that the Priorities Plan was intended to play, and the various processes through which implementation can be achieved and observed.

### Implementation of the Regional Transportation Priorities Plan



## Framework and Information Sources for the Initial Assessment

Staff have based the Initial Assessment upon the three broad priorities that were identified in the Priorities Plan. These priorities were presented as “building blocks” to illustrate the fact that our vision for the future must be built upon a solid foundation of system maintenance and effective institutional practices.



Within these three priorities, staff have identified those strategies that can most clearly be reflected in the CLRP or measured using existing analyses of the performance of the transportation system as it is planned.

### *For each of these strategies, the Initial Assessment includes the following:*

- Current Assessment.** Based upon our professional judgment and knowledge of the CLRP at this time, is our region achieving desired outcomes?
- Basis for Assessment.** What information, analysis, or data support the Current Assessment?
- Forthcoming Information.** Will more information become available in the next few months? Is there additional analysis we might perform to better understand the degree to which the region is achieving desired outcomes?

As noted above, this Initial Assessment uses the best available information to help show whether the transportation system laid out in the CLRP is supportive of the Priorities Plan. These are sources of information upon which it is largely drawn:

2014 CLRP, including 2014 Project Submissions

The current CLRP, as approved in 2013, already includes more than 500 projects planned to be built or implemented by 2040. The TPB received 11 major new projects or changes to existing projects for inclusion in this year's CLRP update.

2013 CLRP Performance Analysis

The 2014 CLRP Performance Analysis will not be available until later this year. However, the 2013 CLRP Performance Analysis provides useful and relevant information about trends that the 2014 CLRP analysis is likely to show, too.

Draft Round 8.3 Cooperative Land-Use Forecasts

The COG board in March 2014 approved the most recent round of regional forecasts of future jobs, population, and households for use in the 2014 CLRP conformity analysis. These land-use forecasts provide a basis for forecasting future travel demand, which will be carried out later this year to assess the performance of the 2014 CLRP.

Information Not Yet Available:

- Submissions for the FY2015-2020 Transportation Improvement Program (expected July 2014)
- 2014 CLRP Financial Analysis (expected Fall 2014)
- 2014 CLRP Performance Analysis (expected Winter 2014)

## 2 | INITIAL ASSESSMENT

### Priority 1: Meet Our Existing Obligations

The Priorities Plan says that our very first priority should be to keep our existing transportation system in a state of good repair, because it is the backbone of our economy and must be properly maintained and safe before we can move on to other investments.

#### **Ensure Maintenance of the Transit System (Ongoing Strategy 1)**

---

The Priorities Plan says we should finish addressing any remaining backlog of deferred transit maintenance, set up systems to address maintenance challenges as they arise, and secure funding to ensure transit maintenance is carried out as needed.

#### CURRENT ASSESSMENT

**The 2014 CLRP is expected to exhibit full state-of-good-repair funding for WMATA and for the region's other transit systems, according to preliminary information emerging from the ongoing 2014 CLRP Financial Analysis development process.**

#### BASIS FOR THE ASSESSMENT

- *WMATA has undertaken major efforts to bring Metrorail and Metrobus to a state of good repair, and additional efforts to keep the system in a state of good repair have been planned and will be funded. WMATA in 2011 launched a \$5 billion program to deal with deferred maintenance. This six-year effort, known as MetroForward, has already delivered improvements in safety, reliability, and customer service. MetroForward's funding includes \$3 billion that was provided through the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, which authorized \$1.5 billion in federal funding along with state matches totaling \$1.5 billion (\$500 million from each state). The additional funding for MetroForward was provided by the American Recovery and Reinvestment Act of 2009 and increased funding from the participating jurisdictions.*

The funding agreements for MetroForward will end in FY2017. WMATA estimates it will need sustained funding at current levels to maintain and replace assets on a regular life-cycle basis to ensure a state of good repair and continue current levels of service. These projects include safety improvements recommended by the National Transportation Safety Board (NTSB), railcar and bus replacement and repairs, and escalator replacements.

WMATA's funders have preliminarily indicated that full funding for WMATA's state-of-good-repair needs will be met in the 2014 CLRP. Details regarding this funding will be included in the 2014 CLRP Financial Analysis, which TPB staff is currently working with its regional partners to develop.

- *The region's commuter rail operators are anticipating the necessary resources to ensure a state of good repair on their respective systems.* The 2014 CLRP Financial Analysis is expected to show that state-of-good-repair needs for the MARC and VRE commuter rail systems will be fully funded on an ongoing basis. Some of these funding commitments have been highlighted in the VRE System Plan and the MARC Growth and Investment Plan, elements of which have been submitted for inclusion in the 2014 CLRP. Local bus operators in the region have also prioritized maintenance and state of good repair.

#### FORTHCOMING INFORMATION

Detailed information about the states' and jurisdictions' funding forecasts for transit maintenance will be included in the 2014 CLRP Financial Plan, which will be presented in draft form to the TPB in September.

## **Ensure Maintenance of Roadways and Bridges (Ongoing Strategy 2)**

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The Priorities Plan states that we should ensure that our roadways and bridges provide safe, reliable, and comfortable travel for people and goods, and that needed maintenance projects are completed as a first priority for use of highway funding.

#### CURRENT ASSESSMENT

**The 2014 CLRP will demonstrate a full commitment to keeping the region's roadways and bridges in a state of good repair, backed in part by new revenues in Maryland and Virginia.**

#### BASIS FOR ASSESSMENT

- *2010 CLRP Financial Analysis demonstrates commitment to funding maintenance needs.* The 2010 CLRP Financial Analysis showed that 93 percent of all highway funding in the CLRP would be dedicated to operations and preservation of the roadway system, with only 7 percent dedicated to capacity expansion. This emphasis is expected to continue in the 2014 CLRP Financial Assessment, due later this year.

- *State highway agencies have further demonstrated their commitment to maintenance.* Maintenance of the existing roadway and bridge system is highlighted as a priority in the long-range transportation plans for Maryland, Virginia, and the District of Columbia.
  - *Maryland Department of Transportation (MDOT).* One of the goals put forth in Maryland's statewide transportation plan, known as the Maryland Transportation Plan (MTP), calls for efforts to preserve the existing transportation system. The objective of this goal is to "preserve and maintain State-owned or -supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state-of-good-repair." The plan recommends a number of actionable strategies to achieve the goal. Each year MDOT publishes an assessment, known as the Annual Attainment Report on Transportation System Performance, to track and evaluate the performance of Maryland's transportation system. This report contains a number of quality-of-service measures that specifically look at maintenance.
  - *Virginia Department of Transportation (VDOT).* Virginia's current statewide transportation plan, known as VTRANS 2035, states: "Under current law, maintenance of existing transportation assets to ensure the safety of the public is the first priority in allocation of transportation resources." In addition, one of the investment priorities in the plan—"Address Environmental, Safety, and Maintenance Needs"—contains maintenance priorities that call for repairing deficient bridges and rehabilitating structurally deficient bridges.
  - *District of Columbia Department of Transportation (DDOT).* The District of Columbia's forthcoming long-range transportation plan, *moveDC*, will emphasize the importance of state of good repair. As part of the budgeting process, the draft plan calls for the following approach in prioritizing investments over the next 25 years: 1) fund basic state-of-good-repair and maintenance for existing programs; 2) allocate additional resources that accelerate the pace of reaching state-of-good-repair for all infrastructure; and 3) fund critical transportation infrastructure investments to address deficiencies, safety, or capacity needs.
  
- *New state transportation revenues will further support maintenance efforts.* In 2013, both Maryland and Virginia approved measures to increase state transportation revenues, the first statutory increases in such funding in either state in more than two decades. The measures will raise upwards of \$800 million more a year for transportation in each state, with much of the new revenue will be dedicated to maintenance and preservation efforts.

#### FORTHCOMING INFORMATION

Detailed information about the states' and jurisdictions' funding forecasts for road maintenance will be included in the 2014 CLRP Financial Analysis, which will be presented in draft form to the TPB in September.



## Priority 2: Strengthen Public Confidence and Ensure Fairness

The second priority in the Priorities Plan calls for across-the-board institutional practices to ensure accessibility for traditionally disadvantaged groups, promote efficiency through the use of technology, and engage and communicate with the public in a transparent fashion. For the most part, the strategies under this priority are not easily measurable by looking at projects or programs in the CLRP, or by analyzing the performance of those projects, taken together, in meeting future transportation needs. However, one of the strategies in this priority—“Ensure Accessibility for Traditionally Disadvantaged Groups”—can be partly assessed by examining the CLRP and its performance.

### **Ensure Accessibility for Persons with Disabilities, Low Incomes, and Limited English Proficiency (Ongoing Strategy 5)**

A key strategy under Priority 2 calls upon the region to ensure accessibility for persons with disabilities, low incomes, and limited English proficiency. In general, progress in achieving these objectives is not clearly measurable by looking at the CLRP. However because low-income populations are concentrated on the eastern side of the region, a comparative east-west regional analysis does provide useful information on the degree to which the accessibility needs of low-income populations are being met.

#### CURRENT ASSESSMENT

**The Washington region has many programs and services available to serve the mobility needs of people with disabilities, limited incomes, and limited English proficiency. Those programs are not typically identified in the CLRP.**

**The 2014 CLRP will contain many projects that will improve transportation options in underserved areas on the eastern side of the region. However, disparities in accessibility to economic opportunity and unbalanced travel demand will continue because job growth is expected to continue to concentrate on the western side of the region.**

#### BASIS FOR ASSESSMENT

- *A variety of programs throughout the region, including those funded through federal grants, will continue to provide funding for projects that improve transportation access for people with disabilities and/or low incomes. The TPB previously administered the federal Job Access Reverse Commute (JARC) program, which aimed to improve transportation for those with limited incomes, and the New Freedom program, which provides funding for transportation programs for persons with disabilities. The most recent federal surface transportation reauthorization, MAP-21, eliminated the JARC program and combined the New Freedom program with other grants programs to create the Enhanced Mobility program, which TPB will continue to administer.*

- *MetroAccess and other paratransit programs provide mobility services to people with disabilities – MetroAccess, WMATA’s paratransit program, provides door-to-door service to people with disabilities within three-quarters of a mile of fixed route transit service. Many other public and private transportation providers provide similar services throughout the region.*
- *Transit providers throughout the region provide vital information in multiple languages. WMATA supplies information on routes, schedules, and fares in multiple languages, and the agency has plans to expand this service to include more languages. In addition, important announcements are currently made in both Spanish and English at Metrorail stations and on Metrobuses.*
- *The 2014 CLRP will contain a number of transportation projects that will increase travel options on the eastern side of the region.*
  - New transit capacity. Several projects will enhance access to jobs for low-income and minority communities, and increase mobility for people without cars:
    - *Purple Line.* This 14-mile east-west light rail route will provide greater access to jobs currently concentrated or forecast to be concentrated along the western end of the line. The new transit line will also catalyze job growth along the eastern end of the line in Prince George’s County.
    - *DC Streetcar.* Four streetcar projects in the 2014 CLRP will connect neighborhoods east of the Anacostia River where there are higher concentrations of low-income households. These projects will provide greater access to jobs in existing or planned commercial corridors in the District and elsewhere.
      - H Street / Benning Road Line
      - Anacostia Initial Line
      - M Street SE/SW Line (proposed to be added in the 2014 CLRP update)
      - Minnesota Avenue Spur (proposed to be added in the 2014 CLRP update)
  - Improved access to Metrorail stations. The 2014 CLRP will include a number of key projects that will improve access to Metrorail stations on the eastern side of the region and support future job growth and economic development near those stations:
    - *Branch Avenue Metro station* access enhancements
    - *Greenbelt Metro station* full interchange on the Capital Beltway (proposed to be added in the 2014 CLRP update)
  - Key roadway improvements. The CLRP contains a number of roadway projects that aim to improve accessibility by automobile on the eastern side of the region:
    - *Intercounty Connector (ICC):* completion from I-95 to US 1
    - *Interchanges and road upgrades near Westphalia*
    - *MD 5/Branch Avenue:* update/widen, including upgraded intersections
    - *MD 4/Pennsylvania Avenue:* update/widen, including upgraded intersections
    - *MD 210/Pennsylvania Avenue:* update/widen, including upgraded intersections
    - *Suitland Pkwy and Rena/Forestville Road:* upgraded interchange
    - *MD 202:* upgrades

- *Westbound ramp from US 50 to Columbia Road*
  - *MD 450: widening, from Bowie to the Capital Beltway*
  - *US 1: widening, in College Park and Greenbelt*
  - *Baltimore-Washington Pkwy and MD 193: intersection improvement*
- *Jobs are forecast to continue to concentrate on the western side of the region.* The rate of job growth on the western side of the region will be much greater than on the eastern side, according to the land-use forecasts used in the 2013 CLRP. Fairfax County, Montgomery County, and the District of Columbia (west of the Anacostia River) are expected to retain the most jobs in 2040. Loudoun and Prince William counties are each expected to see job growth rates of 75 percent. Although Prince George's County is expected to have nearly one million residents in 2040, the number of jobs forecast is well below other similarly sized counties in the region.
  - *Residents of the eastern side of the region are forecast to face longer commutes.* Since congestion is forecast to increase throughout the region, and because jobs are expected to continue to concentrate on the western side of the region, those who live on the eastern side will face longer commutes to jobs in the west.

#### FORTHCOMING INFORMATION

TPB staff recognize that analysis of the eastern side of the region only provides a limited understanding of the degree to which low-income populations are served by the transportation system laid out in the CLRP. In addition, staff acknowledge that this analysis does not address the concerns of other disadvantaged populations, including people with disabilities and individuals with limited English proficiency. For future analysis, staff would welcome suggestions for methods to analyze the degree to which these strategies are being supported by transportation decision-making, both as part of the CLRP process and not.

## **Other Strategies Under Priority 2**

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Two strategies under Priority 2 are not implemented through projects and inputs identified in the CLRP. However, they are key components of the Priorities Plan and are essential for the balanced and efficient system that the TPB has promoted in its vision for the future. TPB staff welcome suggestions for determining how we might document and analyze planning and project development activities around the region that implement these strategies.

- ***Engage and Communicate with the Public***

Extensive public involvement and communications activities are woven into the planning and project implementation work of jurisdictions throughout the region. Nonetheless, public opinion research—including outreach for the Priorities Plan—consistently suggests that many people believe transportation planning and decision making is not adequately transparent and inclusive. Public

agencies at all levels must continually strive to improve the opportunities for meaningful collaboration and communication with the public.

- ***Promote System Efficiency through Management, Operations, and the Appropriate Use of Technology***

Jurisdictions throughout the region have made great progress in using technology to enhance the efficiency of transportation operations. Improvements include automatic payments systems, automated traffic monitoring, and electronic tolling. Such activities are expected to continue in the future. At the regional level, the state departments of transportation and other regional agencies are expected to continue to support MATOC, the Metropolitan Area Transportation Operations Coordination Program, in order to monitor traffic and weather conditions and coordinate the response to disruptive incidents.

### Priority 3: Move More People and Goods More Efficiently

The strategies outlined in Priority 3 represent a shift from large-scale, supply-side investments of the past to more strategic approaches to alleviating congestion and crowding, and to accommodating future growth. This priority calls for a mix of supply- and demand-side strategies, multimodal options, and a focus on concentrating future growth in mixed-use Activity Centers.

Six of the strategies under Priority 3 can clearly be supported by the kinds of transportation projects and land-use forecasts that are included in the CLRP. Those six strategies are the subject of the assessments below.

#### **Expand Capacity on the Existing Transit System (Long-Term Strategy 1)**

The Priorities Plan calls upon the region to fund basic capital improvements on our existing transit systems—Metro, commuter rail, and local transit—to expand capacity in key locations, especially the regional core.

##### CURRENT ASSESSMENT

**The 2014 CLRP is expected to include funding to expand the capacity of both the MARC and VRE commuter rail systems. Proposals to add capacity to the core of the Metrorail system, including all eight-car trains during rush hours and core station improvements, are not currently expected to receive full funding commitments in the 2014 CLRP.**

##### BASIS FOR ASSESSMENT

- *MARC and VRE commuter rail investment plans include funding to expand capacity on existing lines.* In their 2014 CLRP submissions, both Maryland and Virginia submitted maintenance and expansion plans for their respective commuter rail systems—MARC in Maryland, and VRE in Virginia. The updated investment plans together include approximately \$2 billion in enhancements for which adequate funding has been identified. VRE has identified nearly \$1 billion in funded improvements, including buying additional railcars, expanding station platforms and parking facilities, and upgrading equipment storage and maintenance facilities to accommodate more riders on existing lines. MARC has identified about \$1 billion in funded improvements, too, including the purchase or refurbishment of hundreds of railcars and locomotives, numerous station improvements, and expanded service on all three lines, including more weekend and off-peak service on the Penn Line to Baltimore.
- *Funding for core capacity improvements in Metro 2025 has not yet been identified.* The Priorities Plan called upon the region to fund the Metro 2025 component of Metro's Momentum strategic plan. Metro 2025 includes running all eight-car trains during rush hours, expanding mezzanines and

adding fare gates and escalators at the busiest stations to handle more riders, and implementing priority bus treatment on a limited number of key, high-ridership bus corridors, among other improvements. The 2014 CLRP project submissions, which were released for public comment on March 13, 2014, did not include funding for these improvements.

Because of the lack of funding for these Metro improvements to accommodate projected ridership growth, the 2014 CLRP is expected to continue to include a “transit ridership constraint” that limits the growth in transit trips through the regional core beyond 2020. Under this constraint, the TPB’s models reflects the assumption that crowding on Metro will push some travelers into other modes of travel, mainly driving. Such a ridership constraint has been included in the CLRP since 2000.

#### FORTHCOMING INFORMATION

Further information regarding funding forecasts for capacity expansions on the existing transit system will be available in the 2014 CLRP Financial Analysis, which is scheduled to be released in draft form in September 2014. WMATA’s funding partners have indicated that they are seeking funding for core capacity improvements, which may lead to amendments to the CLRP prior to the next CLRP update in 2015.

### **Concentrated Growth in Activity Centers (Long-Term Strategy 2)**

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The Priorities Plan calls for the region to concentrate more development in the region’s 141 Activity Centers, as designated by the Metropolitan Washington Council of Governments. Greater concentration of development in Activity Centers will achieve transportation efficiencies by making travel modes other than driving alone more practical and convenient, and by shortening the distances people need to travel to meet their daily needs.

#### CURRENT ASSESSMENT

**An increasing share of the region’s housing and job growth is forecast to occur in Activity Centers, according to COG’s latest Cooperative Land-Use Forecasts. Approved local land-use policies and transportation investments will continue to support and encourage this shift toward more concentrated development in Activity Centers.**

#### BASIS FOR ASSESSMENT

- *Compared to past land-use forecasts, we are expecting more growth in Activity Centers. COG’s Draft Round 8.3 Cooperative Land-Use Forecasts, which were approved by the COG Board in March 2014 for use in the 2014 CLRP conformity analysis, anticipates that between now and 2040, 61 percent of new households forecast to be added to the region will be located in the 141 Activity Centers. Of the more than 1 million new jobs forecast to be added in the region, 76 percent of them will be located in Activity Centers. The forecasts from four years ago predicted*

less growth in Activity Centers. For 2040, those forecasts (Round 8.0) anticipated 81,000 fewer jobs, 58,000 fewer households, and 169,000 fewer people in Activity Centers, compared to the latest forecasts.

*High-capacity transit will reach more Activity Centers by 2040.* Today, 53 percent of the region's 141 Activity Centers are served by high-quality transit—Metrorail, commuter rail, light rail, or bus rapid transit. According to a preliminary assessment of the 2014 CLRP, planned transit improvements in Maryland, Virginia, and the District of Columbia, will bring this share to 66 percent.

	Total	Percent
2014	<b>74</b> (of 141)	<b>53%</b>
2040	<b>93</b> (of 141)	<b>66%</b>

- *The majority of new trips will be to or from Activity Centers in 2040.* Of the 4 million more trips expected to be taken on the region's transportation system in 2040, 58 percent will originate in Activity Centers and 66 percent will end in Activity Centers. Such Activity Center-based travel is more likely to be non-motorized, and trip lengths are likely to be shorter than trips which begin or end in Activity Centers.

#### FORTHCOMING INFORMATION

Updated information on forecast differences in future travel patterns in Activity Centers will be available in the 2014 CLRP Performance Analysis. Results of future TPB household travel surveys, especially those in geographically-focused areas, will also shed light on differences in travel patterns inside and outside of Activity Centers.

### **Enhanced Circulation within Activity Centers (Long-Term Strategy 3)**

The Priorities Plan calls for an array of transportation options for short trips within Activity Centers. That means improving bicycle and pedestrian infrastructure, proving short-range bus services, and enhancing street connectivity.

#### CURRENT ASSESSMENT

**Trips in Activity Centers will be increasingly taken on foot, by transit, or by bike, according to the 2013 CLRP performance analysis.**

### BASIS FOR ASSESSMENT

- Compared to the rest of the region, a higher proportion of people living or working in Activity Centers will not be reliant on automobiles. The 2013 CLRP Performance Analysis forecasts that the majority of new transit, walking, and biking trips expected between now and 2040 will occur in Activity Centers. This forecast clearly indicates that Activity Centers are generators of non-motorized travel. Sixty-eight percent of new transit trips and 66 percent of new non-motorized (bicycle and pedestrian) trips are expected to originate in Activity Centers, while 88 percent of new transit and 66 percent of new non-motorized trips are expected to end in Activity Centers.
- A range of small-scale improvements contribute to positive change. Jurisdictions throughout the region are implementing changes to make non-motorized, short-range travel more attractive and viable. Such changes may include incremental improvements—such as new sidewalks in targeted locations—or they might comprise wholesale redesign of Activity Centers, such as the planned transformation of Tysons into a walkable community. Typically, such improvements are not included in the CLRP.

### FORTHCOMING INFORMATION

Updated information on forecast differences in future travel patterns in Activity Centers will be available in the 2014 CLRP Performance Analysis. Results of future TPB household travel surveys, especially those in geographically-focused areas, will also shed light on difference in travel patterns inside and outside of Activity Centers.

## **Implement BRT and Other Cost-Effective Transit Alternatives (Long-Term Strategy 4)**

The Priorities Plan calls for the implementation of street-level transit systems to provide cost-effective connections between Activity Centers and/or major rail stations. These services can expand the range of available transit options in locations that are unlikely to be served by heavy rail, reaching more people in more places, and supplementing existing transit services in high-demand corridors. Such systems can include high-quality bus rapid transit (BRT), light-rail, and streetcar systems.

### CURRENT ASSESSMENT

**The 2014 CLRP is expected to include a number of BRT, light-rail, and streetcar projects, many of which are due to become operational by the end of the current decade. Under the 2014 CLRP, the share of Activity Centers served by high-quality transit will grow to 66 percent by 2040.**



## BASIS FOR ASSESSMENT

- *The 2014 CLRP is expected to include the following street-level transit projects:*
  - Bus Rapid Transit (BRT)
    - *Route 1 BRT, Van Dorn to Pentagon.* Connecting two Metrorail Stations, this BRT line will serve the Mark Center, a regional Activity Center which will accommodate major BRAC-related growth. The BRT line will operate in dedicated lanes where possible, providing greater reliability of service that approximates rail travel at a much lower cost to build and operate.
    - *Corridor Cities Transitway (CCT).* This BRT line will extend the reach of high-quality transit in the busy I-270 corridor in Maryland, with a total of 16 stations serving six regional Activity Centers.
  - Other Street-Level Transit (Light Rail and Streetcar)
    - *Purple Line.* The Purple Line will be the region's first suburb-to-suburb light rail transit line, providing direct links between Activity Centers without passing through the congested regional core. The 16-mile circumferential transit line will feature 21 stations with connections to four Metrorail lines.
    - *Columbia Pike Streetcar.* This streetcar line will provide more capacity along the most heavily-traveled public transit corridor in Northern Virginia not currently served by Metrorail.
    - *DC Streetcar System.* The District's planned streetcar system will provide an additional transit option for District travelers, helping to answer the Priorities Plan's call for the region to develop diverse systems that will serve diverse needs. The streetcars will provide greater access to jobs by connecting neighborhoods with existing or planned commercial corridors in the District and elsewhere.
      - Two streetcar segments are already in the CLRP:
        - > H Street/Benning Road, from Benning Road Metro station to Union Station
        - > Anacostia Initial Line, connecting the Anacostia Metro Station with the Joint Base Anacostia-Bolling
      - Three additional segments of the DC Streetcar System have been proposed for inclusion in the 2014 CLRP:
        - > Union Station to Georgetown, from H Street NE to Wisconsin Avenue NW, mainly along K Street NW
        - > M Street Southeast/Southwest, from Good Hope Road SE to Maine Avenue SW, crossing the 11th Street Bridge
        - > Benning Road Spur, from Benning Road to Minnesota Avenue Metro station

## FORTHCOMING INFORMATION

In addition to projects already included or submitted for the CLRP, a variety of BRT and street-level rail projects are under development in a number of jurisdictions throughout the region. Such projects are likely to be included in future CLRP updates.

## **Implement Tolling and Road Pricing (Long-Term Strategy 5)**

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The Priorities Plan calls upon the region to consider implementing tolling and road-pricing mechanisms to manage demand and raise new revenue for transportation. Managing demand through pricing makes more efficient use of roadway facilities by encouraging greater use of carpools, vanpools, and transit instead of single-occupancy vehicles.

### CURRENT ASSESSMENT

**Three major highways in the region, one in Maryland and two in Virginia, use tolling and pricing mechanisms to manage demand and raise new revenue, or will in the near future. The projects are all currently included in the CLRP. As a new addition, the 2014 CLRP is expected to include a study of adding toll lanes to three more highways in the region, all located in the District of Columbia. The study will look at the possibility of converting existing highway lanes to toll lanes, a first for the region.**

### BASIS FOR THE ASSESSMENT

- *The CLRP currently includes three variably priced lane projects.* These projects provide the opportunity to encourage more efficient use of road capacity, provide high-quality transit, and connect regional Activity Centers. Two of these projects—Virginia’s 495 Express Lanes and Maryland’s Intercounty Connector—are largely completed.
  - *Intercounty Connector (ICC).* This fully tolled facility connects important Activity Centers in the I-270 corridor in Montgomery County with Activity Centers in the I-95 and US 1 corridors in Prince George’s County. The first phase of the ICC opened in 2011. The final segment, between I-95 and US 1, is scheduled to open in 2014.
  - *495 Express Lanes.* This project added express toll lanes adjacent to existing general purpose lanes along 14 miles of one of the most congested highways in our region. While the facility was largely completed in 2013, work continues on extending the lanes from Georgetown Pike to the American Legion Bridge.
  - *95 Express Lanes.* This project will add express toll lanes adjacent to existing general purpose lanes along 29 miles of I-95 from the Capital Beltway to Stafford County. The lanes will encourage greater use of more efficient travel modes, including a number of express buses which already operate in the corridor.

- *As a new addition for the 2014 CLRP, the District of Columbia has proposed including a study of adding toll lanes to three highways.*
  - District of Columbia Managed Lanes Study. This study will look at implementing high-occupancy vehicle (HOV) lanes (including converting general purpose lanes or constructing new lanes) and subsequently converting those HOV lanes to express toll lanes. This project will consist of a network of three independent, but linked, corridors that will be priced to improve predictability and reduce solo driving. The three corridors are 14th Street/Rochambeau Bridge; I-395/I-695, Southeast-Southwest Freeway; and I-295. Although these projects are not funded for construction, the study's inclusion in the CLRP is noteworthy because it will examine the potential conversion of existing general purpose lanes to priced lanes, a first for the region.

#### FORTHCOMING INFORMATION

A TPB staff survey in 2010 (and unofficially updated in 2013) found that throughout the region there are many studies, both past and ongoing, that consider highway or express lane tolling at the regional and corridor levels. In future updates to the CLRP, we can expect to see some proposals emerge from these studies as projects to be included in the CLRP.

## **Alleviate Roadway Bottlenecks (Near-Term Strategy 2)**

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The Priorities Plan calls for targeted roadway improvements that provide congestion relief for drivers in key locations throughout the region and that support other regional goals.

#### CURRENT ASSESSMENT

**The 2014 CLRP will include a number of interchange and road widening projects designed to alleviate key highway bottlenecks. Some of these projects will specifically address top bottlenecks and high-delay corridors identified by the TPB in its triennial aerial survey of freeway congestion**

#### BASIS FOR ASSESSMENT

- *Top bottlenecks and high-delay corridors are receiving attention.* The TPB's Freeway Congestion Monitoring Program uses aerial photography to estimate travel speeds and congestion levels during morning and afternoon peak travel times. The latest survey, carried out in 2011, identified the "top ten" bottlenecks on the region's freeway system, as well the "top five" longest-delay corridors. The CLRP contains projects or studies that could help relieve congestion around six of the top ten bottlenecks, two of the top five "longest-delay corridors" during the morning peak period, and three of the top five during the afternoon peak.

CLRP Projects and Studies Near The Top 10 Bottlenecks in the Metropolitan Washington Region Identified by 2011 Freeway Congestion Monitoring Program ("Skycomp")

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-395	Northbound	VA 27	VA 110	-	DC: Managed lanes study I-395, I-695, I-295 (submitted)
2A	I-495	Inner Loop	VA 193	GW Pkwy	-	-
2B	I-395/SW Fwy	Southbound	4th St.	12th St.	-	DC: Managed lanes study I-395, I-695, I-295 (submitted)
4	I-66	Eastbound	VA 7	Dulles Access	VA: I-66, Construct 2 lanes in select spots inside I-495 (2020)	-
5A	I-495	Inner Loop	MD 355/ I-270	MD 185	-	-
5B	I-495	Outer Loop	VA 267	VA 123	VA: I-495 HOT Lanes (2015, 2030)	-
7A	I-495	Outer Loop	I-95	MD 650	-	-
7B	I-495	Inner Loop	Gallows Rd.	US 50	VA: I-495 HOT Lanes (2015, 2030)	-
8A	I-66	Eastbound	VA 234 bypass	VA 234	-	-
8B	11th St. Bridge	Westbound	I-295	Southeast Fwy	DC: 11th St. Bridge Reconstruction (2013)	-

CLRP Projects and Studies Near The Longest Delay Corridors in the Metropolitan Washington Region Identified by 2011 Freeway Congestion Monitoring Program ("Skycomp")

AM Peak Period

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-95/I-395	Northbound	US 1	GW Pkwy	VA: I-495 HOT Lanes (2015, 2030)	-
2	I-66	Eastbound	VA 234 bypass	I-495	-	-
3	I-495	Outer Loop	US 1	I-270	-	-
4	I-495	Inner Loop	I-95	I-66	VA: I-495 HOT Lanes (2015, 2030)	-
5	GW Pkwy	Eastbound	Chain Bridge Rd.	I-66	-	-

PM Peak Period

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-495	Inner Loop	VA 7	I-270 Spur	VA: I-495 HOT Lanes (2015, 2030)	-
2	I-395	Northbound	VA 110	Penn. Ave	-	DC: Managed lanes study I-395, I-695, I-295 (submitted)
3	I-495	Outer Loop	MD 187	VA 236	VA: I-495 HOT Lanes (2015, 2030)	-
4	I-95	Southbound	I-495	VA 123	VA: I-95 HOT Lanes (2015)	-
5	I-66	Westbound	I-495	VA 234	-	-

- Five specific highway projects in the CLRP will address many of the most congested roadways in the region:
  - *495 Express Lanes (Virginia)*
  - *95 Express Lanes (Virginia)*
  - *I-66 “Spot Improvements” Inside the Beltway (Virginia)*
  - *11th Street Bridge Reconstruction (District of Columbia)*
  - *District of Columbia Managed Lanes Study (proposed to be added in the 2014 CLRP update)*

#### FORTHCOMING INFORMATION

The TPB’s 2014 aerial traffic survey will identify a new list of bottlenecks and longest-delay corridors. Findings from this study are expected to be available for analysis and comparison with proposed capital improvements by the end of the year. The study will make it possible to examine the effects of highway improvements that have been made since the last survey in 2011.

### **Other Strategies Under Priority 3**

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Seven of the strategies under Priority 3 would not typically be implemented through projects and programs identified explicitly in the CLRP. In some cases, funding may only be found in local Capital Improvement Programs (CIPs) because the projects will only use locally available dollars or are not considered regionally significant. In other cases, implementation will be achieved with private funding or through changes in policies and regulations, none of which is included in the CLRP.

Although we cannot use the CLRP to assess the degree to which they are being implemented, these strategies are key components of the Priorities Plan and are essential for the balanced and efficient system the TPB has promoted in its vision for the future. TPB staff welcome suggestions for determining how we might document and analyze planning and project development activities around the region that implement these strategies.

- **Improve Access to Transit Stops and Stations (Near-Term Strategy 1)**

Local jurisdictions throughout the region are taking steps to improve bus stops and rail station areas, and to improve pedestrian and bicycle access to transit. The TPB is currently conducting a study under the federal Transportation, Community, and System Preservation (TCSP) Program to identify high-impact pedestrian and bicycle access improvements to underutilized rail transit stations. In the future, new efforts can be expected to improve accessibility at the region’s 19,000 bus stops, especially at high-priority locations.

- **Support and Promote Electric Vehicles (Near-Term Strategy 3)**

Actions to encourage the purchase and use of electric vehicles were identified in a 2012 COG report. Such actions would require a variety of local- or state-funded infrastructure, policies, and regulatory changes.

- **Promote Commute Alternatives (Near-Term Strategy 4)**

Programs to encourage alternative commute modes are in place throughout the region. The TPB's Commuter Connections program provides such services at the regional level, while numerous local governments and private employers have programs in place to provide information about commute alternatives and to encourage and support commuters who use commute modes other than driving alone.

- **Expand Pedestrian Infrastructure & Expand Bicycle Infrastructure (Near-Term Strategies 5 & 6)**

Jurisdictions at every level of government are working to build infrastructure and improve safety for walking and biking. The TPB's Bicycle and Pedestrian Plan identified more than 500 important regional projects. Every year the TPB's Bicycle and Pedestrian Subcommittee identifies a list of the top unfunded bicycle and pedestrian projects from a regional perspective.

- **Apply Priority Bus Treatments (Ongoing Strategy 3)**

The region is prioritizing these kinds of improvements and we are looking to do more. The Metrobus Priority Corridor Network (PCN), which would be fully funded under the *Metro 2025* component of WMATA's *Momentum* strategic plan (see page x), would apply significant priority treatments to 24 key, high-ridership routes to speed buses and improve on-time reliability. The TPB's federal TIGER grant, awarded in 2010, provided funding for some of these and other priority bus treatments throughout the region.

- **Update and Enforce Traffic Laws (Ongoing Strategy 6)**

Jurisdictions throughout the region are applying non-engineering solutions— through updated laws, better enforcement, and more public outreach—to make the transportation system safer, especially for pedestrians and bicyclists.

## 3 | MOVING FORWARD

### Future Work Activities

TPB staff is planning a variety of activities to follow up on this Initial Assessment, conduct outreach, and promote integration between the Priorities Plan and other planning activities at COG.

#### Additional Comparative Assessment Activities

As a follow-on to this Initial Assessment, TPB staff will develop an additional assessment in time for the September TPB meeting. In the coming months, staff will engage with its partners to complete this additional work.

As part of the development of the 2015 CLRP, TPB staff will take the following steps:

- Work with partners to use the Assessment to identify focus areas or points of emphasis to incorporate into the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014.
- Develop the annual 2014 CLRP Performance Analysis, which will be guided by the Priorities Plan framework and will be designed to inform decision making for the 2015 CLRP. The Performance Analysis is expected to be completed by the end of the calendar year.
- Work collaboratively with the local and state jurisdictions and agencies in the region to develop a process for describing—in a formal letter or other documentation—the ways in which the projects and programs that a jurisdiction submits for inclusion in the CLRP will address the priorities in the Priorities Plan. Such documentation was called for on page 77 of the Priorities Plan.

#### Conducting Outreach and Promoting Integration

TPB staff will conduct other activities to promote the implementation of the priorities in the Priorities Plan and seek integration between the Priorities Plan and other policy documents at COG, especially *Region Forward*. Much of the activity described below has been included in the TPB's FY2015 Unified Planning Work Program (UPWP).

- Outreach on the Priorities Plan.** TPB staff will engage policy officials and staff of the TPB's member jurisdictions, as well as members of the general public, to stimulate dialogue on the Priorities Plan and to further the realization of its objectives. Outreach activities will promote discussion that connects the regional policy framework provided by the Priorities plan with the planning and decision-making activities conducted by the TPB's members.

- **Enhanced Linkages to COG's "Place + Opportunity" Report.** Many of the strategies and priorities laid out in the Priorities Plan are closely connected to COG's *Place + Opportunity* Report, which focuses on strengthening and enhancing the region's 141 Activity Centers. In FY2015, COG/TPB staff will identify ways to further promote those linkages through analysis and outreach.
- **Conduct Other Planning Activities and Analysis Related to the Priorities Plan.** In addition to the work identified above, staff will identify and conduct other analysis and planning activities related to key issues and themes identified in the Priorities Plan. Activities may include developing new or revised transportation and land-use scenarios, conducting analysis of those scenarios, and other research and analysis efforts. This analysis may also include evaluation of transportation metrics and targets that were established in other COG documents, particularly *Region Forward*. In addition, new MAP-21 statewide and metropolitan planning regulations, which are expected to be released this spring, will provide guidance on setting performance measures and targets, and conducting analysis.
- **Coordinate COG Planning Activities Through the Region Forward Coalition.** TPB members have expressed an interest in enhanced integration of the Priorities Plan with other planning efforts at COG, including *Region Forward*, *Place + Opportunity*, as well as work on climate change and air quality. Staff recommends that the Region Forward Coalition is the appropriate venue for determining how these different planning activities can be coordinated.

## Conclusion

This assessment is a work in progress. TPB staff look forward to a receiving suggestions and comments, and engaging in discussions regarding the information provided in this initial document. Based upon feedback from TPB members and other stakeholders, staff will determine what additional information can be presented to the TPB in the fall in advance of the final approval of the 2014 CLRP. Staff look forward to working to determine how future CLRP updates, as well as other planning activities, can better reflect the objectives of the Regional Transportation Priorities Plan.



## **ITEM 13- Notice**

April 16, 2014

Notice of a Proposed Amendment to the FY 2013-2018 Transportation Improvement Program (TIP) that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Northern Virginia Section of the FY 2013-2018 TIP

Notice is provided that the Virginia Department of Transportation (VDOT) has requested an amendment to update projects and funding in the Northern Virginia section of the FY 2013-2018 TIP. The Board will be asked to approve this amendment at the May 21 meeting.

This notice item contains only the letter of request from VDOT and summary tables of federal funding categories by fiscal year. The full 83 pages of draft tables and appendix for the update to the VDOT portion of the FY 2013-2018 TIP can be reviewed online at [www.mwcog.org/transportation/Draft-VDOT-TIP](http://www.mwcog.org/transportation/Draft-VDOT-TIP). Printed copies will be made available at the TPB meeting.





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

April 9, 2014

The Honorable Patrick Wojahn, 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: Update Of the National Capital Region FY 2013-2018 Transportation Improvement Program

Dear Chairman Wojahn:

The Virginia Department of Transportation (VDOT) requests the Capital Region Transportation Planning Board (TPB) to initiate an update to the FY 2013-2018 Transportation Improvement Program (TIP). The purpose of the update is to reflect the latest planned funding obligations for the various highway and transit projects that will be included in Virginia's FY 2015-2018 State Transportation Improvement Program (STIP). These projects are already included in the Constrained Long Range Plan (CLRP). This update to the TIP is comprehensive, affects both highway and transit projects and is being requested by VDOT, the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Railway Express (VRE) and the Potomac and Rappahannock Transportation Commission (PRTC).

VDOT and DRPT are currently in the process of updating and adopting their FY 2015-2018 STIP. A prerequisite to adopting the STIP is having the Transportation Planning Board's TIP reflect the planned federal funding obligations listed in the proposed STIP. Additionally, the VRE and PRTC plan to seek authorization of federal funds for a few of their projects and are subject to a similar prerequisite of having the funding amounts reflected in the TPB's TIP. Given the substantive nature of the TIP update, VDOT requests the TPB to release the proposed update for a 30 day public comment period at the April 10, 2014 Citizens Advisory Committee meeting and to take action on the update at the Board's May 21, 2014 meeting.

The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of Virginia's FY 2014-2019 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in the financial plan for the 2010 CLRP update. The proposed TIP amendment will not impact the currently approved regional air quality conformity analysis of the 2013 CLRP since the projects that are regionally significant for air quality conformity have already been included in the approved air quality conformity analysis for the CLRP.

The following documents are provided as attachments and are to be released for public comment on April 10, 2014.

1. **Northern Virginia MPO Report.** These tables provide detailed funding information about individual VDOT highway and transit projects included in the TIP update.

2. **NoVA MPO Table C Report, Northern Virginia MPO Federal Funding Categories and Fiscal Constraint By Year.** This table summarizes the total funding amounts and projected obligation authority, by year and funding source. The table demonstrates that the TIP will remain financially constrained after the update.
3. **Transit Agency TIP Report.** This report summarizes changes to transit projects as proposed by the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Railway Express (VRE) and the Potomac and Rappahannock Transportation Commission (PRTC).
4. **Appendix A, Northern Virginia MPO Projects by Grouping.** This table lists the various individual projects included within the “grouped project” section of the main TIP document.

VDOT requests that this TIP update be considered and acted upon by the Transportation Planning Board at the Board’s meeting on May 21, 2014. VDOT’s representatives will attend the meeting and be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,



Helen Cuervo, P.E.  
District Administrator  
Northern Virginia District

cc: Ms. Rene’e Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Kanathur Srikanth, VDOT-NoVA  
Mr. Dic Burke, P.E., VDOT-NoVA (w/attachments)  
Ms. Deborah Grant, VDOT-CO (w/ attachments)  
Mr. Marie Berry, DRPT (w/ attachments)  
Ms. Betsy Massie, PRTC (w/ attachments)

**TABLE C : Northern Virginia MPO  
FEDERAL FUNDING CATEGORIES  
FISCAL CONSTRAINT BY YEAR**

Highway Projects  
FFY 2015 - 2018

Fund Source	FFY 2015		FFY 2016		FFY 2017		FFY 2018		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
<b>Federal</b>										
ARRA	(\$29,019)	(\$29,019)	\$0	\$0	\$0	\$0	\$0	\$0	(\$29,019)	(\$29,019)
BR/BROS	(\$11,571,718)	(\$11,571,718)	\$452,136	\$452,136	\$1,566,388	\$1,566,388	\$947,807	\$947,807	(\$8,605,387)	(\$8,605,387)
CMAQ (2)	\$80,701,191	\$80,701,191	\$2,183,636	\$2,183,636	\$9,708,083	\$9,708,083	\$80,000	\$80,000	\$92,672,910	\$92,672,910
DEMO	\$79,307,805	\$79,307,805	\$0	\$0	\$0	\$0	\$0	\$0	\$79,307,805	\$79,307,805
EB/MG	\$5,393,790	\$5,393,790	\$0	\$0	\$0	\$0	\$0	\$0	\$5,393,790	\$5,393,790
EN	\$2,747,500	\$2,747,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,747,500	\$2,747,500
IM	(\$2,793,685)	(\$2,793,685)	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,793,685)	(\$2,793,685)
MG/EB	\$6,937,345	\$6,937,345	\$0	\$0	\$100,394	\$100,394	\$0	\$0	\$7,037,739	\$7,037,739
NHPP	\$21,864,795	\$21,864,795	\$0	\$0	\$0	\$0	\$0	\$0	\$21,864,795	\$21,864,795
NHS	\$8,042,848	\$8,042,848	\$0	\$0	\$0	\$0	\$0	\$0	\$8,042,848	\$8,042,848
PUBLIC LANDS	\$2,414,707	\$2,414,707	\$0	\$0	\$0	\$0	\$0	\$0	\$2,414,707	\$2,414,707
RSTP (2)	\$87,762,160	\$87,762,160	\$8,112,305	\$8,112,305	\$6,373,547	\$6,373,547	\$8,892,754	\$8,892,754	\$111,140,766	\$111,140,766
SAFETEA-LU	\$1,348,332	\$1,348,332	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,332	\$1,348,332
STP	\$61,979,153	\$61,979,153	\$1,930,720	\$1,930,720	\$3,291,121	\$3,291,121	\$3,520,064	\$3,520,064	\$70,721,058	\$70,721,058
TAP	\$1,493,816	\$1,493,816	\$287,480	\$287,480	\$0	\$0	\$0	\$0	\$1,781,296	\$1,781,296
<b>Subtotal -- Federal</b>	<b>\$345,599,020</b>	<b>\$345,599,020</b>	<b>\$12,966,277</b>	<b>\$12,966,277</b>	<b>\$21,039,533</b>	<b>\$21,039,533</b>	<b>\$13,440,625</b>	<b>\$13,440,625</b>	<b>\$393,045,455</b>	<b>\$393,045,455</b>
<b>Other</b>										
Non-Federal	(\$5,479,244)	(\$5,479,244)	\$0	\$0	\$1,378,677	\$1,378,677	\$2,991,416	\$2,991,416	(\$1,109,151)	(\$1,109,151)
State Match	\$72,584,077	\$72,584,077	\$2,647,955	\$2,647,955	\$4,053,787	\$4,053,787	\$2,293,187	\$2,293,187	\$81,579,006	\$81,579,006
<b>Subtotal -- Other</b>	<b>\$67,104,833</b>	<b>\$67,104,833</b>	<b>\$2,647,955</b>	<b>\$2,647,955</b>	<b>\$5,432,464</b>	<b>\$5,432,464</b>	<b>\$5,284,603</b>	<b>\$5,284,603</b>	<b>\$80,469,855</b>	<b>\$80,469,855</b>
<b>Total</b>	<b>\$412,703,853</b>	<b>\$412,703,853</b>	<b>\$15,614,232</b>	<b>\$15,614,232</b>	<b>\$26,471,997</b>	<b>\$26,471,997</b>	<b>\$18,725,228</b>	<b>\$18,725,228</b>	<b>\$473,515,310</b>	<b>\$473,515,310</b>
<b>Federal - ACC (1)</b>										
HSIP	\$326,431	\$326,431	\$53,125	\$53,125	\$0	\$0	\$0	\$0	\$379,556	\$379,556
BR	\$0	\$0	\$546,207	\$546,207	\$0	\$0	\$0	\$0	\$546,207	\$546,207
CM	\$1,036,933	\$1,036,933	\$17,790,235	\$17,790,235	\$10,513,912	\$10,513,912	\$14,818,406	\$14,818,406	\$44,159,486	\$44,159,486
MG/EB	\$165,341	\$165,341	\$0	\$0	\$0	\$0	\$0	\$0	\$165,341	\$165,341
NH	\$913,646	\$913,646	\$0	\$0	\$0	\$0	\$0	\$0	\$913,646	\$913,646
NHPP	\$51,706,910	\$51,706,910	\$5,768,443	\$5,768,443	\$0	\$0	\$0	\$0	\$57,475,353	\$57,475,353

FFY 2015 - 2018

Fund Source	FFY 2015		FFY 2016		FFY 2017		FFY 2018		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
RSTP (2)	\$6,601,224	\$6,601,224	\$400,000	\$400,000	\$1,206,395	\$1,206,395	\$2,185,497	\$2,185,497	\$10,393,116	\$10,393,116
STP	\$5,200,000	\$5,200,000	\$738,496	\$738,496	\$0	\$0	\$0	\$0	\$5,938,496	\$5,938,496
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$65,950,485</b>	<b>\$65,950,485</b>	<b>\$25,296,506</b>	<b>\$25,296,506</b>	<b>\$11,720,307</b>	<b>\$11,720,307</b>	<b>\$17,003,903</b>	<b>\$17,003,903</b>	<b>\$119,971,201</b>	<b>\$119,971,201</b>
<b>Multiple MPOs - Federal (3)</b>										
IM	\$8,441,815	\$8,441,815	\$0	\$0	\$0	\$0	\$0	\$0	\$8,441,815	\$8,441,815
NHPP	\$337,500	\$337,500	\$0	\$0	\$0	\$0	\$0	\$0	\$337,500	\$337,500
NHS	\$12,974,717	\$12,974,717	\$0	\$0	\$0	\$0	\$0	\$0	\$12,974,717	\$12,974,717
<b>Subtotal -- Multiple MPOs - Federal (3)</b>	<b>\$21,754,032</b>	<b>\$21,754,032</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,754,032</b>	<b>\$21,754,032</b>
<b>Statewide - Federal (4)</b>										
NHPP	\$19,712,685	\$19,712,685	\$7,354,945	\$7,354,945	\$7,807,695	\$7,807,695	\$7,457,301	\$7,457,301	\$42,332,626	\$42,332,626
NHS	(\$10,127,823)	(\$10,127,823)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,127,823)	(\$10,127,823)
<b>Subtotal -- Statewide - Federal (4)</b>	<b>\$9,584,862</b>	<b>\$9,584,862</b>	<b>\$7,354,945</b>	<b>\$7,354,945</b>	<b>\$7,807,695</b>	<b>\$7,807,695</b>	<b>\$7,457,301</b>	<b>\$7,457,301</b>	<b>\$32,204,803</b>	<b>\$32,204,803</b>
<b>Maintenance - Federal (5)</b>										
STP	\$27,614,342	\$27,614,342	\$25,927,188	\$25,927,188	\$21,648,650	\$21,648,650	\$24,358,477	\$24,358,477	\$99,548,657	\$99,548,657
<b>Subtotal -- Maintenance - Federal (5)</b>	<b>\$27,614,342</b>	<b>\$27,614,342</b>	<b>\$25,927,188</b>	<b>\$25,927,188</b>	<b>\$21,648,650</b>	<b>\$21,648,650</b>	<b>\$24,358,477</b>	<b>\$24,358,477</b>	<b>\$99,548,657</b>	<b>\$99,548,657</b>

- (1) ACC -- Advance Construction -- Funding Included in Federal Category based on year of AC Conversion.
- (2) CMAQ/RSTP includes funds for TRANSIT projects.
- (3) Multiple MPO Category - Funding to be obligated in Multiple MPO Regions.
- (4) Statewide Category - Funding to be obligated Statewide for projects as identified.
- (5) Maintenance Projects - Funding to be obligated for maintenance projects as identified.