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: July 17, 2013
Time: 12 noon
Place: COG Board Room

10:00 am to 11:45 am **Work session on the Draft TPB Regional Transportation Priorities Plan (RTPP)**

The RTPP is being developed to identify near term, ongoing, and long term regional strategies that offer the greatest potential contributions toward addressing regional challenges. TPB staff will highlight the findings of a survey of the general public on regional transportation challenges and strategies, review the draft priorities plan including initial priorities and recommendations, and present the steps toward scheduled approval of the plan in September.

AGENDA
(BEGINS PROMPTLY AT NOON)

12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman York

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 June 19 Meeting**
.....Chairman York

12:25 pm 3. **Report of Technical Committee**
..... Ms. Erickson
Chair, Technical Committee

12:30 pm 4. **Report of the Citizens Advisory Committee**
.....Mr. Still
Chair, Citizens Advisory Committee

12:40 pm 5. **Report of Steering Committee**
..... Mr. Kirby
Director, Department of
Transportation Planning (DTP)

12:45 pm 6. **Chair's Remarks**
.....Chairman York

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcog.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.mwcog.org.

ACTION ITEMS

12:50 pm 7. **Approval of Regional Car Free Days 2013 Proclamation**

.....Mr. Ramfos, DTP

In an effort to create awareness of and encourage residents to go car free by using public transportation, bicycling or walking, or go car "lite" and carpool, Regional Car Free Days events are being organized in the region for Friday, Saturday and Sunday, September 20-22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

Action: Approve the enclosed Car Free Days 2013 Proclamation.

12:55 pm 8. **Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment for the 2013 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP), the 2013 CLRP, and the FY 2013-2018 TIP.**

..... Mr. Kirby

The Board will be briefed on the comments received and asked to accept the recommended responses for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP, the 2013 CLRP, and the FY 2013-2018 TIP. These draft documents and web-based information were released for public comment on June 13, and the public comment period for these documents ended on July 13. Public comments are posted as received on the TPB website. The final version of the comments and responses memorandum will be incorporated into the documents scheduled for consideration under agenda items 9 and 10.

Action: Accept recommended responses to comments received for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP, the 2013 CLRP, and the FY 2013-2018 TIP.

1:00 pm 9. **Approval of Air Quality Conformity Determination of the 2013 CLRP and FY 2013-2018 TIP**

.....Ms. Posey, DTP

At the June 19 meeting, the Board was briefed on the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.

Action: Adopt Resolution R1-2014 finding that the 2013 CLRP and FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990.

1:05 pm 10. **Approval of the 2013 CLRP**

..... Mr. Kirby

On June 13, the draft 2013 CLRP and associated conformity analyses were released for public comment.

Action: Adopt Resolution R2-2014 approving the 2013 CLRP.

1:10 pm 11. **Certification of the Urban Transportation Planning Process for the National Capital Region**

..... Mr. Kirby

The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements..."

Action: Adopt Resolution R3-2014 endorsing the appended Statement of Certification.

1:15 pm 12. **Approval of Technical Assistance Recipients Under the FY 2014 Transportation/Land Use Connections (TLC) Program**

.....Ms. Crawford, DTP

On March 8, 2013 the Call for Project Applications for the FY 2014 TLC program was released. During March, the TLC brochure and application form were distributed to TPB member jurisdictions inviting applications for short-term technical assistance to advance their transportation and land use coordination activities. On March 15 a pre-application workshop was held. The Board will be briefed on the applications received by the due date of May 15, and on the TLC technical assistance recipients that have been recommended for funding by a technical review committee. The review committee is chaired by Ms. Julia Koster, TPB member representing the National Capital Planning Commission.

Action: Approve the recommended TLC technical assistance recipients under the FY 2014 TLC program.

1:25 pm 13. **Approval of Projects for Funding Under the MAP-21 Transportation Alternatives Program for FY 2013 and 2014 in the District of Columbia and Maryland and for FY 2014 in Virginia**

.....Ms. Crawford

On February 20, 2013, the TPB amended the FY 2013 Unified Planning Work Program (UPWP) to provide support for the implementation of the new Transportation Alternatives Program under MAP-21 in the Washington Region. On March 1, the Call for Project Applications was released as part of the TPB's competitive process for the portion of program funds that is to be sub-allocated by the states to the Washington Region. On March 22 an application workshop was held. The Board will be briefed on the applications received by the due date of May 15, and on the projects recommended for funding following consultation with the state departments of transportation.

Action: Adopt Resolution R4-2014 to approve projects for funding under the Transportation Alternatives Program of MAP-21 for FY 2013 and FY 2014 for the District of Columbia and Maryland and for FY 2014 for Virginia.

1:35 pm 14. **Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Suburban Maryland Section**

..... Ms. Erickson

At the June 19 meeting, notice was provided that the Maryland Department of Transportation (MDOT) has requested an amendment to update projects and funding in the Suburban Maryland section of the FY 2013-2018 TIP.

Action: Adopt Resolution R5-2014 to amend the FY 2013-2018 TIP to update projects and funding in the Suburban Maryland section of the FY 2013-2018 TIP.

1:38 pm 15. **Approval of an 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**

.....Ms. Hamilton

At the June 19 meeting, notice was 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.

Action: Adopt Resolution R6-2014 to amend the FY 2013-2018 TIP to update projects and funding in the Northern Virginia section of the FY 2013-2018 TIP.

INFORMATION ITEM

1:40 pm 16. **Briefing on the Draft TPB Regional Transportation Priorities Plan (RTPP)**

..... Mr. Turner
Mr. Kirby

The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Board will be briefed on the draft priorities plan, including initial priorities and recommendations and next steps.

NOTICE ITEM

1:55 pm 17. **Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for the Construction of a Replacement Interchange on MD 4 at Suitland Parkway and for the Reconstruction of US 1 in College Park, as Requested by the Maryland Department of Transportation (MDOT)**

.....Ms. Erickson

Notice is provided that the Maryland Department of Transportation (MDOT) has requested an amendment to include funding in the FY 2013-2018 TIP for the replacement of an at-grade intersection at MD 4 and Suitland Parkway with a grade-separated interchange and for the reconstruction of US 1 between College Avenue and Sunnyside Avenue in College Park. The Board will be asked to approve this amendment at the September 18 meeting.

1:57 pm 18. **Other Business**

2:00 pm 19. **Adjourn**

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

Item #2

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 June 19, 2013

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Marc Elrich, Montgomery County
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County
John D. Jenkins, Prince William County
Emmett Jordan, City of Greenbelt
Shyam Kannan, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby	
Nicholas Ramfos	
Andrew Meese	
Eric Randall	
John Swanson	
Jane Posey	
Andrew Austin	
Rich Roisman	
Deborah Kerson Bilek	
Sarah Crawford	
Ben Hampton	
Bryan Hayes	
Debbie Leigh	
Deborah Etheridge	
Michael Farrell	
Mark Moran	
Dusan Vuksan	
Chuck Bean	COG/EO
Paul DesJardin	COG/DCPS
Judi Gold	Councilmember Bowser's Office
Katrina Tucker	Tri-County Council for Southern Maryland
Thomas McCartin	WSTC/MDOT
Crispus S. Gordon, III	DC Council – Phil Mendelson
Jameshia Peterson	DDOT
Stuart Whitaker	Fairfax
Mike Lake	Fairfax County DOT
James Schroll	Arlington
Bill Orleans	Citizen
Randy Carroll	MDE

1. Public Comment on TPB Procedures and Activities

There were no public comments before the TPB.

2. Approval of Minutes of the May 15 Meeting

Ms. Krimm moved to approve the Minutes from the May 15 meeting. Mr. Jordan seconded the motion, which passed unanimously.

3. Report of the Technical Committee

Ms. Erickson said the Technical Committee met on June 7 and reviewed six of the items on the TPB agenda, including the proposed slate of projects to be funded under the FTA JARC and New Freedom Programs; the results and summary of the May 17th Bike to Work Day event; and the draft 2013 CLRP and the conformity analysis results for the 2013 CLRP and TIP, which she said are both out for public comment right now. She said the committee was briefed on a draft outline of the Regional Transportation Priorities Plan as well as the next steps towards its proposed adoption in September, and received a status update on the projects associated with the TIGER grant that the TPB is administering. She said that, in addition to the TPB agenda items, the Committee was also given a status report on the development of the Region Forward Coalition's Regional Activity Centers strategic development plan, and received a brief update of ongoing efforts by the traffic signal subcommittee of survey results on traffic signal optimization in the region. She added that the committee discussed a proposed D.C. budget item which targeted regional commuter bus services, but said that this issue is no longer outstanding.

4. Report of the Citizens Advisory Committee

Mr. Still said that the CAC met on June 13, and received an update on the results of the Bus on Shoulder Task Force. He mentioned that the CAC expressed interest in the connections between the work of this task force and the TPB Aspirations Scenario. He said that the CAC also received a briefing on the Activity Center Strategic Development Plan, held a focused group discussion on the COG website in preparation for a planned website update, and received an update on the progress of the Regional Transportation Priorities Plan. He added that he hopes the CAC will be able to expeditiously get comments together on the priorities plan and present some first impressions to the TPB at its July 17 meeting. He emphasized that the CAC would like to remain engaged throughout this project.

Ms. Tregoning pointed out that the TPB Aspirations Scenario appears in at least one of the scenarios of the Regional Transportation Priorities Plan, and said that the scenario also highlights the importance of land-use.

5. Report of the Steering Committee

Mr. Kirby referred to a flier that was distributed publicizing an event titled, “Economy Forward: One Year of Progress” which will be held on September 27 at the National Press Club. He said this event will highlight the progress on the Activity Center Strategic Development Plan and the Regional Transportation Priorities Plan, two initiatives that have been developing along parallel time tracks within COG. He added that the purpose of the meeting would involve integrating these two initiatives under one agenda.

Mr. Kirby said that the Steering Committee met on June 7 and acted on four resolutions, including: concurring with redesignation of the newly aligned segment of I-370 in Maryland;

adding funding to the FY2013-2018 TIP for intersection improvements on Maryland 355, Job Access and Reverse Commute, and New Freedom Transit Programs; adding funding to the FY2013-2018 TIP for two interchanges and an acceleration/ deceleration lane on I-66, widening of Route 50, and bicycle/pedestrian facilities associated with the I-495 HOT lanes, as requested by VDOT; and amending the UPWP to modify some tasks for the District of Columbia Technical Assistance Program.

Mr. Kirby summarized the contents of the letters packet, including: a letter from the U.S. Department of Transportation acknowledging the TPB letter regarding recommendations on performance measurement in MAP-21; a letter from District of Columbia Mayor Gray to the FTA designating the TPB and COG as the recipients for the new 5310 program under MAP-21; a COG resolution supporting Momentum, WMATA's strategic plan; and an approval notice that the TPB received from FHWA and FTA on the conformity determination on the 2012 Constrained Long Range Plan.

6. Chair's Remarks

Chair York mentioned that a serious accident had occurred in the District, which he acknowledged might have caused arrival delays of some TPB members. He said he hoped for the best for the pedestrians involved in the accident.

ACTION ITEM

7. Approval of the CY2013 Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA) and Amendment of the FY2013-2018 Transportation Improvement Program (TIP) to include the projects.

Mr. Wojahn said the he chaired the two selection committees to develop recommendations for funding under the JARC and New Freedom programs, and said that a slate of ten projects is being recommended for funding. He provided a summary on the selection process and projects.

Mr. Wojahn mentioned that this would be the last year that the TPB will fund projects under the existing JARC and New Freedom programs, and that the ten recommended projects will expend the remaining funding for these programs. He said that moving forward, the TPB will be working under MAP-21, the current federal surface transportation legislation, which eliminated the JARC program and combined the New Freedom and the old Section 5310 program into a new Section 5310 program, for which the TPB is expected to serve as the designated recipient. He added that this program would provide funding for transportation services for people with disabilities and older adults, and that he would be working with the TPB Human Service Transportation Coordination Task Force in the fall to prepare for the first solicitation of this new program, which it is anticipated will occur in early 2014.

Mr. Wojahn stated that the recommended slate of ten projects was developed by two independent selection committees, which scored 13 applications based on criteria previously approved by the TPB. He mentioned that the selection committees were geographically balanced, and included representatives from public transit, work force development, disability rights, and human services transportation organizations. He acknowledged the dedication and service of the selection committee members, including Kermit Kaleba of the D.C. Workforce Investment Council, Caroline Jeskey of the Community Transportation Association of America, Steve Yaffe with Arlington County Transit Services, Ricky DeGrafenreid of the Maryland Transit Administration, Susie McFadden-Resper of the D.C. Office of Disability Rights, and Jeanna Muhoro of the Fairfax County Neighborhood and Community Services Human Service Transportation Division. He also thanked TPB staff Wendy Klancher and Beth Newman for their dedication and hard work.

Ms. Klancher, referring to a PowerPoint Presentation, explained that there is a total of $1.3 million in federal funds of JARC available, and $728,000 in New Freedom, and that these grants require matching funds: 50 percent for an operating project and 20 percent for a capital project. She provided an overview of the solicitation process for the JARC and New Freedom programs, including advertising for grant applications, pre-application conferences, and developing solicitation priorities. She summarized the recommended projects, and added that if these projects were approved, the TPB would have funded 69 projects totaling over $23 million since the programs' inception.

Ms. Klancher outlined next steps, including administering the remainder of the projects under these programs until they are complete, and beginning to implement the MAP-21 Section 5310 Enhanced Mobility program, which will include reviewing the federally required coordinated plan to review the selection criteria for this program and conducting a solicitation between January and April 2014. She added that the FY2013 amount allocated to the Washington DC Urbanized Area under this program is $2.8 million.

Mr. Way asked for clarification on the sources for matching funds that are required under this program.

Ms. Klancher responded that the agencies use a variety of funds to provide the required match, which can include but are not limited to general revenue or in-kind expenses.

Mr. Wojahn moved to adopt Resolution R18-2013 to approve the CY-2013 projects for funding under the JARC and New Freedom programs, and to amend the FY-2013 to 2018 TIP to include those projects.

Mr. Zimmerman seconded the motion, which passed unanimously.

INFORMATION ITEMS

8. Briefing on the 2013 Regional Bike to Work Day

Mr. Ramfos provided a briefing on the May 17 Bike to Work Day event that was held throughout the region. Referring to a presentation, he summarized examples of marketing strategies for the event, including regional advertising on the radio and in newspapers, interviews and press releases, and the use of the Internet. He mentioned that the event website is jointly managed by the Washington Area Bicyclists Association and the TPB. He showed images of event T-shirts, which he said were distributed to approximately 12,000 cyclists. He also showed some images from the event itself that featured different pit stops and participating elected officials.

Mr. Ramfos credited the Washington Area Bicyclists Association and thanked their staff for developing graphics for the event, which he exhibited to the board. He said that overall, there were 14,673 registered riders at 72 pit stops, which exceeded the original goal. He added that the majority of the registrants came from Virginia, followed by D.C., and then by Maryland. He listed the top 25 pit stops, and acknowledged the corporate sponsors for the event, including Bicycle Space, who donated bicycles. He concluded by stating that overall, the event brought in a record-breaking cash total of nearly $50,000, which is a 6.5% increase over the previous year, as well as in-kind sponsorships of 17,450, which exceeded last year's total by 13%.

Chair York asked if data existed to show the number of people who commute to work via bicycle on an average day.

Mr. Ramfos replied that, as part of the program, a survey would be conducted on participants to ascertain the frequency of cycling. He said that at least 17% of the cyclists that have participated in this event who have never biked before would start bicycling, and that regional numbers would be available through the State of the Commute Report.

Chair York suggested surveying people at future events to get an indication of whether better facilities would affect participants' willingness to commute to work by bicycle.

Mr. Ramfos said that a follow-up survey would be conducted in the fall, and can include specific questions. He said TPB staff would work with TPB members to identify such questions.

Mr. Zimmerman praised the event, and acknowledged the good weather contributed to the success. He mentioned that there were some active pit stops for the evening commute as well as the morning commute, such as the one in East Falls Church.

Mr. Ramfos said the event had several afternoon pit stops.

Mr. Zimmerman said that the TPB sometimes faces difficulty in dealing with concerns of people who do not view cycling as transportation. He said data is not historically collected on bicycling in the way it is for vehicles, and added Arlington has started using automated counters, which he said has resulted in round-the-clock data collection. He said that the marginal impact of adding

or subtracting vehicles could have a significant impact on congestion.

Ms. Hudgins remarked that one of the greatest demands the region faces is the demand to connect places with good arteries, such as the W&OD trail. She added that the addition of pit stops to the event each year is an indication of the demand for cycling facilities, and added that developing data to support this phenomenon could contribute to decision-making that promotes alternatives.

9. Briefing on the Draft 2013 Financially Constrained Long-Range Transportation Plan (CLRP)

Mr. Austin provided a presentation on the draft 2013 CLRP. He said the draft CLRP and air quality conformity analysis were released for a 30-day public comment period at the June 13 Citizens Advisory Committee (CAC) meeting. He reviewed the proposed significant changes and additions to the CLRP, about which he provided details at the February TPB meeting. He reviewed four alternatives for a project providing western access to Dulles Airport. He said the Virginia Department of Transportation (VDOT) will be required to select an alternative prior to approval of the 2013 CLRP.

Chair York said Loudoun County is having discussions with VDOT about an additional alternative for that project and asked if that would affect the analysis.

Mr. Kirby said staff would have to review the specific details for the alternative and that if there is a significant change, staff would have to remodel the alternatives.

Chair York said he would speak with TPB staff after the meeting.

Mr. Austin continued with his presentation and highlighted two additional project cost changes that were submitted by the Maryland Department of Transportation (MDOT). He said the TPB would normally also release a TIP for public comment, but that the TIP is on a two-year cycle and that this is the off-year. He said the TPB would handle any TIP amendments as requested. He said the TPB would be asked to approve the 2013 CLRP at its July 17 meeting.

Mr. Erenrich said the project cost of the Corridor Cities Transitway was reduced because the governor chose the locally preferred bus-rapid transit option, which is less costly than the previously assumed light rail option.

Ms. Smyth noted the 30-day public comment period, but added that it has come to her attention that people who are possibly greatly impacted by these projects still do not know about the projects. She said that it complicates matters that the projects are not defined as of yet, but that significant impacts may not be known until the engineering is complete. She asked what the TPB is doing to publicize the 30-day comment period.

Mr. Austin said staff places ads in local newspapers and posts notices online. He said

information is sent via an e-mail distribution list that includes about 800 people and that the information is released to the CAC.

Chair York asked if staff is working with the local public information officers (PIOs) to make sure the information is distributed locally.

Mr. Austin said staff has not traditionally sent the information to the PIOs.

Ms. Smyth said that part of the problem is that the information is merely a list of projects and does not include specific information about who may be affected.

Mr. Zimmerman referred to item four under the Virginia projects, related to the Capital Beltway HOT lanes conversion from two to four lanes. He asked for clarification about how that would fit into the existing express lane facility.

Ms. Hamilton said it was part of the original HOT lanes proposal and that it is not going to be completely immediately. She said VDOT is requesting to amend the date into the future.

Mr. Zimmerman said the draft CLRP said the project would be complete in 2014, which seems to be different that amending the date into the future. He also asked why that particular segment would be four lanes when there are only two lanes on either end, and how the transition would work from four to two lanes.

Ms. Hamilton said this project would help address congestion that is occurring on the express lanes facility and use the shoulder as an extension of that facility. She said it is a $20 million project.

Mr. Zimmerman said the draft CLRP identifies the project as $100 million to be completed in 2014.

Ms. Hamilton said she would have to clarify the financial information.

Mr. Zimmerman confirmed that the improvement would use the space that is currently available in the shoulder. He also asked if it would be funded from toll revenues.

Ms. Hamilton said it would use the shoulder. She said she would confirm the funding and noted that there might be a mistake in the information provided.

Mr. Snyder said the Route 7 widening project between I-495 and I-66 is on the edge of Falls Church and highlighted the importance of coordination between the City and Fairfax County.

10. Briefing on the Draft Air Quality Conformity Assessment of the 2013 CLRP and FY 2013-2018 TIP

Ms. Posey provided a presentation on the air quality conformity analysis conducted for the 2013 CLRP. She said staff revalidated the version 2.3 travel demand model to account for changes in travel trends since the 2007-2008 Household Travel Survey, the data upon which the travel demand model had been based. She summarized changes and trends in vehicle miles traveled (VMT), namely that VMT per capita is decreasing in the region with the largest percentage decrease occurring in the outer jurisdictions. She said TPB staff modified the travel demand model to reflect the changing trends by increasing non-motorized trips along with other refinements. She said the changes to the travel demand model tracked with actual 2012 data. She summarized the output of the revalidated model for the 2013 CLRP accounting for each alternative in the VDOT Dulles Airport access project. She reviewed the data for VOC, NOx, fine particles pollution, and direct PM through 2040. She said the TPB will be asked to approve the conformity analysis at the July 17 meeting.

Mr. Elrich asked how staff could be sure that the trend is not merely reflective of unemployment due to the recent recession as opposed to an actual reduction in driving. He said that Montgomery County is still at almost twice the historical norm for unemployment.

Ms. Posey said it is not clear what is causing the downward trend in VMT per capita and that staff will continue to watch that trend.

Mr. Elrich noted that the recent drop in employment has also been historic. He suggested running a model that assumes stable employment as well as a model that include recent numbers for unemployment.

Mr. Kirby said the model does not assume that VMT will never grow again. He said staff has simply dropped the growth line to reflect the recent unprecedented plateau experienced over the past five to six years. He said that if the economy picks up and it turns out much of the change in VMT was due to economic factors, we may see VMT start to rise again. He noted that it would take an extraordinarily strong recovery to get back to the trend line established previously.

Ms. Posey said that staff is also using the new Round 8.2 Cooperative Forecast for the first time this year. She said recent employment trends are accounted for in the forecast, but that the Round 8.2 estimates for 2040 are virtually identical to those included in the Round 8.1 Cooperative Forecast.

Mr. Erenrich said that the process of listing all assumptions is an annual exercise. He said this is an opportunity to review trends and see if the assumptions that were previously used are still valid.

11. Briefing on the Draft Outline of the TPB Regional Transportation Priorities Plan (RTPP)

Referring to the draft outline that was distributed in the mailout, Mr. Kirby said that staff was currently writing a draft of the RTPP, which would be distributed in the next TPB mailout and handed out at the CAC meeting on July 11. He said that a TPB work session would be held prior to the TPB meeting on July 17 at 10:00 a.m. to discuss the draft. He described the sections of the outline, including the origin and background of the plan, and challenges, goals and strategies that will be described in the plan. He said the draft will include results from an online survey of 600 residents of the region.

Referring to a one-page handout document, Mr. Kirby described the schedule for completing the RTPP. He said that following the TPB meeting on July 17, staff will revise the document, which will be released for a 30-day public comment period between July 24 and August 24. A final draft is scheduled to be presented to the CAC and Technical committees in September before approval by the TPB on September 18. He said the approved RTPP, along with the forthcoming Strategic Development Plan for Regional Activity Centers, would be the focus of discussion at a COG-hosted Region Forward event on September 27. He said the nonprofit organization America Speaks would be moderating that event, which will be designed to get consensus on how to move the region's priorities forward.

Mr. Zimbabwe complimented the outline but suggested that the draft strategies "Pedestrian Amenities" and "Bicycle Amenities" should be changed to "Pedestrian Infrastructure" and "Bicycle Infrastructure." He said the word "amenity" sounds like something that we would like to have but we do not need to have. He said that bicycle and pedestrian infrastructure are important for helping to achieve the region's goals.

Ms. Tregoning noted that land-use actions can have an enormous impact. Even in the short-term, the things that local governments do to increase the number of destinations within walking distance are tremendously important. Improving a place's walk score is a better predictor of parking utilization than transit access or income. She said that compared to other physical investments, land-use changes are often free or relatively cheap for local governments -- a third party often provides the improvements once local governments enable it to happen. She said this point needs to be emphasized.

Mr. Kirby agreed that land-use changes are important to emphasize, noting that the RTPP's second goal stressed the importance of activity centers that would be walkable.

Ms. Hudgins responded to Ms. Tregoning's comments, noting that in some cases the reverse of her point was true: in some places, local governments can implement land-use changes to promote walkable communities, but if the transportation infrastructure is not in place, it will not work. She spoke about the importance of providing improvements for walkability and that auto-oriented improvements can sometimes be at odds with such improvements.

Mr. Weissberg said that long-term strategy A, calling for express toll lanes and rapid bus transit,

is not consistent with many local master plans and transportation plans, at least not theirs. He suggested that a combined strategy should be developed including fixed guideway transit (rather than rapid bus transit), concentrated growth, walkability, and more transit capacity.

Mr. Kirby said that long-term strategy B includes the elements that Mr. Weissberg described. He said that the strategy is derived from elements of the CLRP Aspirations Scenario, which called for shifting a lot of the current growth projections and providing more transit capacity to support more concentrated development.

Mr. Wojahn said that it is not clear in the plan how the idea of regional coordination fits in. He asked, for example, whether alleviating bottlenecks in one area might create bottlenecks in another. He said he thought that a regional transportation planning board should play a role in looking at such issues on a regional, holistic basis.

Mr. Kirby said it is true that in some cases relieving a bottleneck in one location may simply relocate the problem to another point. But in other cases, bottlenecks are artificially choking the capacity of the system. He said the RTPP's strategies are not designed to be location-specific. Specific applications, like relieving bottlenecks, would need to be assessed on a case-by-case basis.

Chair York said that from his experience it is true that relieving one bottleneck can just transfer the problem. He said that is why it is important to address these issues on a corridor basis across jurisdictions. He said this coordinated approach is a hallmark of the important work of the Northern Virginia Transportation Authority.

Mr. Elrich expressed concern about the long-term strategies calling for toll roads and BRT on expressways. For example, he said there are no jobs on I-270, and if you try to get people off I-270 and into Bethesda or Silver Spring there are bottlenecks everywhere. He said that jurisdictions like his need internal transit on top of their base roads. He said it was more important to put transit on the streets than to put BRT on toll lanes because the goal of such projects should be to get people to their jobs. He said the strategy of increasing bus frequency was also difficult to achieve because buses cannot be more frequent when traffic is moving at four or five miles an hour. Finally, he noted that although he appreciates urban environments, he believes that smart growth discussions need to transcend urban settings and take into account the differences between urban areas and suburban areas. He noted that suburban areas do not have street grids and therefore it is difficult to disperse traffic in the suburbs because there are not multiple approaches to places. He said that if the prescription is to simplistically increase density and therefore achieve walkability, it is not going to work.

Ms. Koster expressed some concerns about the RTPP schedule. She noted that the public comment period would occur during the month of August, which is typically very slow. She further noted that before being asked to approve the RTPP, the Board would only have roughly a week to absorb public comments and comments from the Citizens Advisory Committee, which provided the genesis of the RTPP. She said she would place a lot of value on the CAC's review. She asked whether there was a specific reason that the RTPP would have to receive final

approval in September. She noted that it might be intriguing to see what might come out of the Region Forward event on September 27. If the RTPP were presented at that event as a draft document, it might be possible for the TPB to incorporate comments from that session into the final document in a meaningful sense.

Mr. Kirby said that the final schedule should depend on how people respond to the draft document. He said the final document will not contain a lot of surprises, but it would include important issues for discussion. He said the Board will have the opportunity on September 18 to determine how to proceed.

Mr. Zimmerman asked for clarification that the Board would be asked to approve the final document in September.

Mr. Kirby said that is the current intention.

Given the tight schedule, Mr. Zimmerman said it was very important to get the document distributed extensively so that the TPB can receive lots of comments.

Mr. Turner noted that Mr. Kirby had asked him to chair the July 17 work session and he encouraged TPB members to attend. He said that one outcome of that session should be a recommendation about the schedule for approval. He noted that in developing the scope the RTPP, TPB members and stakeholders had different intentions about its direction and purpose. He said that he understood that as the RTPP was scoped, it was supposed to establish a process for the Board to use in making determinations about regional priorities, but it would not actually provide specific priorities.

12. Briefing on the Implementation of a TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

Referring to the mailout material and recognizing that there was little time for his presentation, Mr. Randall briefed the Board. He said that the TPB received a federal TIGER grant of $58 million in 2010, which is 100 percent capital funding for local transit improvements. He provided a status report on each of the projects.

Mr. Randall described some challenges regarding implementation, including coordination with the Department of Defense on the Pentagon Transit Center as well as technology challenges regarding implementation of transit signal priority (TSP) treatments. He said the grant needs to be spent by September 30, 2016. The Federal Office of Management and Budget (OMB) is leaning on federal agencies to get the money spent.

13. Notice of Proposed Amendments to the Fiscal Year 2013-2018 TIP that are Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for Eleven Projects as Requested by the Maryland Department of Transportation

Referring to the handout material, Ms. Erickson said that MDOT would be seeking TIP amendments to reflect Maryland's recently approved Consolidated Transportation Program (CTP), which is the six-year budget that was approved by the state legislature in April. She said the amendments will also reflect the state's recent revenue increase legislation. She said the amendments are currently out for public comment. MDOT will seek the TPB's approval at the July meeting.

14. Notice of Proposed Amendments to the Fiscal Year 2013-2018 TIP that are Exempt from the Air Quality Conformity Requirement and Include Project and Funding Updates for the Northern Virginia section of the TIP.

Ms. Hamilton said that VDOT would also seek amendments to the TIP to reflect the changes in Virginia's update to its six-year plan.

15. Other Business

Mr. Kirby called attention to the announcement that Senator Mark Warner has been named to serve as the new chairman of the Senate Commerce Committee Subcommittee on Transportation.

16. Adjournment

The meeting was adjourned at 1:55pm.

Item 3

TPB Technical Committee Meeting Highlights

June 28, 2013

The Technical Committee met on June 28 at COG. Six items were reviewed for inclusion on the TPB agenda for July 17.

- TPB agenda Item 7

  The Committee was briefed on the regional Car Free Day event scheduled for Friday, Saturday and Sunday, September 20-22 in tandem with the World Car Free Days event. The TPB will be asked to approve a proclamation making September 20-22 Regional Car Free Days 2013.

- TPB agenda Item 9

  The Committee was updated on the draft conformity analysis of the 2013 CLRP and FY 2013-2018 TIP. This conformity assessment and draft plan were released for public comment on June 13. The TPB will be asked to approve the conformity assessment at its July 17 meeting.

- TPB agenda Item 10

  The Committee was updated on the draft 2013 CLRP which was released for public comment on June 13. Following a 30-day comment period, the TPB will be asked to approve the 2013 CLRP at its July 17 meeting.

- TPB agenda Item 12

  The Committee was briefed on the FY 2014 Transportation/Land Use Connections (TLC) Program applications received from local jurisdictions for technical assistance to advance their transportation and land use coordination activities, and on the recipients recommended for funding by the selection panel. The TPB will be asked to approve the recommended recipients for assistance for FY 2014 at its July 17 meeting.

- TPB agenda Item 13

  The Committee was briefed on the applications for funding under the MAP-21 Transportation Alternatives Program. The TPB will be asked to approve the recommended projects for funding at its July 17 meeting.

- TPB agenda Item 16

  The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward

addressing regional challenges. The Committee was briefed on an outline of the draft plan. The draft priorities plan will be presented to the TPB at its July 17 meeting.

Three items were presented for information and discussion:

- The Committee was briefed on highlights from the 2013 State of the Commute Survey, which has been conducted every three years since 2001.

- The Committee was briefed on the findings of an analysis of Transportation Emissions Reduction Measures (TERMs) which was conducted during the conformity analysis of the 2013 CLRP and FY 2013-2018 TIP. For this conformity analysis, transportation emissions reductions from TERMs will not be required to meet air quality conformity.

- The Committee was briefed on the development of the final report of the TPB Bus On Shoulders Task Force which has investigated promising locations in the region to operate buses on the shoulders of highways.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES ATTENDANCE - June 28, 2013

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
DCOP	Dan Emerine

MARYLAND

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

VIRGINIA

Alexandria	Pierre Holloman
Arlington Co.	Dan Malouff
City of Fairfax	-------
Fairfax Co.	Mike Lake
Falls Church	-------
Loudoun Co.	Lou Mosurak
Manassas	-------
Prince William Co.	-------
NVTC	-------
PRTC	Nick Alexandrow
VRE	-------
VDOT	Rahul Trivedi
VDRPT	-------
NVPDC	-------
VDOA	-------

WMATA

WMATA	Danielle Wesolek

FEDERAL/OTHER

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

COG Staff

Ron Kirby, DTP
Robert Griffiths, DTP
Elena Constantine, DTP
Andrew Austin, DTP
Doug Franklin, DTP
Mark Pfoutz, DTP
Ron Milone, DTP
Andrew Meese, DTP
Jane Posey, DTP
Eric Randall, DTP
Yu Gao, DTP
Ben Hampton, DTP
Wendy Klancher, DTP
Feng Xie, DTP
Sarah Crawford, DTP

Other Attendees

Bill Orleans

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

Item #5

MEMORANDUM

July 11, 2013

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on June 28, 2013, the TPB Steering Committee approved the following resolutions:

- SR28-2013: Resolution to approve proposed updates to the functional classification of . orthern Virginia and the National Highway System (NHS) in . orthern Virginia, as requested by the Virginia Department of Transportation (VDOT)

- SR29-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding for preliminary engineering for the I-495 Express Lanes Shoulder Use project, as requested by VDOT

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

TPB SR28-2013
June 28, 2013

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

RESOLUTION TO APPROVE PROPOSED UPDATES TO THE FUNCTIONAL CLASSIFICATION OF NORTHERN VIRGINIA AND THE NATIONAL HIGHWAY SYSTEM (NHS) IN NORTHERN VIRGINIA, 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 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

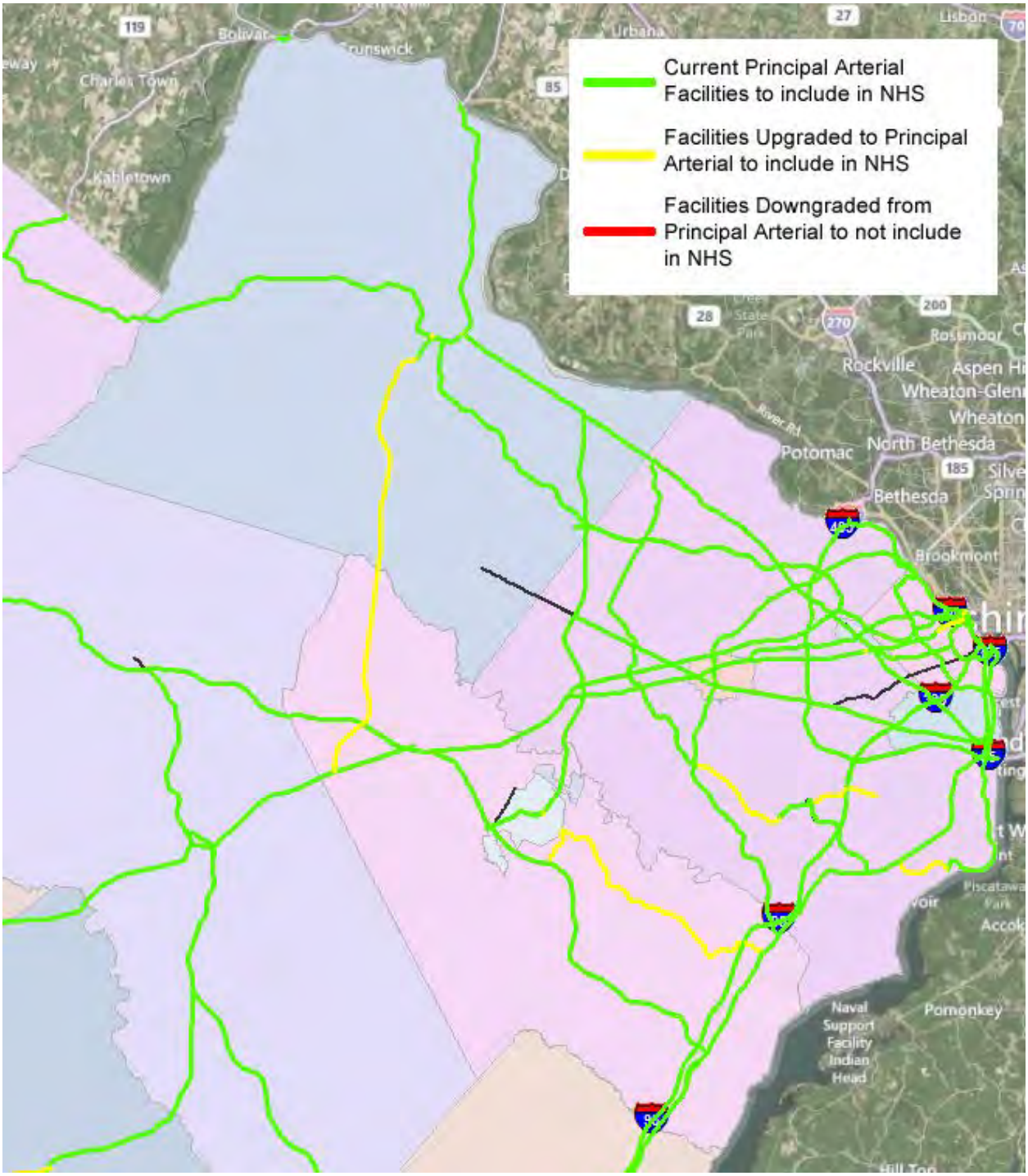
WHEREAS, the Bureau of the Census March 27, 2012 Notice issued decennial 2010 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, the Commonwealth of Virginia's Department of Transportation has proposed updates to its current federal highway functional classification system in application of 2010 Census information, and coordinated and consulted with the MPO on the updates; and

NOW, THEREFORE, BE IT RESOLVED that the Transportation Planning Board Steering Committee acknowledges that the state has coordinated with the MPO in the development of the updates to the highway system functional classifications presented in the accompanying summary map.

BE IT FURTHER RESOLVED that a copy of this approved resolution and the accompanying summary map shall be provided to the Federal Highway Administration Virginia Division Office for information purposes, and documentation of the MPO's participation in the FFC Update process.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 28, 2013


Current Principal Arterial Facilities to include in NHS
Facilities Upgraded to Principal Arterial to include in NHS
Facilities Downgraded from Principal Arterial to not include in NHS
Charles Town
Kabletown
Bolivar
Urbana
Lisbon
Rockville
Wheaton
Potomac
North Bethesda
Bethesda
Brookmont
Naval Support Facility Indian Head
Pomonkey

TPB SR29-2013
June 28, 2013

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 ADD FUNDING FOR PRELIMINARY ENGINEERING FOR THE I-495 EXPRESS LANES SHOULDER USE 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 21st 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 June 26, 2013, VDOT has requested an amendment to the FY 2013-2018 TIP to add $3 million in Advanced Construction funding to FY 2014 for preliminary engineering to upgrade the inside shoulders along northbound I-495 to assist in the merging of express lanes with general purpose lanes, as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity assessment of the 2012 CLRP and FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add $3 million in Advanced Construction funding to FY 2014 for preliminary engineering to upgrade the inside shoulders along northbound I-495 to assist in the merging of express lanes with general purpose lanes, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 28, 2013.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

June 26, 2013

The Honorable Scott York, 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

Dear Chairman York:

The Virginia Department of Transportation (VDOT) request amending the FY 2013-2018 Transportation Improvement Program (TIP) to add funding for the following project, which is included in the current 2012 CLRP and the approved air quality conformity analysis.

UPC 105130 I 495 Express Lanes Shoulder Use: VDOT is requesting an amendment to the FY 2013-2018 TIP to provide funding for the preliminary engineering (PE) phase of implementing the I-495 Express Lanes Extension Project currently in the 2012 CLRP. The CLRP presently lists the Express Lane Extension Project (two lanes in each direction) to be completed in 2015. This interim phase of the project will provide one additional lane in the northbound direction of I-495, between the current terminus of the Express lanes (near the Old Dominion Drive overpass) and just south of the George Washington Parkway. During the interim period, the additional lane will be provided by using the inner shoulders of I-495 and traffic permitted to use it only during the afternoon peak periods.

The amendment proposes to add a total of $3M for the PE phase of this project. The total cost estimate, including construction, for the project is $20M with construction anticipated to be complete in 2014. The scope of construction on the project is anticipated to be limited to pavement reconstruction to strengthen the shoulders where needed, limited drainage and erosion control work, and signing/striping work.

The proposed funds are new to the TIP and based on the recent allocations of funds 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 CLRP update.

Since this project is an interim phase of a project that was included in the regionally air quality conformity analysis for the 2013 CLRP and PE phases of projects are exempt from regional air quality consideration, the addition of this project into the proposed FY 2013 TIP update the Board is scheduled to act on July 17, 2013, will not affect the currently completed regional air quality conformity analyses.

Detailed funding table for the FY 2013-2018 TIP update is attached. VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on June 28, 2013. VDOT's representative 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

Copy: Ms. Dianne Mitchell, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Mr. John Lynch, P.E., VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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

FY 2013 - 2018

TIP Amendment - 6/28/2013

New Funding in **BOLD**

		Phase	Previous Funding	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total
					Fed	State	Local							
VDOT-Interstate														
TIP ID:	Agency ID: UPC# 105130				I 495 Express Lanes Shoulder Use									Complete 2014
Facility:	I-495	PE		AC (Other)	100%	0%	0%	$0	**$3,000**	$0	$0	$0	$0	**$3,000**
From:	Old Dominion Dr. Overpass													
To:	South of G. W. Parkway													
											Total Funds:			**$3,000.00**
Description:	The project involves upgrading the inside shoudlers along northbound I 495 to assist in the merging of Express lane traffic with GP lanes.													
Jurisdiction:	Fairfax County													
Amendment:	TIP Amendment is to add $3,000,000 (AC-Other) in FFY13 PE phase. (lco 6/25/13)													
Air Quality	This propsoed funding amendment is for PE phase only and is exempt from the the Air Quality Conformity Analysis. Also the CLRP and AQ conformity analysis includes a larger project that adds 2 lanes in this segment.													

ITEM 7 – Action
July 17, 2013

Approval of Regional Car Free Days 2013 Proclamation

Staff Recommendation: Approve the enclosed Car Free Days 2013 Proclamation.

Issues: None

Background: In an effort to create awareness of and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for Friday, Saturday and Sunday, September 20-22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

July 17, 2013

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

PROCLAMATION ESTABLISHING SEPTEMBER 20-22, 2013
AS CAR FREE DAYS
IN THE METROPOLITAN WASHINGTON REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington Region; and

WHEREAS, the TPB through its Commuter Connections program promotes and organizes an annual Car Free Day event along with its network members throughout the Washington area; and

WHEREAS, Car Free Day invites Washington region citizens to telework and try alternative forms of transportation such as taking transit, bicycling and walking, and "car lite" methods such as carpooling and vanpooling; and

WHEREAS*,* Car Free Day benefits the National Capital Region through improved air quality, reduced traffic congestion and parking demands, and the conservation of energy; and

WHEREAS, in 2013 World Car Free Day occurs on Sunday, September 22nd, and international mobility week occurs September 16-22nd, celebrating sustainable mobility.

WHEREAS, in order to include a weekday commute as part of the Car Free celebration, in 2013 the event will be recognized during a three day period from Friday, September 20th through Sunday, September 22nd.

NOW, therefore, be it resolved that the National Capital Region Transportation Planning Board:

1. **Proclaims September 20-22, 2013 as Car Free Days throughout the Washington Metropolitan Region; and**

2. **Encourages citizens to pledge to be Car Free or Car-lite on any or all of the 2013 Car Free Days by visiting www.carfreemetrodc.org; and**

3. **Asks TPB Member jurisdictions to adopt similar proclamations in support of Car Free Days on September 20-22, 2013.**

_____

Chair, National Capital Region Transportation Planning Board

ITEM 9 - Action
July 17, 2013

Approval of Air Quality Conformity Determination of the 2013 CLRP and FY 2013-2018 TIP

Staff Recommendation: Adopt Resolution R1-2014 finding that the 2013 CLRP and FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990.

Issues: None

Background: At the June 19 meeting, the Board was briefed on the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP**.**

TPB R1-2014
July 17, 2013

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

RESOLUTION FINDING THAT THE 2013 CONSTRAINED LONG RANGE PLAN AND FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM CONFORM WITH THE REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, a work program was developed to address all procedures and requirements, including public and interagency consultation, and the work program was released for public comment on January 11 and approved by the TPB at its February 20, 2013 meeting; and

WHEREAS, on February 20, 2013, the TPB approved the projects submitted for inclusion in the air quality conformity assessment for the 2013 CLRP and FY2013-2018 TIP; and

WHEREAS, in each year's update of the CLRP since 2000, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area; and

WHEREAS, after accounting for the "Metro Matters" commitments for Metro's near-term funding and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) legislation and state matching, the current analysis includes the transit ridership constraint to or through the core area at 2020 ridership levels for 2025, 2030 and 2040 and

WHEREAS, on June 13, 2013, the draft results of the Air Quality Conformity Determination of the 2013 CLRP and the FY2013-2018 TIP were released for a 30-day public comment period and inter-agency review, and on July 17, 2013 the TPB accepted recommended responses to comments received for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP, the 2013 CLRP, and FY 2013-2018 TIP; and

WHEREAS, the analysis reported in *Air Quality Conformity Determination of the 2013 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region*, dated July 17, 2013, demonstrates adherence to all mobile source emissions budgets for volatile organic compounds, nitrogen oxides, and carbon monoxide, and demonstrates that PM2.5 emissions meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2013 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

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

MEMORANDUM

July 17, 2013

To: **Transportation Planning Board**

From: **Jane Posey**
Senior Transportation Engineer

Subject: **Air Quality Conformity Assessment for the 2013 Constrained Long Range Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)**

INTRODUCTION

This memo documents summary results of the air quality conformity assessment of the 2013 CLRP and FY2013-2018 TIP with respect to the following pollutants:

- **Ozone Season Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx).** On May 21, 2012 EPA designated the Washington, DC-MD–VA region as 'marginal' nonattainment for the 2008 ozone National Ambient Air Quality Standards (NAAQS). Until new mobile budgets are developed, the region must adhere to those currently approved by EPA under the old 1997 standard. The currently approved budgets for VOC and NOx were submitted to the EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007, as part of an 8-hour ozone SIP, responding to the 1997 Ozone Standard. On February 7, 2013 EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in this SIP. The budgets are 66.5 tons/day of Volatile Organic Compounds (VOC) and 146.1 tons/day of Nitrogen Oxides (NOx) for the 2009 Attainment Plan and 144.3 tons/day of NOx for the 2010 Contingency Plan.

- **Fine Particles ($PM_{2.5}$).** On December 17, 2004 EPA designated the Washington, DC-MD-VA region as nonattainment for the 1997 Fine Particles Standard. On January 12, 2009, EPA determined that the region had attained the 1997 $PM_{2.5}$ NAAQS and issued a clean data determination for the area. On May 22, 2013 MWAQC approved a $PM_{2.5}$ Resignation Request and Maintenance Plan for the Washington region. This Maintenance Plan includes forecast year mobile budgets for direct $PM_{2.5}$ and Precursor NOx. Until these mobile budgets are found adequate or are approved by EPA, the region will assess conformity based on a test that shows emissions in forecast year scenarios are no greater than those in a 2002 base.

- **Wintertime Carbon Monoxide (CO).** The region is in maintenance for mobile source wintertime CO, and is required to show that pollutants do not exceed the approved budget of 1671.5 tons/day.

The analysis shows that mobile emissions are well within the mobile budgets for ozone season VOC and NOx, as well as wintertime CO, and are well below the 2002 base year levels for the PM2.5 pollutants.

The results, based upon analyses contained in the full technical report, Air Quality Conformity Determination of the 2013 Constrained Long Range Plan and FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region, were released for public comment and interagency consultation on June 13, 2013. The public comment period ends on July 13, 2013.

BACKGROUND

The Transportation Planning Board (TPB) approved the scope of work and the project submissions for the 2013 CLRP and FY2013-2018 TIP air quality conformity analysis on February 20, 2013.

Key technical inputs to the analysis include:

- Round 8.2 Cooperative Land Activity Forecasts
- New Project Submissions
- The Version 2.3 Travel Demand Model including a 3722 Transportation Analysis Zones (TAZ) area system
- 2011 Vehicle Registration Data
- EPA's MOVES Emissions Factor Model.

WORK ACTIVITIES

Staff prepared inventories for each pollutant for six forecast years (2015, 2017, 2020, 2025, 2030 and 2040). Ozone season pollutants (VOC and NOx) and wintertime CO are inventoried for average weekday conditions, and precursor NOx and direct $PM_{2.5}$ are inventoried to reflect emissions on a yearly total basis. These inventories address a primary conformity assessment criterion to demonstrate that emissions associated with the plan do not exceed the approved budgets.

CLRP Projects

Attachment A lists the major changes to the conformity project inputs since the 2012 CLRP. A complete list of highway and transit projects included in the conformity analysis is shown in an appendix of the full technical report, mentioned above.

VDOT Alternatives

The Virginia Department of Transportation (VDOT) requested that three alternatives for a western Dulles airport access facility, as well as a "no-build" alternative, be included in this air quality conformity analysis. A description of the alternatives is included at the end of Attachment A. These alternatives are currently undergoing a NEPA review as part of an Environmental Assessment (EA). Only one of these alternatives will be selected for the final EA document seeking federal approval. The results of each alternative were included in information that went out for public comment in June for the conformity analysis. Originally the Commonwealth Transportation Board (CTB) was expected to select an alternative before the TPB meeting in July, but the CTB's decision was delayed.

In July the TPB will be asked to approve the conformity analysis, TIP, and CLRP with the VDOT "no-build" alternative, which is referenced in the attached exhibits as "No Dulles Access Improvements".

Land Activity Forecasts

The COG Board approved the draft Round 8.2 Cooperative Forecasts for use in the air quality conformity analysis of the 2013 CLRP and FY2013-2018 TIP in February, 2013. The forecasts reflect both the small area land use distributions throughout the Washington region, and also the latest planning assumptions for areas that are outside the Washington region. Attachment B shows a summary of the Round 8.2 data.

Travel Modeling Process

Staff updated the Version 2.3 travel demand model to reflect more recent travel information. This update was informed by 2010 traffic and Metrorail counts, and 2010 travel survey data. It resulted in a new 2010 base year validation of the model. Changes to model outputs include: an increase in non-motorized trips with a concurrent reduction in motorized trips in high density areas, a better estimation of traffic crossing the Potomac river bridges, and an overall improvement in estimated to observed Vehicle Miles Travelled (VMT).

Staff prepared travel demand forecasts for each of the analysis years using the updated Version 2.3 travel demand model. Exhibit 1 presents the geographic areas for travel modeling and for emissions reporting for each pollutant. Exhibit 2 presents the resulting average weekday transit trips, vehicle trips, and VMT results through time for each conformity analysis year and VDOT alternative, for the full modeled area.

MOVES

MOVES (MOtor Vehicle Emissions Simulator) is a computer program designed by the US Environmental Protection Agency (EPA) to estimate air pollution emissions from on-road mobile sources. Officially released in 2010, the MOVES model version, MOVES2010, replaced the previous on-road emissions model, MOBILE6.2. MOVES2010a, a subsequent release of the program, was used in this conformity analysis.

MOVES Inputs

The average annual weekday VMT and trip data generated by the travel demand model are adjusted by the post processor to create annual county level VMT for input into the MOVES model. VMT are defined as Annual VMT and VMT by facility type. The annual VMT for MOVES input is based on 6 HPMS vehicle types. The VMT by facility type is stratified by MOVES vehicle type (13 categories) and road type (5 categories). Average vehicle speeds are stratified by vehicle type, road type, time of day, and type of day (i.e. weekday vs. weekend). Bus VMT and Auto Access to Transit VMT are added into the mix. 2011 VIN data are used to assign vehicle population data and age distribution, by city/county, in the MOVES process.

COG's Department of Environmental Programs (DEP) staff provides inputs related to fuel supply and formulation and Inspection and Maintenance (I/M) programs, as well as meteorology data. Fuel

and I/M program data are supplied directly from DC, Maryland, and Virginia's air agencies in MOVES ready formats. Meteorology data are developed by DEP staff and supplied as hourly records of temperature and relative humidity in MOVES format.

Mobile Emissions Inventories

Ozone Season and Wintertime CO – Daily Emissions

The emissions results for ozone season pollutants are summarized in Exhibits 3 and 4, and indicate total VOC and NOx emissions for each analysis year. Reductions through time reflect the impact of the cleaner fuel / fleet and related programs. The emissions are shown in relation to the approved mobile budget for each pollutant.

$PM_{2.5}$ – Yearly Emissions

Direct $PM_{2.5}$ and precursor NOx emissions totals are shown in Exhibits 5 and 6. The emissions reductions through time are largely attributable to Tier II vehicle standards, cleaner fuels, and the heavy duty engine rule. The forecast year emissions are shown relative to the 2002 emissions. Mobile budgets, developed for the Fine Particles Maintenance Plan, are included at this time for informational purposes only.

2013 CLRP Emissions Inventories vs. Budgets

Exhibits 3-6 display net emissions for each forecast year. The charts show that emissions are within the mobile budgets for ozone season pollutants, and are not greater than 2002 levels for fine particles pollutants, for all forecast years. Wintertime CO emissions (contained in the full technical report but not summarized here) are also within the CO emissions budget.

TERMs

Transportation Emission Reduction Measures (TERMs) are strategies or actions that the TPB can employ to offset increases in emissions from mobile sources. All TERMs are intended to reduce either the number of vehicle trips (VT), vehicle miles traveled (VMT), or both. These strategies may include ridesharing and telecommuting programs, improved transit and bicycling facilities, clean fuel vehicle programs or other possible actions.

In past conformity analysis, TERMs have been listed in a in a summary table showing the emission reduction benefits of each project, as well as the project's implementation status. With the recalibration of the travel demand model, the vast majority of TERMs have been moved into the baseline and may no longer be used to offset future emissions. Creditable TERMs were reanalyzed using emissions rates developed from the MOVES model. Only projects put into place after 2010, or projects with improvements since 2010, were included in this analysis.

TERMs analyzed for the 2013 CLRP conformity analysis were grouped into four categories:

- TPB Commuter Connections Program
- Regional Incident Management Program
- Pedestrian Facilities Expansions & Enhancements

- Freeform Carpooling (Slug Lots)

Exhibit 7 lists the emission reduction potential of these TERMs, by pollutant, for each analysis year. The benefits of these projects are not included in the emissions totals in this report, but are available, if necessary, to offset future growth in mobile emissions.

COMMENTS / RESPONSE TO COMMENTS

SUMMARY

The analytical results described in this air quality assessment provide a basis for a determination by the TPB of conformity of the 2013 CLRP and FY2013-2018 TIP.

Following: Exhibits 1- 7
Attachments A - B

EXHIBIT 1
Washington, D.C.- Maryland - Virginia
Planning Areas

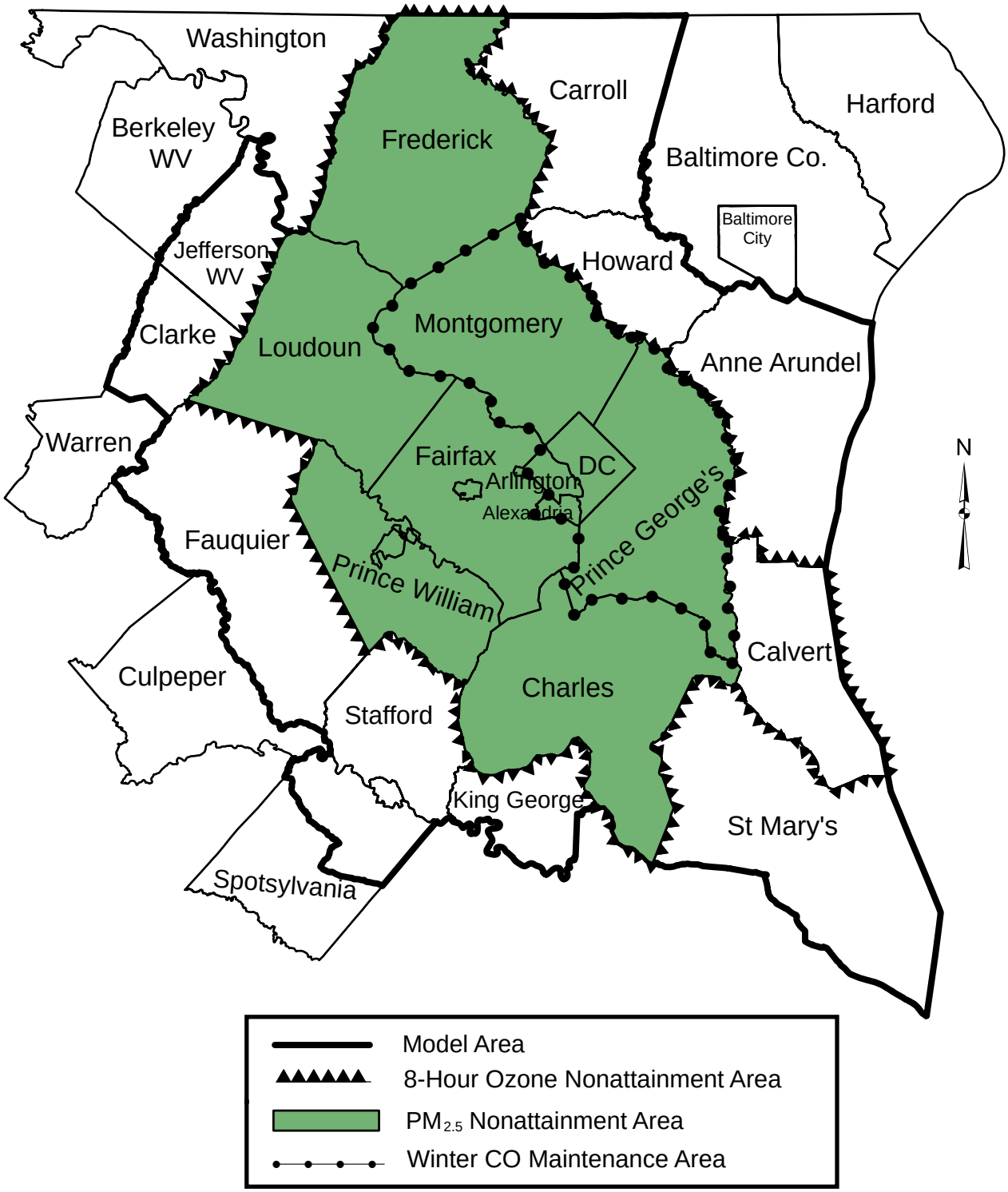


Exhibit 2

Travel Demand Summary
Modeled Area Trips and Vehicle Miles Traveled (000's)
Average Weekday Traffic (AWDT)

	2002	2015	2017	2020	2025 NO VDOT ALT	2025 VDOT ALT A	2025 VDOT ALT B	2025 VDOT ALT C
Transit Trips	1,092.5	1,194.8	1,253.3	1,327.5	1,389.5	1,389.7	1,389.5	1,390.0
Vehicle Trips	14,822.9	16,805.8	17,068.4	17,532.6	18,386.8	18,387.2	18,387.6	18,385.6
VMT	149,388.9	166,771.9	169,941.7	174,980.2	185,034.0	185,141.3	185,166.9	185,161.1

	2030 NO VDOT ALT	2030 VDOT ALT A	2030 VDOT ALT B	2030 VDOT ALT C	2040 NO VDOT ALT	2040 VDOT ALT A	2040 VDOT ALT B	2040 VDOT ALT C
Transit Trips	1,437.1	1,437.4	1,437.0	1,437.3	1,531.8	1,532.0	1,531.9	1,531.9
Vehicle Trips	19,115.8	19,115.9	19,116.2	19,115.3	20,289.9	20,290.8	20,290.0	20,290.0
VMT	193,832.4	193,970.7	193,948.3	193,931.8	206,511.4	206,564.4	206,604.3	206,588.6

Exhibit 3
AIR QUALITY CONFORMITY
2013 CLRP & FY2013-2018 TIP
Ozone Season VOC Emissions

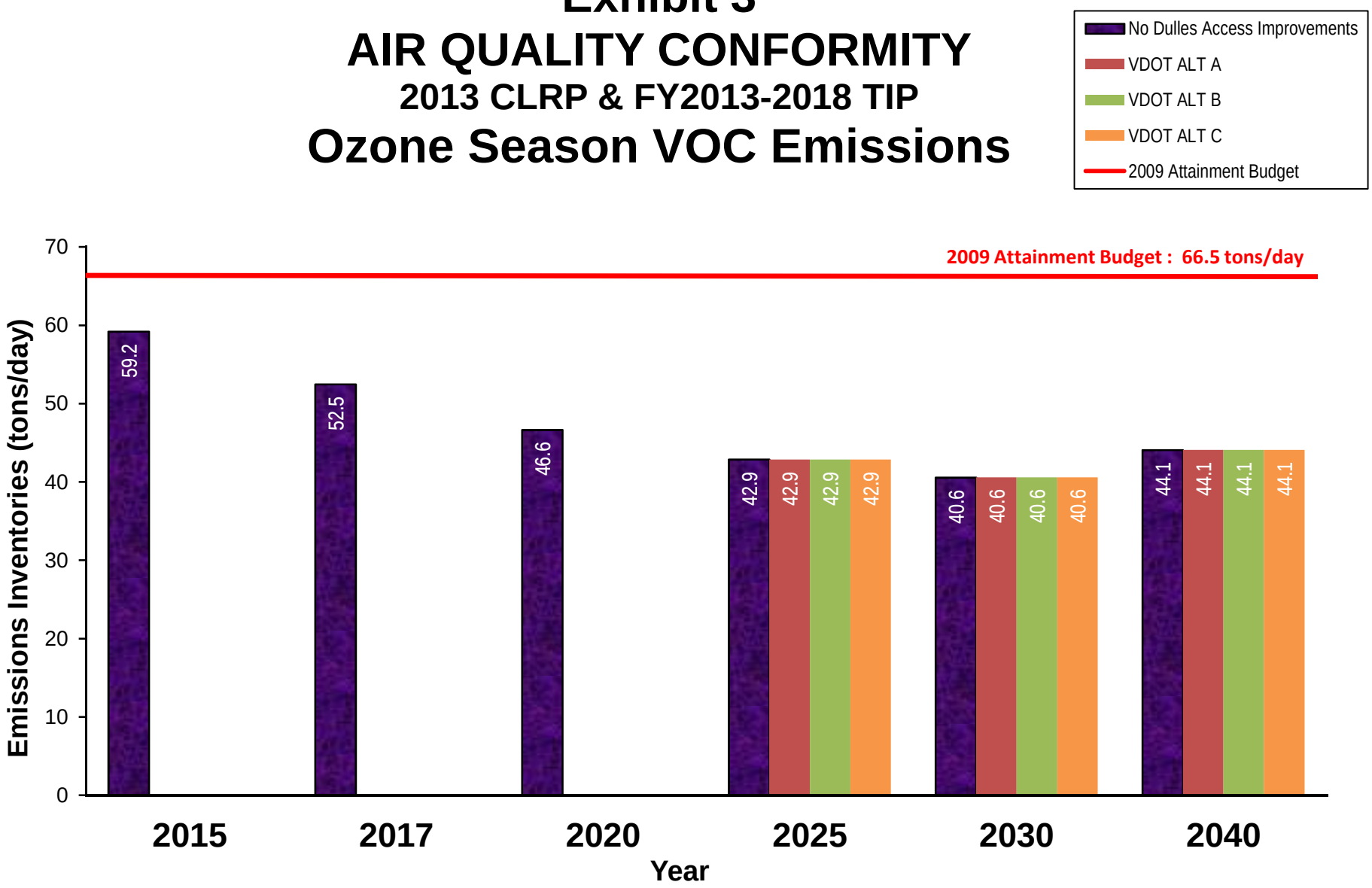


Exhibit 4
AIR QUALITY CONFORMITY
2013 CLRP & FY2013-2018 TIP
Ozone Season NOx Emissions

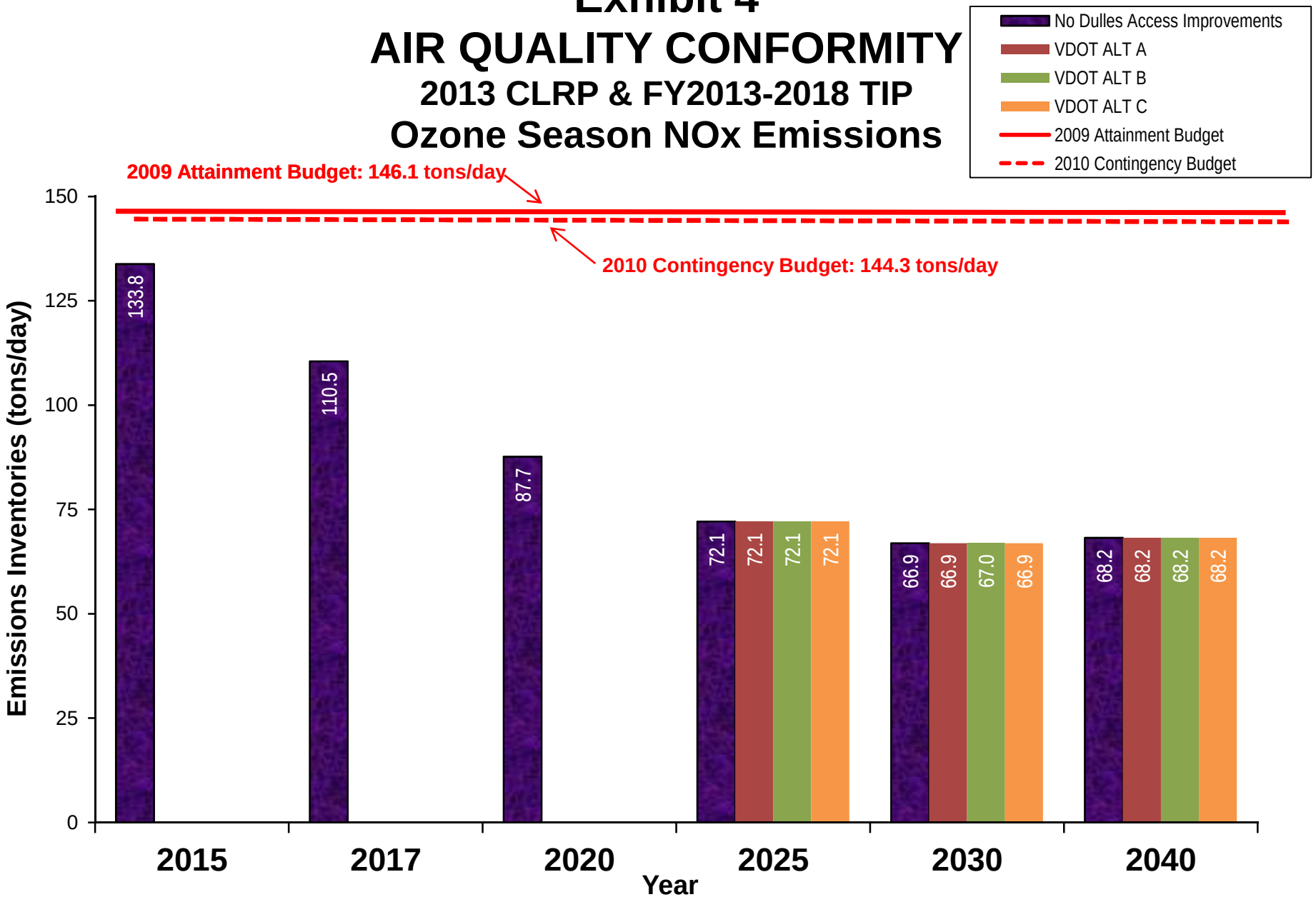
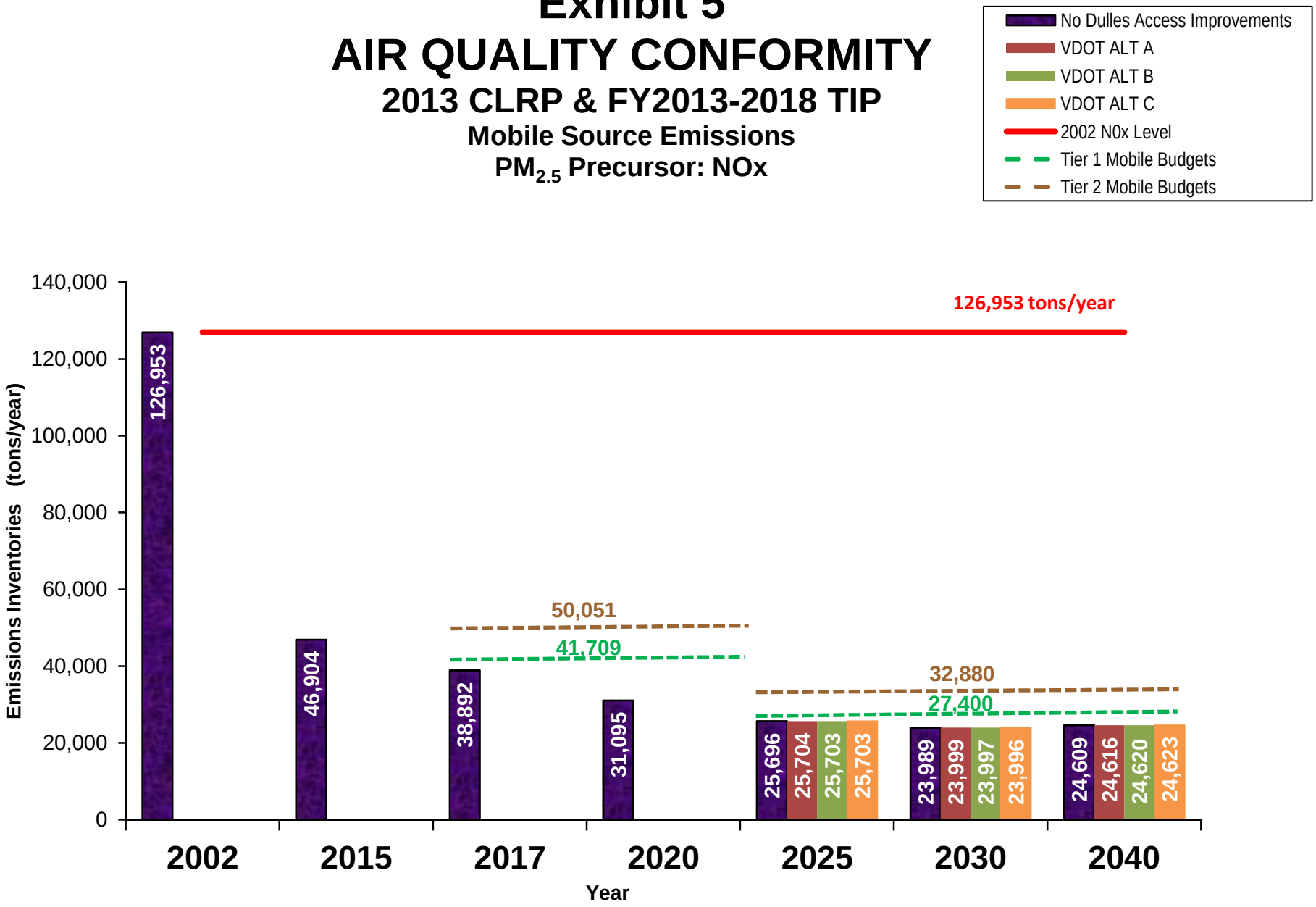
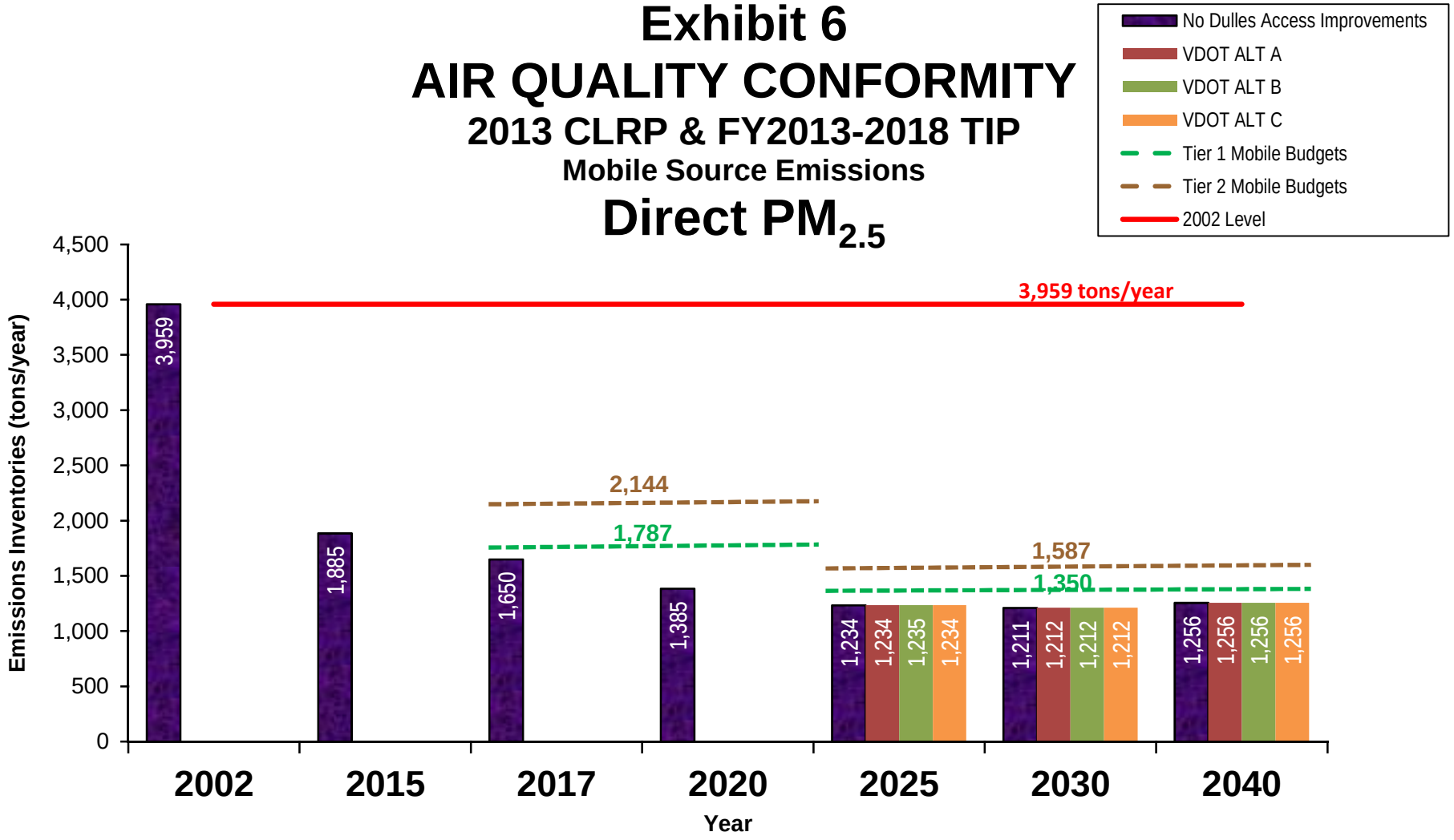


Exhibit 5
AIR QUALITY CONFORMITY
2013 CLRP & FY2013-2018 TIP
Mobile Source Emissions
$PM_{2.5}$ Precursor: NOx



NOTE: MWAQC approved a $PM_{2.5}$ Maintenance Plan on 5/22/2013. The Plan contains mobile budgets for years 2017 and 2025, which are shown in this graph for informational purposes only. When they are approved by EPA they will be used for conformity. In the meantime, without approved mobile budgets, it is required that Forecast Year emissions do not exceed Base Year 2002 emissions.

Exhibit 6
AIR QUALITY CONFORMITY
2013 CLRP & FY2013-2018 TIP
Mobile Source Emissions
Direct $PM_{2.5}$



NOTE: MWAQC approved a $PM_{2.5}$ Maintenance Plan on 5/22/2013. The Plan contains mobile budgets for years 2017 and 2025, which are shown in this graph for informational purposes only. When they are approved by EPA they will be used for conformity. In the meantime, without approved mobile budgets, it is required that Forecast Year emissions do not exceed Base Year 2002 emissions.

EXHIBIT 7

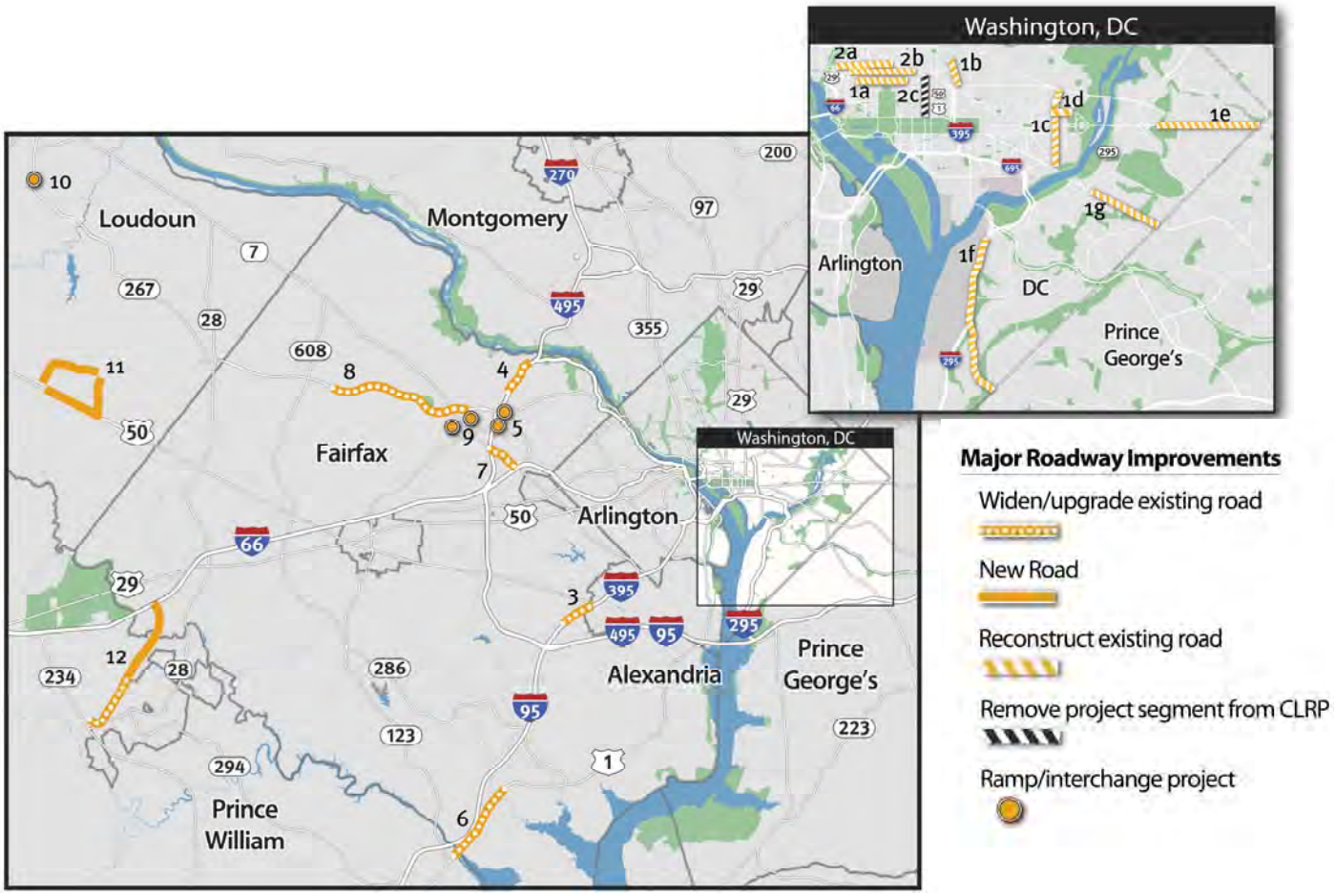
2013 CLRP
TRANSPORTATION EMISSIONS REDUCTION MEASURES
SUMMARY TABLE

EMISSIONS REDUCTIONS					
Years/Pollutants	**Ozone - VOC**	**Ozone - NOx**	**PM2.5 Direct**	**Precursor NOx**	**Winter CO**
	(tons/day)	(tons/day)	(tons/year)	(tons/year)	(tons/day)
2015	0.17	0.27	0.43	10.65	3.75
2017	0.19	0.28	0.37	8.75	4.41
2020	0.23	0.28	0.31	6.88	5.43
2025	0.29	0.32	0.27	5.53	7.35
2030	0.34	0.38	0.26	5.04	9.53
2040	0.54	0.56	0.27	5.08	14.95

NOTE: Benefits from these TERMs are not included in the emissions totals in this conformity analysis.

ATTACHMENT A

Significant Additions and Changes to The 2013 Update to the Financially Constrained Long-Range Transportation Plan



DISTRICT OF COLUMBIA

1. Lane Reductions and Reconfigurations – C St. NE, East Capitol St., I St. NW, New Jersey Ave. NW, Pennsylvania Ave. SE, South Capitol St., 17th St. NE and SE
2. Bike Lane Pilot Projects – 9th St. NW, L St. NW, and M St. NW

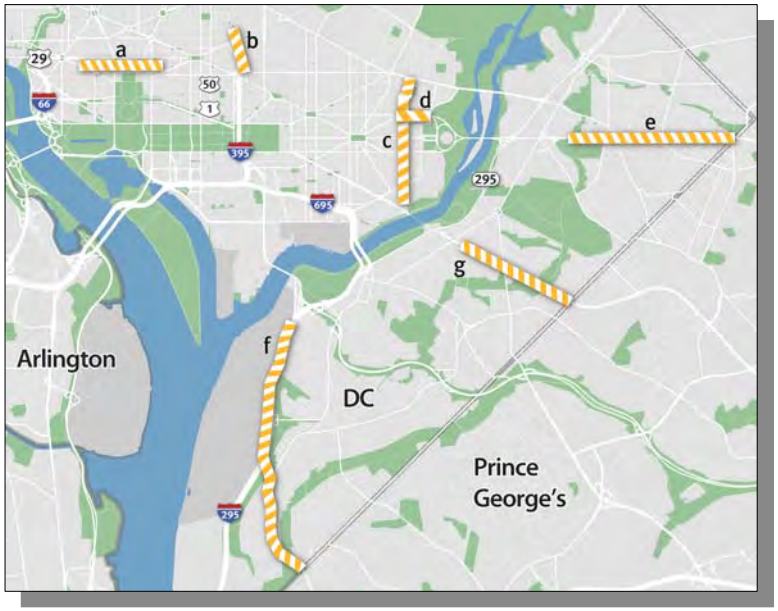
VIRGINIA

3. Widen I-395 Southbound between Duke St. and Edsall Rd.
4. Widening of Northern Segment of I-495, Capital Beltway HOT Lanes
5. I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Rd.
6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way
7. Widen VA 7, Leesburg Pike from I-495 to I-66
8. Construct Collector-Distributor Roads along Dulles Toll Rd. between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.
9. Construct Dulles Toll Road Ramps in Tysons
10. Construct Dulles Greenway Ramp in Leesburg
11. Alt. A: Construct Dulles Air Cargo, Passenger and Metro Access Highway
    Alt. B: Construct New Limited Access US 50 and VA 606, Loudoun County Parkway
12. Study VA 28, Manassas Bypass from VA 234, Sudley Rd. to I-66

DISTRICT OF COLUMBIA PROJECTS

1. Lane Reductions and Reconfigurations

DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:



a) **C St. NE from 16th St. NE to Oklahoma Ave. NE**
Implement traffic-calming measures by removing one of two travel lanes in each direction. Complete: 2013. Cost: $4.5 million.

b) **East Capitol St. from 40th St. to Southern Ave.**
Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction. Complete: 2015. Cost: $5 million.

c) **I St. NW Peak Period Bus-Only Lanes 13th St. NW to Pennsylvania Ave. NW**
I St. NW is one-way, running westbound between 13th St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. Complete: 2013. Cost: $500,000.

d) **New Jersey Ave. NW from H St. NW to N St. NW**
Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction. Complete: 2015. Cost: $7.5 million.

e) **Pennsylvania Ave. SE from 27th St. SE to Southern Ave. SE**
As a part of the Pennsylvania Avenue Great Streets Project, a median was installed reducing the number of lanes from 5 to 4. Completed in 2011.

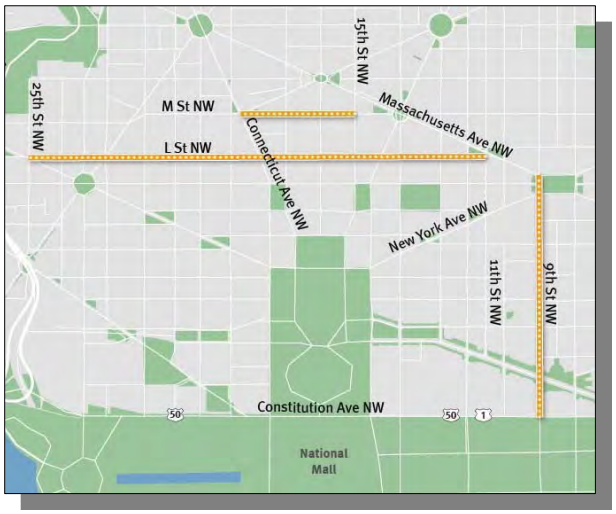
f) **South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**
Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4. Complete: 2015. Cost $5 million.

g) **17th St. NE/SE from Benning Ave. NE to Potomac Ave. SE**
Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound. Complete: 2013. Cost $1.95 million.

See the project descriptions in Attachment A for more information.

2. Bike Lane Pilot Studies

In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects – 15th St. NW from Constitution Ave. NW to W St. NW and Pennsylvania Ave. NW from 3rd St. NW to 14th St. NW – were completed in 2010. The 15th St. Bike Lane removed one vehicle lane, while the Pennsylvania Ave. Bike Lanes did not remove any vehicle lanes. This year, DDOT is updating the status of the remaining pilot projects as follows:



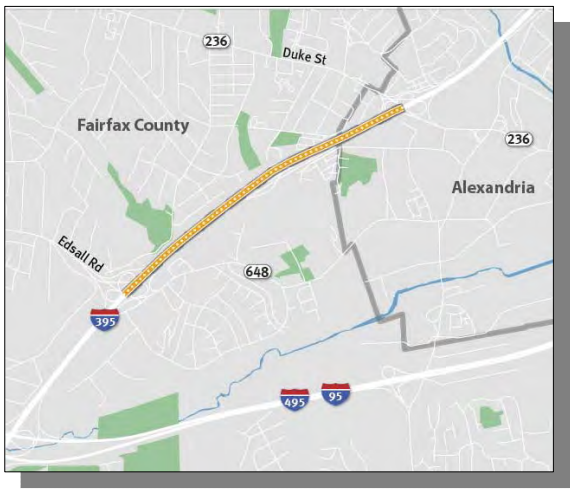
a. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
b. M St. from 15th St. NW to ~~29th St. NW~~ 25th St. NW – complete in 2013, one travel lane removed
c. 9th St. NW from Constitution Ave. NW to K St. NW – project withdrawn

NORTHERN VIRGINIA PROJECTS

3. Widen I-395, Shirley Memorial Highway – Southbound from Duke St. to Edsall Rd.

Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.

Complete: 2018
Length: 1.5 miles
Cost: $58.5 million
Funding: Federal, State, Other

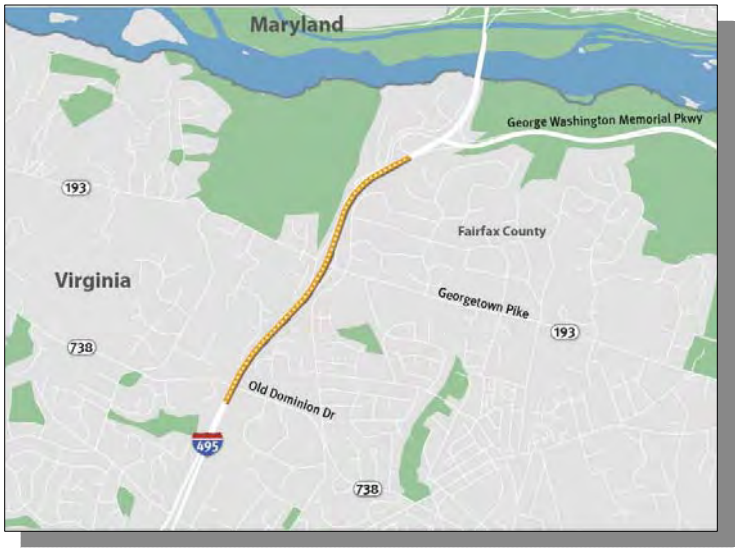


See the project description in Attachment A for more information.

4. Widen I-495, Capital Beltway HOT Lanes from South of the George Washington Parkway to South of Old Dominion Dr.

The CLRP includes the construction of a system of HOT Lanes on I-495. The segment of HOT Lanes between south of the George Washington Pkwy and south of Old Dominion Dr. was planned to be two lanes wide. VDOT proposes to make this segment four lanes wide.

Complete: 2014
Length: 1.5 miles
Cost: $75 million
Funding: Private



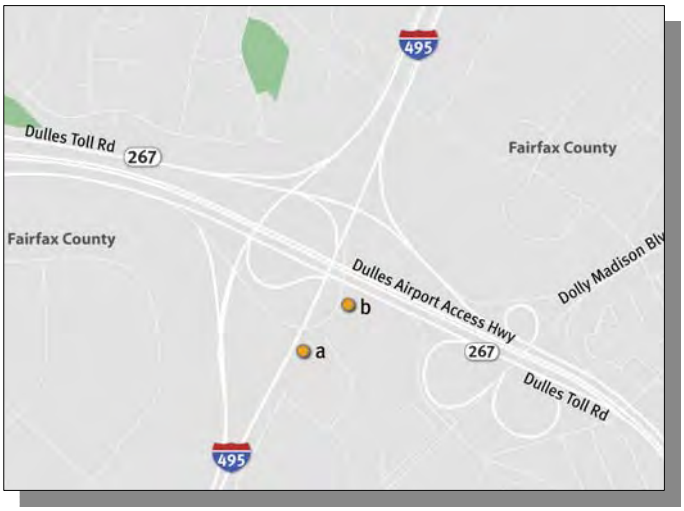
5. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road

a. Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway

Complete: 2030
Length: 0.8 mile
Cost: $7 million
Funding: Federal, State, Private…

b. Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from one to two lanes.

Complete: 2030
Length: 0.7 mile
Cost: $10 million
Funding: Federal, State, Private…



See the project description in Attachment A for more information.

6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way

Widen US 1 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 3.5 miles
Cost: $125 million
Funding: Federal, State, Local

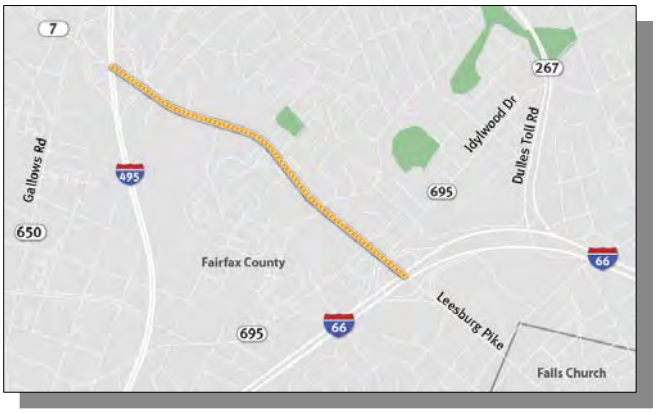
See the project description in Attachment A for more information.

7. Widen VA 7, Leesburg Pike from I-495 to I-66

Widen VA 7 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 1.3 miles
Cost: $71 million
Funding: Federal, State, Local,

See the project description in Attachment A for more information.



8. Construct Collector-Distributor Roads Parallel to Dulles Toll Road between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.

Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684 and VA 828. These new facilities will allow for additional closely-spaced interchanges to be constructed in Tysons.

Complete: 2036, 2037
Length: 6 miles
Cost: $186 million
Funding: Federal, Local, Private, Bonds

See the project description in Attachment A for more information.

9. Dulles Toll Road Ramps in Tysons at Boone Blvd., and Greensboro Dr.

a. Construct a ramp to and from the Dulles Toll Rd. to the new Boone Blvd. extension at Ashgrove Lane.

Complete: 2037
Cost: $79 million
Funding: Federal, State, Private, Bonds

b. Construct a ramp to and from the Dulles Toll Rd. to the new Greensboro Dr. extension at Tyco Rd.

Complete: 2036
Cost: $28 million
Funding: Federal, State, Private, Bonds

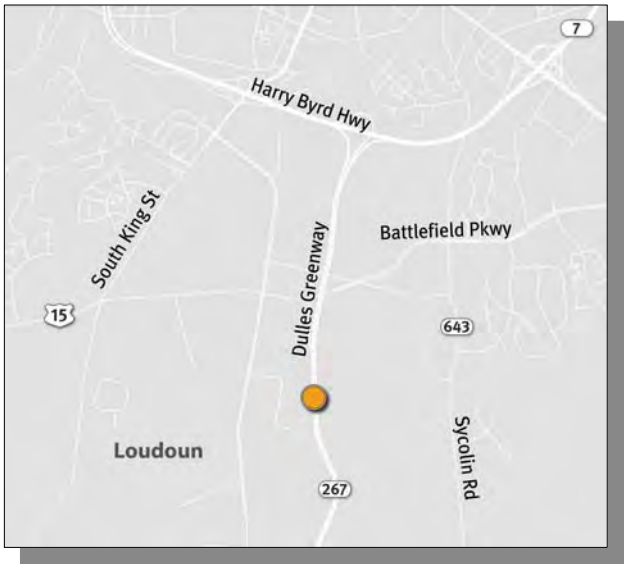
See the project descriptions in Attachment A for more information.

10. Dulles Greenway Ramp at (planned) Hawling Farm Blvd. near Leesburg

Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.

Complete: 2015
Cost: $850,000
Funding: Private

See the project description in Attachment A for more information.



11. Improved Access to Dulles Airport

Two alternatives are currently being considered for improving access to Dulles Airport, particularly for air cargo. Both alternatives will be examined during the TPB's air quality conformity analysis. Prior to TPB's approval of the 2013 CLRP Update, VDOT will be required to select one of the two alternatives for inclusion in the Plan.

a. Dulles Air Cargo, Passenger and Metro Access Highway
from US 50, John Mosby Highway to VA 606, Loudoun County Parkway

Construct a new four-lane facility (on a six-lane right of way) between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.

Complete: 2025
Length: 3 miles
Cost: $153 million
Funding: Federal, State, Local, Private, Bonds, Other

b. Construct new Limited Access Routes along US 50, John Mosby Highway and VA 606, Loudoun County Parkway

Construct a new, grade-separated, 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade, 4-lane limited access Loudoun County Parkway between the new grade-separated US 50 and 1.5 miles north of that interchange.

Complete: 2025
Length: 4 miles
Cost: $813 million
Funding: Federal, State, Local, Private, Bonds, Other

12. VA 28 Manassas Bypass Study from VA 234 to I-66

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties. This project is proposed as a study and will not be included in the air quality conformity analysis of the CLRP.

Complete:	2018
Length:	6 miles
Cost:	$500,000
Funding:	Federal, State, Local

See the project description in Attachment A for more information.

2013 Constrained Long Range Plan
FY2013-2018 Transportation Improvement Program
VDOT Dulles Access Improvements Alternatives

	US 50	VA 606 (Loudoun County Pkwy)		Northstar Blvd.
	Northstar Blvd. To VA 606	US 50 to 1.5 miles north of US 50	1.5 miles north of US 50 to Dulles Greenway	US 50 (at Northstar Blvd.) to VA 606 (at 1.5 miles north of US 50)
Current Conditions	4/5/6 lanes, major/principal arterial	2/4 lanes, minor arterial	2 lanes, minor arterial	----------
2013 CLRP (no Dulles access improvements)	6 lanes, principal arterial	4 lanes, minor/major arterial	4 lanes, minor/major arterial	----------
2013 CLRP VDOT A	6 lanes, principal arterial	4 lanes, minor/major arterial	4 lanes, minor/major arterial	4 lanes, principal arterial
2013 CLRP VDOT B	4 lanes, limited access facility + 6 lanes, principal arterial	4 lanes, limited access facility + 4 lanes, major arterial	4 lanes, major arterial	----------
2013 CLRP VDOT C (Loudoun County Comprehensive Plan)	6 lanes, limited access facility	8 lanes, limited access facility	4 lanes, major arterial	----------

ATTACHMENT B

HOUSEHOLD DATA

TPB PLANNING AREA:	2015	2017	2020	2025	2030	2040
D.C.	287617	291838	298115	309979	318252	339889
MONTGOMERY	377524	385296	396955	414873	434767	460161
PR.GEORGES	323364	328583	336404	348604	359878	379317
ARLINGTON	105692	108296	112211	117332	121383	128605
ALEXANDRIA	72306	74175	76978	81352	84717	94890
FAIRFAX	412183	419165	429673	455610	478867	523521
LOUDOUN	120272	126427	135648	149208	157333	165274
PR. WILLIAM	166083	172975	183321	197890	210450	229944
FREDERICK	87387	89490	92640	100227	107580	119457
CHARLES	57528	60235	64299	70833	75847	85901
SUBTOTAL	2,009,956	2,056,480	2,126,244	2,245,908	2,349,074	2,526,959
ADDITIONAL COUNTIES:						
HOWARD	117700	120864	125600	132182	135486	137773
ANNE ARUNDEL	210888	213647	217782	223822	229371	234332
CALVERT	34298	34991	36027	37374	38348	40301
CARROLL	65691	67260	69614	73417	76111	81464
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	47742	49894	53122	57878	62604	69306
CLARKE&JEFFERSON	29378	30455	32064	34783	37347	42371
FAUQUIER	25337	25981	26954	28616	30272	33801
K. GEORGE	9,808	10379	11237	12808	14366	17142
ST. MARY'S	44443	46408	49352	53960	58143	66509
STAFFORD	49673	52815	57533	65473	73367	87670
SUBTOTAL	634,958	652,694	679,285	720,313	755,415	810,669
TOTAL	2,644,914	2,709,174	2,805,529	2,966,221	3,104,489	3,337,628

SOURCE:

- MWCOG Round 8.2 Cooperative Forecasts
- BMC Round 7-C Cooperative Forecasts
- George Washington Regional Commission / Federicksburg Area MPO February 2013
  TAZ Refinements of the January 2012 GWRC/FAMPO Long-Range Transportation Plan
  Update Control Estimates and Forecasts for City of Fredericksburg, King George, Spotsylvania and Stafford Counties
- Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's
- COG/TPB Staff used Virginia Employment Commission Population Projections, February 2013 for Clark and Fauquier
- COG/TPB Staff used West Virginia University Population Projections, February 2013 for Jefferson County

EMPLOYMENT DATA

TPB PLANNING AREA:	2015	2017	2020	2025	2030	2040
D.C.	812947	834060	865726	902631	929641	982647
MONTGOMERY	531993	544960	564419	598807	635257	715143
PR.GEORGES	356958	365324	377879	403134	427514	497652
ARLINGTON	247460	258989	276281	292078	303044	308830
ALEXANDRIA	110248	112872	116812	131152	149552	167598
FAIRFAX	697250	721152	757079	809537	854343	920979
LOUDOUN	162772	176679	197577	225893	251675	283246
PR. WILLIAM	163423	172538	186215	207340	230047	278151
FREDERICK	99386	101182	103862	107266	109755	114907
CHARLES	68439	69758	71731	74731	77537	83138
SUBTOTAL	3,250,876	3,357,514	3,517,581	3,752,569	3,968,365	4,352,291
ADDITIONAL COUNTIES:						
HOWARD	181143	186679	194977	209723	221168	231902
ANNE ARUNDEL	309853	317528	329042	345027	358320	370904
CALVERT	41059	42422	44457	46258	47159	48955
CARROLL	69619	70099	70813	71629	72456	74090
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	78759	81609	85881	92897	99865	116175
CLARKE & JEFFERSON	27533	28329	29530	31348	33052	36300
FAUQUIER	29270	30016	31135	33071	34996	39086
K. GEORGE	17804	18433	19377	20947	22490	25747
ST. MARY'S	64083	65350	67268	70093	71969	75862
STAFFORD	52681	54970	58399	64304	70170	84159
SUBTOTAL	871,804	895,435	930,879	985,297	1,031,645	1,103,180
TOTAL	4,122,680	4,252,949	4,448,460	4,737,866	5,000,010	5,455,471

SOURCE:

- MWCOG Round 8.2 Cooperative Forecasts
- BMC Round 7-C Cooperative Forecasts
- George Washington Regional Commission / Federicksburg Area MPO February 2013
  TAZ Refinements of the January 2012 GWRC/FAMPO Long-Range Transportation Plan
  Update Control Estimates and Forecasts for City of Fredericksburg, King George, Spotsylvania and Stafford Counties
- Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's
- COG/TPB Staff used West Virginia University population projections, February 2013 for Clark and Fauquier Counties
- COG/TPB Staff used West Virginia University population projections, February 2013 for Jefferson County

NOTE: Includes Census Adjustment

ITEM 10 - Action
July 17, 2013

Approval of the 2013 CLRP

Staff Recommendation: Adopt Resolution R2-2014 approving the 2013 CLRP.

Issues: None

Background: On June 13, the draft 2013 CLRP and associated conformity analyses were released for public comment.

TPB R2-2014
July 17, 2013

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

RESOLUTION APPROVING THE 2013 CONSTRAINED LONG RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

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

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on July 18, 2012, the TPB approved the 2012 Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP) which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 17, 2012, the TPB issued a solicitation document for projects and strategies to be included in the 2013 CLRP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2013 CLRP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January and February 2012; and

WHEREAS, on February 20, 2013, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2013 CLRP; and

WHEREAS, on June 13, 2013, the draft 2013 CLRP and the air quality conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the significant changes for the 2013 CLRP are described in the attached memorandum of July 17, 2013 and on the CLRP website, and detailed information on all of the projects in the 2013 CLRP is provided on the CLRP website and in Appendix B of the Air Quality Conformity report as adopted July 17, 2013; and

WHEREAS, an updated financial plan for the 2010 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, as a result of the federal legislation enacted in October 2008 to authorize $150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and steps taken by the legislatures of Maryland, Virginia, and District of Columbia to identify the required dedicated local matching revenues, this additional revenue was assumed to be available in the financial plan for the 2012 CLRP and the transit ridership constraint to or through the core area was applied in the 2012 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040; and

WHEREAS, during the development of the 2013 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 17, 2013 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January TPB meeting; (2) At the February 20 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP documentation; (3) On January 31st, the 2013 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (4) On June 13 in conjunction with the CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on July 13, (5) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings; and (6) the documentation of the 2013 CLRP will include summaries of all comments and responses; and

WHEREAS, since as of July 17, 2013, Virginia's Commonwealth Transportation Board had not identified a preferred alternative for the Dulles Air Cargo, Passenger, Metro Access Highway (DACPMA), the Virginia Department of Transportation (VDOT) has requested that the TPB use the 'No Action' alternative that was included in the Air Quality Conformity Assessment; and

WHEREAS, on July 17, 2013, the TPB determined that the 2013 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2013 CLRP by the Board; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2013 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity report.

National Capital Region Transportation Planning Board

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

MEMORANDUM

July 11, 2013

To: Transportation Planning Board

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

Re: Briefing on the Draft 2013 Financially Constrained Long-Range Plan (CLRP)

On June 13, the TPB released the draft 2013 CLRP public comment at the Citizens Advisory Committee meeting. The 30-day public comment period ends on Saturday, July 13, 2013. Comments may be submitted and reviewed online at mwcog.org/tpbpubliccomment. Comments may also be submitted by phone at (202) 962-3262/TDD (202) 962-3213 or by sending an email to tpbpubliccomment@mwcog.org.

The projects that were release for public comment included three alternative configurations of the "Dulles Air Cargo, Passenger, Metro Access" (DACPMA) project as well as a no-build scenario. All four alternatives were included in the air quality conformity assessment of the 2013 Update to the CLRP. The attached letter from the Virginia Department of Transportation (VDOT) states that the Commonwealth Transportation Board will not have selected a locally preferred alternative by July 17, 2013 when the TPB is scheduled to approve the CLRP. VDOT has therefore requested that the TPB select the "No Action" alternative when approving the CLRP.

The following pages detail the significant additions and changes proposed for inclusion in the 2013 CLRP. A full listing of all project inputs for the Plan can be found in Appendix B of the Draft Air Quality Conformity report. Complete documentation of the Plan and the TIP are available online at mwcog.org/clrp, including a searchable project database.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

July 10, 2013

The Honorable Scott York, 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: Dulles Access Improvement Project - Alternative for Inclusion in the 2013 CLRP Update

Dear Chairman York:

I am writing on behalf of the Virginia Department of Transportation (VDOT) to inform the Board about the current status of the preferred alternative for the proposed Dulles Air Cargo Passenger Metro Access Highway to assist in its action on approving the air quality conformity analysis for the 2013 Constrained Long Range Plan (CLRP)/FY 2013-2018 Transportation Improvement Program (TIP) and adopting the 2013 CLRP Update.

You will recall that at the request of VDOT and consistent with the work scope for the Environmental Assessment (EA) study, VDOT, at its February 20, 2013, meeting, the Board approved conducting a set of alternative regional air quality conformity analysis for the proposed 2013 CLRP update to reflect the alternatives that was being examined by VDOT in its EA study: (1) No action; (2) Build option A (Northstar alignment); (3) Build option B (Grade separated US 50 and Route 606 alignment); (4) Build option C (At grade limited access US 50 and Route 606 alignment). VDOT had anticipated being able to inform the Board at its July 17, 2013, meeting which alternative the Commonwealth Transportation Board (CTB) had selected as the locally preferred alternative, for inclusion in the TPB's 2013 CLRP, after completing a public hearing and responding to comments received.

VDOT has completed the analysis of the alternatives and has also held a public hearing on the results of the analysis on June 13, 2013. VDOT is still in the process of responding to all of the public comments received and is also still engaged in discussions on the alternatives with the stakeholders and the Federal Highway Administration. As such, the CTB is yet to select a preferred alternative alignment for this important improvement project.

VDOT recognizes that the schedule to approve the regional air quality conformity analysis for one of the alternative sets and thus adopt the 2013 CLRP at the July 17, 2013, meeting is important to other member jurisdictions of the TPB. In the interest of not impacting the TPB's schedule of updating its CLRP, I request the Board to consider the No Action alternative for the Dulles Air Cargo Passenger Metro Access Highway project at this time.

VDOT anticipates completing its stakeholder and FHWA consultation and coordination process later this year leading to the CTB selecting a Build option for this project. At such time VDOT will return to the Board with this information and work with the Board to update the 2013 CLRP to reflect Northern Virginia's updated transportation improvement plan.

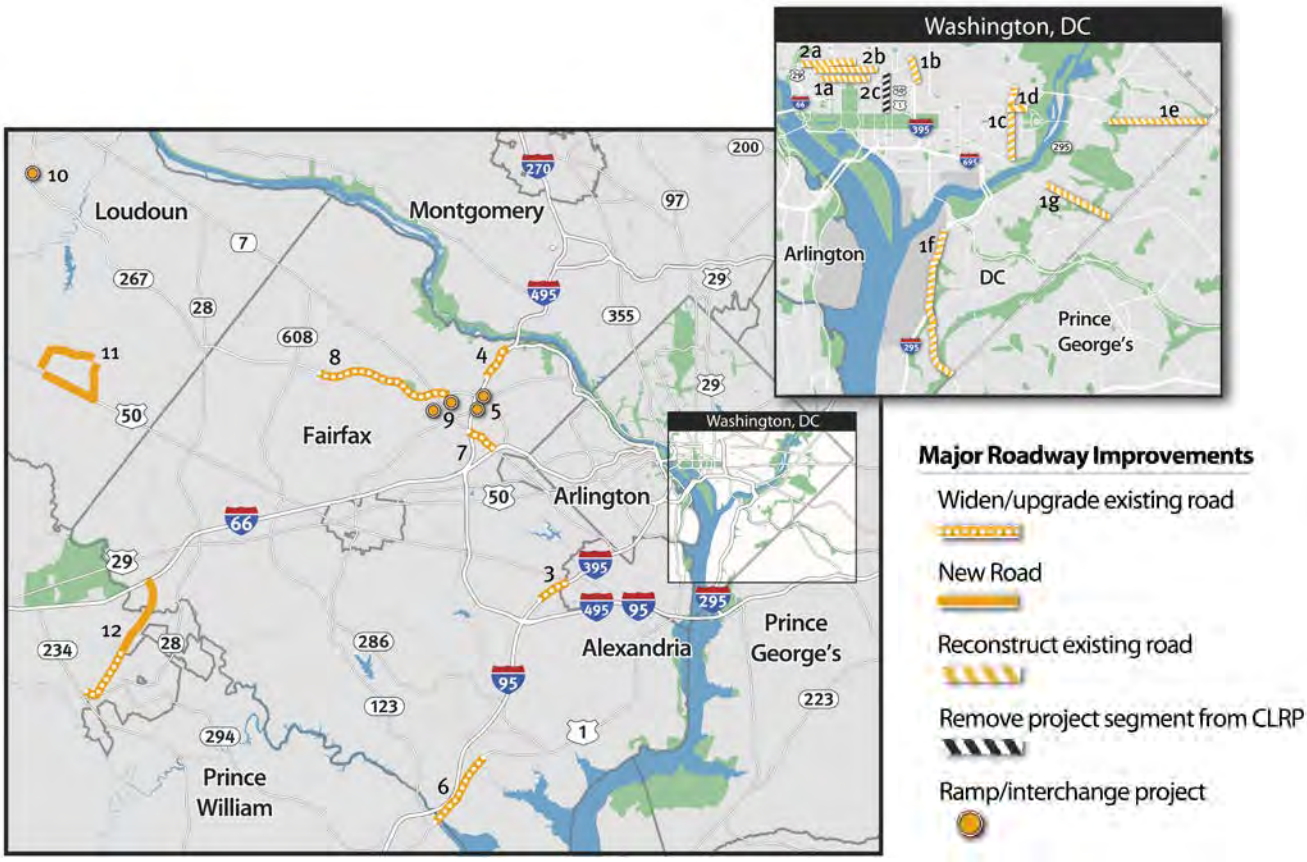
We greatly appreciate the Board's consideration of VDOT's earlier request to conduct alternative air quality conformity analyses and the Board's understanding in providing VDOT additional time to reach a decision on this regionally significant transportation improvement project. Thank you for your consideration of this request.

Sincerely,

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

Copy: Mr. Garrett Moore, P.E., VDOT
Ms. Renée Hamilton, VDOT-NoVA
Mr. Tom Fahrney, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

Significant Additions and Changes to The 2013 Update to the Financially Constrained Long-Range Transportation Plan



DISTRICT OF COLUMBIA

1. Lane Reductions and Reconfigurations – C St. NE, East Capitol St., I St. NW, New Jersey Ave. NW, Pennsylvania Ave. SE, South Capitol St., 17th St. NE and SE
2. Bike Lane Pilot Projects – 9th St. NW, L St. NW, and M St. NW

VIRGINIA

3. Widen I-395 Southbound between Duke St. and Edsall Rd.
4. Widening of Northern Segment of I-495, Capital Beltway HOT Lanes
5. I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Rd.
6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way
7. Widen VA 7, Leesburg Pike from I-495 to I-66
8. Construct Collector-Distributor Roads along Dulles Toll Rd. between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.
9. Construct Dulles Toll Road Ramps in Tysons
10. Construct Dulles Greenway Ramp in Leesburg
11. ~~Alt. A: Construct Dulles Air Cargo, Passenger and Metro Access Highway~~
    ~~Alt. B: Construct New Limited Access US 50 and VA 606, Loudoun County Parkway~~
    ~~Alt. C: Loudoun County Countywide Transportation Plan Alignment~~
    Alt. D: No Action (2012 CLRP Baseline)
12. Study VA 28, Manassas Bypass from VA 234, Sudley Rd. to I-66

MARYLAND

13. Change in Project Cost for the Corridor Cities Transitway (not mapped)
14. Change in Project Cost for the Purple Line (not mapped)

DISTRICT OF COLUMBIA PROJECTS

1. Lane Reductions and Reconfigurations

DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:

a) **I St. NW Peak Period Bus-Only Lanes 13th St. NW to Pennsylvania Ave. NW**
I St. NW is one-way, running westbound between 13th St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. Complete: 2013. Cost: $500,000.

b) **New Jersey Ave. NW from H St. NW to N St. NW**
Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction. Complete: 2015. Cost: $7.5 million.

c) **17th St. NE/SE from Benning Ave. NE to Potomac Ave. SE**
Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound. Complete: 2013. Cost $1.95 million.

d) **C St. NE from 16th St. NE to Oklahoma Ave. NE**
Implement traffic-calming measures by removing one of two travel lanes in each direction. Complete: 2013. Cost: $4.5 million.

e) **East Capitol St. from 40th St. to Southern Ave.**
Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction.
Complete: 2015. Cost: $5 million.

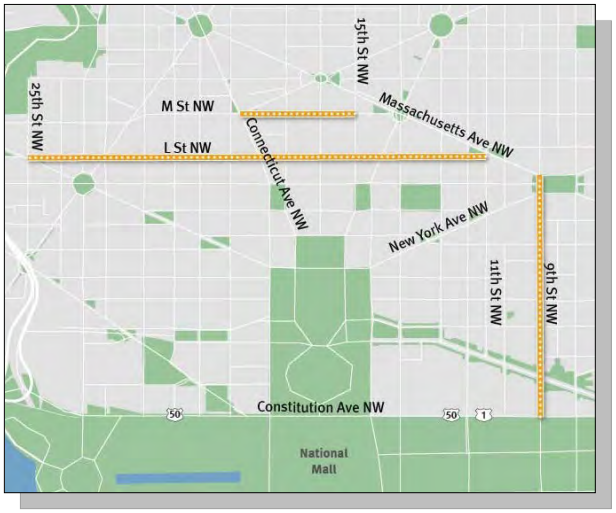
f) **South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**
Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4. Complete: 2015. Cost $5 million.

g) **Pennsylvania Ave. SE from 27th St. SE to Southern Ave. SE**
As a part of the Pennsylvania Avenue Great Streets Project, a median was installed reducing the number of lanes from 5 to 4. Completed in 2011.

See the project descriptions in Attachment A for more information.

2. Bike Lane Pilot Studies

In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects – 15th St. NW from Constitution Ave. NW to W St. NW and Pennsylvania Ave. NW from 3rd St. NW to 14th St. NW – were completed in 2010. The 15th St. Bike Lane removed one vehicle lane, while the Pennsylvania Ave. Bike Lanes did not remove any vehicle lanes. This year, DDOT is updating the status of the remaining pilot projects as follows:



a. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
b. M St. from 15th St. NW to ~~29th St. NW~~ 25th St. NW – complete in 2013, one travel lane removed
c. 9th St. NW from Constitution Ave. NW to K St. NW – project withdrawn

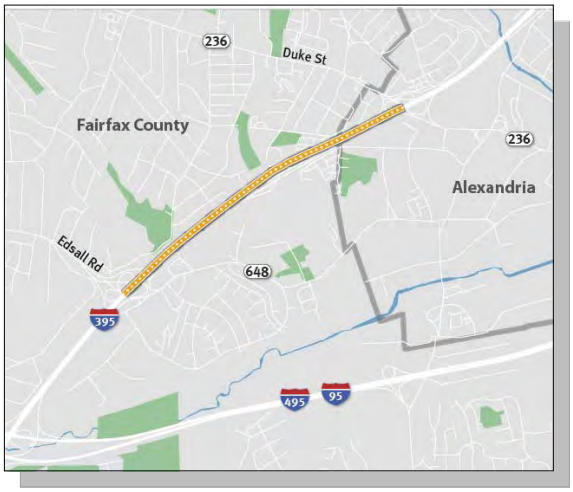
NORTHERN VIRGINIA PROJECTS

3. Widen I-395, Shirley Memorial Highway – Southbound from Duke St. to Edsall Rd.

Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.

Complete: 2018
Length: 1.5 miles
Cost: $58.5 million
Funding: Federal, State, Other

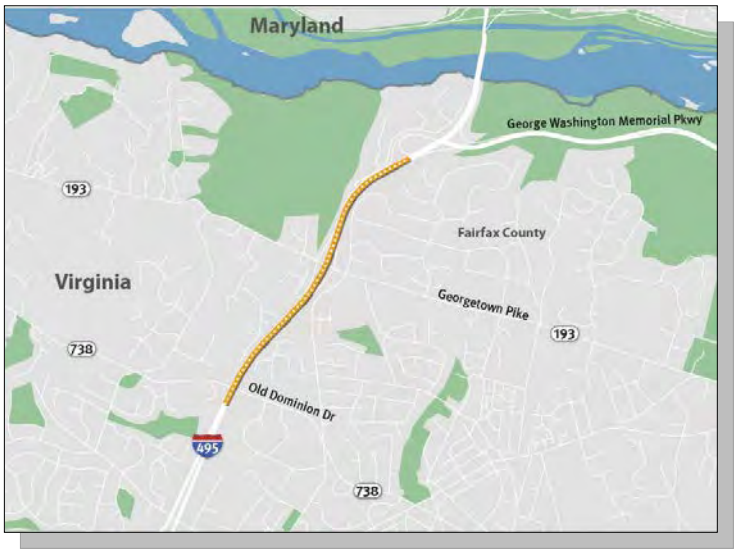
See the project description in Attachment A for more information.



4. Widen I-495, Capital Beltway HOT Lanes from South of the George Washington Parkway to South of Old Dominion Dr.

The CLRP includes the construction of a system of HOT Lanes on I-495. The segment of HOT Lanes between south of the George Washington Pkwy and south of Old Dominion Dr. was planned to be two lanes wide. VDOT proposes to make this segment four lanes wide.

Complete: 2015
Length: 1.5 miles
Cost: $75 million
Funding: Private



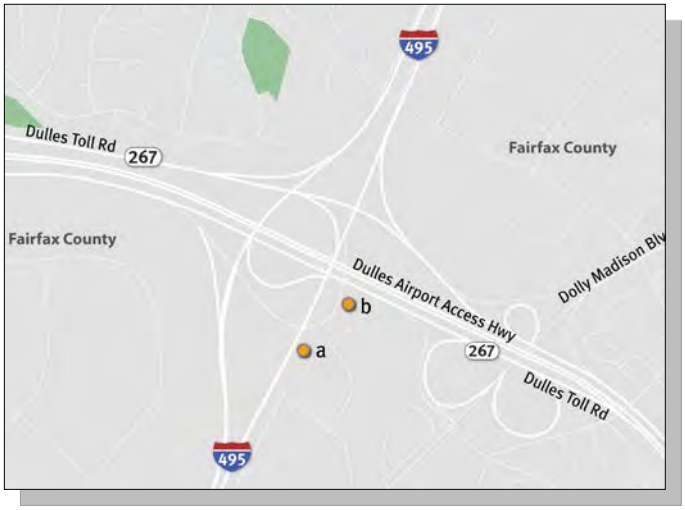
5. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road

a. Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway

Complete: 2030
Length: 0.8 mile
Cost: $7 million
Funding: Federal, State, Private…

b. Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from one to two lanes.

Complete: 2030
Length: 0.7 mile
Cost: $10 million
Funding: Federal, State, Private…



See the project description in Attachment A for more information.

6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way

Widen US 1 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 3.5 miles
Cost: $125 million
Funding: Federal, State, Local

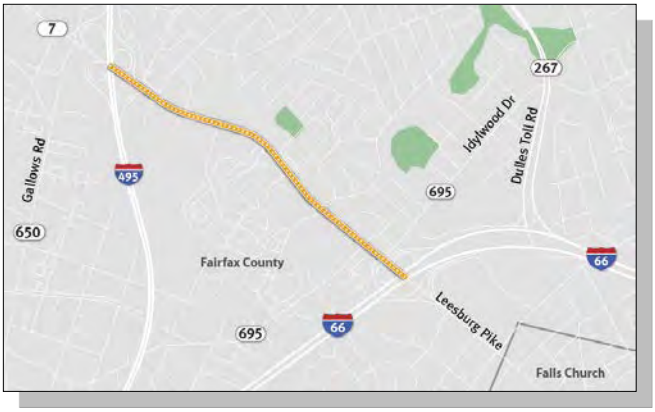
See the project description in Attachment A for more information.

7. Widen VA 7, Leesburg Pike from I-495 to I-66

Widen VA 7 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 1.3 miles
Cost: $71 million
Funding: Federal, State, Local,

See the project description in Attachment A for more information.



8. Construct Collector-Distributor Roads Parallel to Dulles Toll Road between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.

Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684 and VA 828. These new facilities will allow for additional closely-spaced interchanges to be constructed in Tysons.

Complete: 2036, 2037
Length: 6 miles
Cost: $186 million
Funding: Federal, Local, Private, Bonds

See the project description in Attachment A for more information.

9. Dulles Toll Road Ramps in Tysons at Boone Blvd., and Greensboro Dr.

a. Construct a ramp to and from the Dulles Toll Rd. to the new Boone Blvd. extension at Ashgrove Lane.

Complete: 2037
Cost: $79 million
Funding: Federal, State, Private, Bonds

b. Construct a ramp to and from the Dulles Toll Rd. to the new Greensboro Dr. extension at Tyco Rd.

Complete: 2036
Cost: $28 million
Funding: Federal, State, Private, Bonds

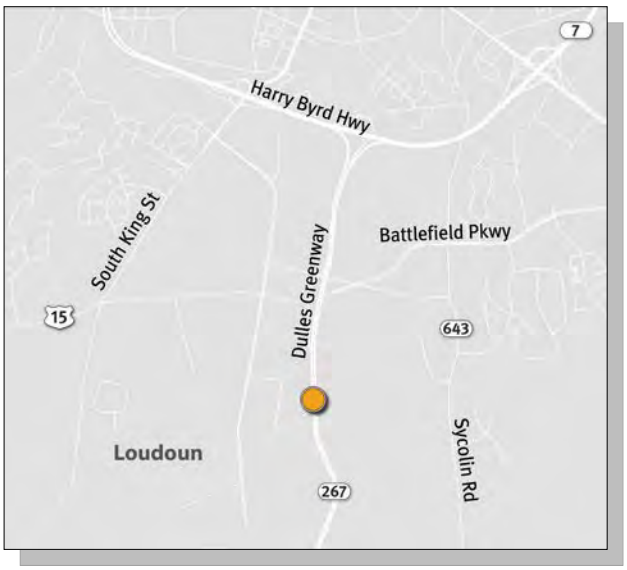
See the project descriptions in Attachment A for more information.

10. Dulles Greenway Ramp at (planned) Hawling Farm Blvd. near Leesburg

Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.

Complete: 2015
Cost: $850,000
Funding: Private

See the project description in Attachment A for more information.



11. Improved Access to Dulles Airport

Four alternatives were considered for improving access to the western side of Dulles Airport. Each alternative was examined during the TPB's air quality conformity analysis. Virginia's Commonwealth Transportation Board will not have selected a locally-preferred alternative in time for the TPB to approve the CLRP on July 17, 2013 so VDOT has requested that the "No Action" scenario be included for approval at this time.

a. ~~Dulles Air Cargo, Passenger and Metro Access Highway from US 50, John Mosby Highway to VA 606, Loudoun County Parkway~~

~~Construct a new four-lane facility (on a six-lane right of way) between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.~~

~~Complete: 2025~~
~~Length: 3 miles~~
~~Cost: $153 million~~
~~Funding: Federal, State, Local, Private, Bonds, Other~~

b. ~~Construct new Limited Access Routes along US 50 and VA 606~~

~~Construct a new, grade-separated, 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade, 4-lane limited access Loudoun County Parkway between the new grade-separated US 50 and 1.5 miles north of that interchange.~~

~~Complete: 2025~~
~~Length: 4 miles~~
~~Cost: $813 million~~
~~Funding: Federal, State, Local, Private, Bonds, Other~~

c. ~~Widen and Upgrade US 50 and VA 606 to Limited Access Facilities~~

~~Widen and upgrade US 50 to a 6-lane limited access facility from the planned Tri-County Parkway to VA 606. Widen and upgrade VA 606 to an 8-lane limited access facility from US 50 to 1.5 miles north, and a 6-lane limited access facility from 1.5 miles north of US 50 to the Dulles Greenway.~~

~~Complete: 2025~~
~~Length: 4 miles~~
~~Cost: $268 million~~
~~Funding: Federal, State, Local, Private, Bonds, Other~~

d. No Action (2012 CLRP Baseline)

12. VA 28 Manassas Bypass Study from VA 234 to I-66

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties. This project is proposed as a study and will not be included in the air quality conformity analysis of the CLRP.

Complete: 2018
Length: 6 miles
Cost: $500,000
Funding: Federal, State, Local

See the project description in Attachment A for more information.

SUBURBAN MARYLAND PROJECTS

13. Change Project Cost of the Corridor Cities Transitway

Complete: 2020
Length: 14 miles
Cost: ~~$1.2 billion~~ $828 million (Phase 1: $545 million, Phase 2: $283 million)

14. Change Project Cost of the Purple Line

Complete: 2020
Length: 16 miles
Cost: ~~$1.79 billion~~ $2.245 billion
Funding: Federal, State, Local

ATTACHMENT A
Project Descriptions

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

1a. C St. NE from 16th St. NE to Oklahoma Ave.

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED0C2A
4. Project Type: _ Interstate _ Primary X 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; X Other

6. Project Name: C Street NE Implementation

	Prefix	Route	Name	Modifier
7. Facility:			C St. NE	
8. From (_ at):			16th St. NE	
9. To:			Oklahoma Ave. NE	

10. Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicle lane of traffic.

11. Projected Completion Date: 2013
12. Project Manager: Colleen Hawkinson
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $4.5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1b. East Capitol St. from 40th St. to Southern Ave.

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR086A
4. Project Type: _ Interstate _ Primary X 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; X Other

6. Project Name: East Capitol Street Corridor Mobility & Safety Plan

	Prefix	Route	Name	Modifier
7. Facility:			East Capitol Street	
8. From (_ at):			40th Street	
9. To:			Southern Ave.	

10. Description: Design and Construct pedestrian safety and traffic operations improvements.

11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1c. I St. NE Peak Period Bus-Only Lanes from 13th St. to Pennsylvania Ave. NW

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency: WMATA
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary X 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; X Operational Program; _ Study; _ Other

6. Project Name: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			I Street NW Bus-Only Lane	Peak Period
8. From (_ at):			13th Street NW	
9. To:			Pennsylvania Ave. NW	

10. Description: DDOT and WMATA identified the H and I Street couplet (on eastbound H Street NW from 17th Street NW to New York Avenue NW and on westbound I Street NW from 13th Street NW to Pennsylvania Ave NW) as two possible locations for bus lanes due to the high number of WMATA buses traversing these segments (over 400 buses a day). WMATA has undertaken a feasibility study. This project would complete any planning/outreach needed, and implement.

11. Projected Completion Date: 2013
12. Project Manager: Brooke Fossey
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.7 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $500,000
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1d. New Jersey Ave. NW from H St. NW to N St. NW

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR055A
4. Project Type: _ Interstate X 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; X Operational Program; _ Study; X Other

6. Project Name: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			New Jersey Avenue NW	
8. From (_ at):			H Street NW	
9. To:			N Street NW	

10. Description: This is a safety improvement project to facilitate pedestrian and motorists flows. New Jersey will be converted into two-way traffic from H Street to N Street, NW.

11. Projected Completion Date: 2015
12. Project Manager: Ali Shakeri
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $7.5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1e. Pennsylvania Ave. SE from 27th St. Se to Southern Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED061A
4. Project Type: _ Interstate _ Primary _ Secondary X 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; X Other

6. Project Name: Pennsylvania Avenue-Change order

	Prefix	Route	Name	Modifier
7. Facility:			Pennsylvania Avenue SE	
8. From (_ at):			200 Feet west of 27th Street	
9. To:			Southern Avenue	

10. Description: The $25M Pennsylvania Avenue Great Streets Project extends two miles east of the Sousa Bridge, beginning 200 feet west of 27th Street, SE and ending at Southern Avenue, SE. The construction completion was originally anticipated for December 12, 2012; completion was extended to February 22, 2012; an additional extension is due to contractor's failure to complete punch list and filing of claim.
11. Projected Completion Date: 2011
12. Project Manager: Robert Chrusciel
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost:
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1f. South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ZUT10C
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge X 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; X Other

6. Project Name: S. Capitol Street Trail

	Prefix	Route	Name	Modifier
7. Facility:			South Capitol Street	
8. From (_ at):			Firth Sterling Avenue SE	
9. To:			Southern Avenue SE	

10. Description: Design and construct a paved bicycle and pedestrian trail along the South Capitol Street, based on the 2010 Concept Plan
11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; X Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1g. 17th Street NE/SE from Benning Ave. NE to Potomac Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR071A
4. Project Type: _ Interstate _ Primary _ Secondary X 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; X Other
6. Project Name: Capitol Hill Infrastructure Improvements, 17th St

	Prefix	Route	Name	Modifier
7. Facility:			17th Street NE/SE	
8. From (_ at):			Benning Avenue NE	
9. To:			Potomac Avenue SE	

10. Description: Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor.
11. Projected Completion Date: 2013
12. Project Manager: James Cheeks
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $1.95 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

3. Widen I-395 Southbound from Duke St. to Edsall Rd.

BASIC PROJECT INFORMATION

1. Agency Project ID: UPC 103316 Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; _ Urban; X Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-395 Construct 4th Southbound Lane

	Prefix	Route	Name	Modifier
4. Facility:	I	395	Henry G. Shirley Memorial Highway	
5. From (_ at):		236	North of Duke Street	
6. To:		648	South of Edsall Road	

7. Jurisdiction(s): Fairfax County
8. Description: The project will add a continuous southbound lane on I 395 between the above limits. The project is to relieve the recurring daily congestion and the associated safety concerns in this segment of the facility. As presently configured southbound I 395 has four though lanes upstream of the Duke Street interchange but three lanes past Duke Street. This project will extend the existing fourth lane through the Duke Street interchange all the way to the Edsall Rd. interchange. This additional lane is expected to provide for improved and safer traffic operations along this segment of SB I 395.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: Approx. 2.2 miles
11. Project Manager: W. Calvin Britt, P.E. 12. E-Mail: calvin.britt@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2018
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): PE: $6,500,000, RW: $2,000,000, CN: $50,000,000
18. Remaining cost (in Thousands):
19. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; X Other

    The Commonwealth Transportation Board has funded the PE phase for the project in its current Six Year Improvement Program (SYP). Preliminary Engineering is currently underway and will conclude with NEPA and Design approvals. Funding for the remaining construction phase is fully anticipated in the upcoming updates of the SYP pending all federal approvals. Funding sources preliminarily identified to date includes: OEA Grant from the Department of Defense, Highway Safety Improvement Program (HSIP) and the required State matching funds.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X 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? X Yes; _ No

23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No

24. If not, please identify the criteria that exempt the project here: N/A
    _ 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:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    X 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; X 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:
    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    X 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.
    X 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; X 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; X 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:

5a. I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):	I	495	NB GP Lanes Ramp	
6. To:		DAAH	WB Dulles Airport Access Highway (DAAH) - Inner Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Construct I-495 NB General Purpose Lanes loop ramp to WB Dulles Airport Access Highway (DAAH) - Inner Lanes.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.8
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/
14. Projected Completion Year: 2030
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): $7,000
18. Remaining cost (in Thousands): $7,000
19. Funding Sources: X Federal; X State; _ Local; X Private; _ Bonds; X Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X 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? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No
24. If not, please identify the criteria that exempt the project here:
    X 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
    X 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:

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

X 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? X Yes; _ No

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

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
Will eliminate weaving movements currently experienced on the WB DTR.

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

X Increase accessibility and mobility of people and freight.

X 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.

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

X 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; X 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; X 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

5b. DTR/I-495 Interchange Ramp Widening (Phase III DTR)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: DTR/I-495 Interchange Ramp Widening (Phase III DTR)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):		DTR	EB Dulles Toll Road (Outer Lanes)	
6. To:	I	495	NB GP Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Widen a portion of the existing EB Dulles Toll Road to I-495 NB General Purpose lanes ramp to provide for two lanes along the entire ramp roadway.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.7
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/
14. Projected Completion Year: 2030
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): $10,000
18. Remaining cost (in Thousands): $10,000
19. Funding Sources: X Federal; X State; _ Local; X Private; _ Bonds; X Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X 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? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No
24. If not, please identify the criteria that exempt the project here:
    X 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
    X 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:

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

X 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; X No

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

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
Will eliminate abrupt lane drop on existing ramp.

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

X Increase accessibility and mobility of people and freight.

X 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.

X 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; X 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; X 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

6. Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type: X_ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County

	Prefix	Route	Name	Modifier
4. Facility:	UUS	1	Jefferson Davis Highway	
5. From (_ at):			Lorton Road (Fairfax County)	
6. To:			Annapolis Way (Prince William County)	

7. Jurisdiction(s): Fairfax County & Prince William County
8. Description: Widen to a 6-Lane divided roadway within the above limits. US 1 is a major thoroughfare in Prince William County and Fairfax County and is part of the National Highway System. This project will be part of a series of improvements being planned or engineered for the US 1 roadway in these two jurisdictions in northern Virginia. US 1 in this corridor serves significant land use activities in addition to serving as a commuter route connecting the core of the metropolitan Washington region with the surrounding and far off jurisdictions of northern Virginia. US 1 in this corridor also serves as an alternate route to I 95 and experiences congested travel conditions through many parts of the day – particularly during the morning and afternoon peak periods. This project will directly tie with the BRAC funded project currently underway widening US 1 from 4 to 6 lanes in the Fort Belvoir area. Other improvements projects planned or being engineered include: (1) upgrading sections between Brady's Hill Road & Neabsco Road and between Neabsco Road & Featherstone Road to a six lane divided highway; (2) construction of a grade separated interchange at US 1 and VA 123 - constructing over CSX railroad to provide a new access point to Belmont Bay; (3) widening US 1 to 6 lanes from Occoquan Road to Annapolis Way, and (4) widening VA 123 to 6 lanes from Horner Road to US 1. This project is estimated to cost 125M. In Fairfax County, BRAC funding is upgrading a segment of US 1 in front of Fort Belvoir from 4 to 6 lanes, which will tie into the this project.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles:
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2035
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): $125,000
18. Remaining cost (in Thousands):
19. Funding Sources: _X_ Federal;_X_ State; --X Local; _X_ Private; Bonds; _ Other
    US 1 facility is a major and important facility in Northern Virginia. The complimentary / supplementary nature of this proposed improvement with the other improvement projects underway and in design is recognized in programming considerations by all entities involved. Given the

importance of this facility the project is reasonably expected to be funded through a combination of the funding available to the area - Federal, State, Local and Private – as documented in the financial plan for the Virginia portion of the region's 2010 CLRP – as updated.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X 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? X_ Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X_ 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:
    X 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:

    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X 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; X No

7. Route 7 (Leesburg Pike) Widening (I-495 to I-66)

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; x Primary; _ Secondary; x Urban; _ Bridge; x Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Route 7 (Leesburg Pike) Widening (I-495 to I-66)

	Prefix	Route	Name	Modifier
4. Facility:	VA	7	Leesburg Pike	
5. From (_ at):	I	495	Capital Beltway	
6. To:	US	66	Custis Memorial Parkway	

7. Jurisdiction(s): Fairfax County, City of Falls Church
8. Description: Road widening between I-495 and I-66. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: _ Not Included; x Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 1.33 miles
11. Project Manager: Karyn Moreland 12. E-Mail: Karyn.Moreland@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2021
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): $71,000
18. Remaining cost (in Thousands): $71,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x 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.

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

8a. Dulles Toll Road Westbound Collector/Distributor/Additional Lane

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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 Toll Road Westbound Collector/Distributor/Additional Lane

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	Dulles Toll Road	
5. From (_ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	

7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2037
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): $124,000
18. Remaining cost (in Thousands): $124,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x 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? x Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x 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:

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

x 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; x 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.

x 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.

x 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; x 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

8b. Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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 Toll Road Eastbound Collector/Distributor/Additional Lane

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	New Road	
5. From (_ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	

7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2036
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): $62,000
18. Remaining cost (in Thousands): $62,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x 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? x Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x 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:

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

x 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; x 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.

x Increase accessibility and mobility of people and freight.

x 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.

x 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; x 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

9a. Dulles Toll Road Ramp to Boone Blvd Extension

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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 Toll Road Ramp to Boone Blvd Extension

	Prefix	Route	Name	Modifier
4. Facility:			New Bridge/Ramp	
5. From (_ at):	VA	267	Dulles Toll Road	
6. To:			Boone Boulevard at Ashgrove Lane	

7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Boone Boulevard extension at Ashgrove Lane.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2037
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): $79,000
18. Remaining cost (in Thousands): $79,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x 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? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X 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:

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

x 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; x 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.

x 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.

x 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; x 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

9b. Dulles Toll Road Ramp to Greensboro Drive Extension

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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 Toll Road Ramp to Greensboro Drive Extension

	Prefix	Route	Name	Modifier
4. Facility:			New Bridge/Ramp	
5. From (_ at):	VA	267	Dulles Toll Road	
6. To:			Greensboro Drive at Tyco Road	

7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Greensboro Drive extension at Tyco Road. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2036
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): $28,000
18. Remaining cost (in Thousands): $28,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x 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? x Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x 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:

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

x 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.

x 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.

x 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; x 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

10. Construct Dulles Greenway Ramp in Leesburg

BASIC PROJECT INFORMATION

1. Agency Project ID: TRIP II Secondary Agency:
2. Project Type: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Airport Collector Access / Crosstrail Ramp

	Prefix	Route	Name	Modifier
4. Facility:			Ramp from VA 267 (Dulles Greenway)	
5. From (_ at):		267	Dulles Greenway	Westbound
6. To:			(Future) Hawling Farm Boulevard	

7. Jurisdiction(s): Loudoun County
8. Description: New egress ramp from Westbound Dulles Greenway to future Hawling Farm Blvd.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.3
11. Project Manager: Timothy Belcher 12. E-Mail: tbelcher@dewberry.com
13. Project Information URL:
14. Projected Completion Year: 2015
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): $850
18. Remaining cost (in Thousands):
19. Funding Sources: _ Federal; _ State; _ Local; X Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; X 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; X 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:
    X 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.

X 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; X 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; X 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; X 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 – This ramp will provide egress only from the Westbound Dulles Greenway and will not add additional traffic onto the limited access facility. It will redistribute approximately 7,000 vehicles per day from the adjacent Shreve Mill and Battlefield interchanges to access the west side of the Leesburg Executive Airport.

12. Route 28 Manassas Bypass Study

BASIC PROJECT INFORMATION

1. Agency Project ID: Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; x Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; X CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Route 28 Manassas Bypass Study

	Prefix	Route	Name	Modifier
4. Facility:	VA	411	Route 28 Manassas Bypass	
5. From (_ at):		234	Sudley Road	
6. To:	I	66	Proposed Interchange	

7. Jurisdiction(s): City of Manassas
8. Description: Study a proposed 4 to 6 lane bypass from the intersection of Route 234 (Sudley Road) and VA 411 (Godwin Drive) at the Manassas City Limits through Prince William County and Fairfax County connecting to a proposed interchange at I-66. A Right of Way strip exists between Route 234 and the Fairfax County Line. This study will evaluate the challenges identified with the previous Tri-County Parkway study and determine the feasibility and anticipated costs required to construct a six mile bypass and an interchange at I-66.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 5.97
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2018
15. Actual Completion Year:
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $ 500
18. Remaining cost (in Thousands): $ 500
19. Funding Sources: x Federal; x State; x Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: X Recurring congestion; X 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? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X 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

X 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:

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

X 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; X 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:

This project will relieve congestion along the Route 28 corridor north of Manassas and Manassas Park.

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

X Increase accessibility and mobility of people and freight.

X 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.

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

X Promote efficient system management and operation.

X 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?

X Air Quality; X Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; X Noise; X Surface Water; _ Hazardous and Contaminated Materials; X 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; X 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:

x DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

ITEM 11 - Action
July 17, 2013

Certification of the Urban Transportation Planning Process for the National Capital Region

Staff Recommendation: Adopt Resolution R3-2014 endorsing the appended Statement of Certification

Issues: None

Background: The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements..."

TPB R3-2014
July 17, 2013

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

RESOLUTION ENDORSING THE 2013 CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

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

WHEREAS, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), require that "…the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements..."; and

WHEREAS, on July 18, 2012, the TPB approved the 2012 CLRP which meets the Federal Planning Regulations and is fully documented on the TPB web site; and

WHEREAS, on May 24, 2013, FTA and FHWA found that the 2012 CLRP conforms to the region's State Implementation Plans; and

WHEREAS, on May 24, 2013, FTA and FHWA also found that "…the 2012 CLRP and FY 2013-2018 TIP for the metropolitan planning area is based on a continuing, comprehensive transportation planning process carried on cooperatively by the District of Columbia, State of Maryland, State of Virginia, TPB, and the Washington Metropolitan Area Transit Authority in accordance with the requirements of 23 U.S.C. 134 and Section 5303 of the Federal Transit Act." and

WHEREAS, on July 17, 2013, the TPB approved the 2013 CLRP which meets the Federal Planning Regulations and are fully documented on the TPB web site; and

WHEREAS, a Statement of Certification, dated July 17, 2013 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

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

The appended Statement of Certification, dated July 17, 2013 which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

July 17, 2013

This document describes how the TPB planning process complies with applicable requirements and guidelines.

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area. The TPB has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. MAP-21 was signed into law on July 6, 2012 and draft planning regulations are expected in October 2013. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its July 17, 2013 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2014 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 20, 2013. The UPWP was developed to address the provisions of MAP-21 as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the provisions of MAP-21 which was signed into law on July 6, 2012.

2. Roles and Responsibilities for Transportation Planning and Programming

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA and the state and local government public transportation operators for cooperatively carrying out transportation planning and programming have been established over several years. As required under MAP-21, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG, dated October 30, 2003, that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The responsibilities for the primary planning and programming activities are indicated in the UPWP. In addition, an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP.

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning

and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle. In response to recommendations in the May 2011 federal transportation planning certification review report, the TPB Call for Projects document was transmitted to FAMPO in November 2012 requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO was also requested to provide updated information on the Congestion Management System (CMS) for this portion of Stafford County. On December 3, 2012, FAMPO transmitted this information to TPB on the schedule included in the TPB Call for Projects document.

3. The TPB Transportation Vision and Planning Factors

The eight federal planning factors are encompassed by the TPB Vision; each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision. A description of how each planning factor is encompassed by the TPB Vision can be found at: mwcog.org/clrp/federal/vision_factors.asp.

The 2013 Plan was evaluated for performance against the key goals from the TPB Vision. The Vision and the planning factors are also used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Each year agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the Vision as a guide for what projects should be selected. The Vision is provided in the TPB's annual "Call for Projects". The project submission forms for the Plan include a field asking how the project will address the eight Federal planning factors.

4. Four-Year Updates of the Long-Range Transportation Plan

MAP-21 requires the TPB to update the plan every four years. The 2010 CLRP was the official quadrennial update and is documented on the web (mwcog.org/clrp) in order to make information available earlier than the published document as well as to improve access and visualization of the plan to the public. A brochure for the 2010 CLRP was produced in 2011.

Prior to MAP-21 and SAFETEA-LU, TEA-21 required CLRP updates every three years. Documentation of the past triennial updates includes:

2006 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on October 18, 2006 and documented on the website the same date, with a brochure "What's in the Plan for 2030? The Regional Long-Range Transportation Plan as adopted October 18, 2006" finalized in March 2007.

2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on December 17, 2003 and published in 2004.

2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2001.

5. The Currently Adopted Plan and Transportation Improvement Program (TIP)

On July 18, 2012 the TPB approved the 2012 CLRP and the FY 2013-2018 TIP. The TIP is updated on a two-year cycle, so the FY 2013-2018 TIP remains the TIP of record. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support. It only includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

On May 24, 2013, FHWA and FTA found that the 2012 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

6. The New Plan

On October 17, 2012, the TPB began the development of the CLRP by releasing the final solicitation document for the 2013 CLRP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP.

Approval of the New Plan

The 2013 CLRP was developed according to the provisions of MAP-21. The 2013 CLRP meets the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2013 CLRP was adopted by the TPB on July 17, 2013.

The FY 2013-2018 TIP which was adopted by the TPB on July 18, 2012 remains the TIP of record.

7. Annual Listing of Projects

MAP-21 requires that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a

listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at mwcog.org/clrp/projects/tip/obligations.asp.

8. The Air Quality Conformity Determination for the New Plan

On July 17, 2013, the TPB approved the air quality conformity analysis of the 2013 CLRP for the Washington Metropolitan Region. The Plan conforms to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meets air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at mwcog.org/transportation/activities/quality/.

9. The Financial Plan

The 2010 financial plan for the CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040. The TPB conducted an analysis of the financial resources available for the 2010 CLRP which is documented in the report "*Analysis of Resources for the 2010 Financially Constrained Long-Range Transportation Plan for the Washington Region",* prepared by Cambridge Systematics, Inc. with K.T. Analytics, Inc., November 17, 2010. Forecast revenues and expenditures for the 2010 CLRP total $222.9 billion in year of expenditure dollars for the period of 2011 through 2040. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The TPB was briefed on the financial analysis at its October 20, 2010 meeting. More information on the financial plan is available at: mwcog.org/clrp/elements/financial.asp.

The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. In spring 2013, the financial analysis for the 2010 CLRP was reviewed to ensure that it conforms with MAP-21 requirements for the 2013 CLRP.

The CLRP must be updated every four years as required by MAP-21. The last major update of the CLRP which included a full financial analysis was in 2010; the 2014 CLRP requires and will include a new full financial analysis. During the spring of 2013, analytical methods were reviewed and identified for updating the 2010 financial analysis to incorporate new transportation revenues approved by the state legislators for Virginia and Maryland, and to reflect the federal funding levels in MAP-21 that became law in July 2012. In FY 2014, the expected revenues and expenditures to be included in the 2014 CLRP for the years 2015 to 2040 will be analyzed, projecting to reflect new state revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators. The financial analysis, as in past years, identified a shortfall in the forecasts for WMATA capital funding for system capacity investments after 2020. Because funding has not yet been identified to accommodate all of the projected WMATA

ridership growth, transit ridership is constrained to or through the core to 2020

levels. A transit ridership constraint has been applied since the 2000 CLRP to limit the projected ridership to be consistent with the available funding for the capacity improvements.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act which provides an additional $3 billion in revenues over 10 years in funding for WMATA's capital and preventive maintenance projects, with $150 million per year of federal funding and a matching $150 million per year in required dedicated local matching revenues, as approved by the legislatures of Maryland, Virginia, and the District of Columbia. This legislation is set to expire in 2020 and currently there is not any federal legislation in place to extend that act beyond 2020. This additional revenue was assumed to be available through 2020 in the financial plan for the 2010 CLRP, but it was not assumed to be available beyond 2020, and the transit ridership constraint to or through the core area was applied in the 2013 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2020 were explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels. The transit constraint method is applied during the travel demand modeling process as part of the air quality conformity analysis of the CLRP and TIP. First, unconstrained origin and destination trip tables are produced for all forecast years. A constrained transit trip table is then created for each year by inserting 2020 totals for the transit trip patterns that correspond to trips into or through the core area containing the maximum load points in the rail system. The transit person trips that cannot be accommodated are then allocated back to the auto person trip tables, resulting in increased daily automobile trips and vehicle emissions.

10. Participation Plan and Public Involvement

The TPB is committed to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. The TPB's Participation Plan was approved in 2007 and includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities. The "Participation Plan for the National Capital Region Transportation Planning Board" is available at mwcog.org/store/item.asp?PUBLICATION_ID=306.

Visualization and Electronic Access

Beginning in 2010, the TPB has made available to the public an on-line, searchable database of all the transportation projects and programs in the CLRP & TIP. Projects are either programmed in the FY2013-2018 TIP or planned in the 2012 CLRP. The on-line database will be updated with the projects in the 2013 CLRP following TPB approval. The database is available at: mwcog.org/clrp/projects/search.asp.
In addition, the TPB makes public information available electronically on two main

websites: the CLRP website and the TPB website: mwcog.org/transportation.

The CLRP website includes area maps of all newly proposed projects; static maps of all major highway, transit, HOV/HOT, and bicycle/pedestrian projects; and the ability to view CLRP projects using Google Earth.

The Public Involvement Process for the New Plan

The TPB held two public comment periods during the development of the 2013 CLRP; the first was held from January 10 to February 9, 2013 on the projects to be included in the air quality conformity analysis, and the second was held from June 13 to July 13, 2013 on the draft 2013 CLRP and the draft air quality conformity determination.

During the development of the 2013 CLRP the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment:, including:

a) At the January 10, 2013 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the CLRP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January TPB meeting.

b) At the February 20 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.

c) On January 31, 2013 the Draft 2013 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment.

d) At the June 13th CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on July 13.

e) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings.

f) Comments and responses from the two public comment periods were posted on the website at mwcog.org/transportation/public. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP by the TPB on July 17, 2013. The final version of the TIP document will include summaries of all comments and responses

11. Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults

On September 6, 1991, the U.S. Department of Transportation issued regulations (49

CFR, Parts 27, 37 and 38) on transportation for persons with disabilities to conform to the Americans with Disabilities Act (ADA) of 1990. Related regulations include Section 504 of the Rehabilitation Act of 1973 regarding discrimination against individuals with Disabilities. On July 15, 1992, the TPB certified that the WMATA ADA Paratransit Plan for the WMATA Region and the Frederick County ADA Paratransit Plan are in conformance with the Constrained Long Range Plan and these plans were submitted to FTA in July 1992. By January 1997 both the WMATA and Frederick County paratransit services were operating as planned in conformance with the regulations.

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.* The Federal Transit Administration (FTA) issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process. The COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" on July 14, 2010. COG serves as the administrative agenda for the TPB. The Title VI Plan documents the actions and procedures the TPB uses to ensure nondiscrimination of transportation-disadvantaged population groups in the planning process. The Title VI plan is described in more detail under item 12 below and can be found at: mwcog.org/uploads/pub-documents/qV5fW1420101012131309.pdf.

Several actions have been taken to ensure that the planning process includes the participation of low-income communities, minority communities, persons with disabilities and older adults. To ensure on-going input from transportation disadvantaged population groups, the TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of the committee. Approximately 25 community leaders are members of the committee, which meets quarterly.

Each time the CLRP is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, TPB member Patrick Wojahn, presented those comments to the TPB on February 20, 2013. The AFA comments on the Draft 2013 CLRP were distributed to the TPB in this memo: mwcog.org/uploads/committee-documents/ lV1bX1tf20130220133957.pdf

To provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities, the TPB follows the COG accommodations policy (mwcog.org/accommodations). The TPB has a Language Assistance Plan that is provided in Attachment F in the Title VI Plan.

As described under item 13 below, The TPB's Coordinated Human Service

Transportation Plan, updated in December 2009, identities unmet transportation needs for people with disabilities, low-income individuals and older adults. These population groups are represented on the Human Service Transportation Coordination Task Force which oversaw the development of the Coordinated Plan. The Coordinated Plan guides the selection of projects to be funded by the TPB's Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom Programs. The Coordinated Plan and information on the funding programs are available at tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm,. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012.

12. Title VI of the Civil Rights Act of 1964 and Other Federal Requirements

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. FTA issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012.. FHWA also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program."

The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has developed a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the "Title VI Plan To Ensure Nondiscrimination in all Programs and Activities" which includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available online at: mwcog.org/titlevi. In November 2012, a COG Title VI Coordinators meeting was held to review the Title VI Plan to see if any updates were needed, and review new Title VI Non-Discrimination Regulations and Guidance. TPB staff received Title VI training from FHWA and VDOT in June 2011, and FTA Title VI training in January 2008. The Title VI Plan documents Title VI training procedures and COG provides annual trainings to staff on nondiscrimination procedures.

In November 2012, COG revised its Title VI Program which reiterates the policies and practices outlined in the Title VI Plan, and submitted the program to FTA Region 3. In a letter from FTA Region 3 on November 9, 2012, the FTA concurred with COG's Title VI Program and stated that the program meets the requirements set out in the FTA's Title VI Circular, 4702.1A.

COG adopted an accommodations policy for people with disabilities and those with limited English skills in 2006 which the TPB and all other TPB committees follow. This policy sets procedures for making documents accessible to those with visual impairments and for making meeting locations and other logistics accessible for those with disabilities or limited English skills. COG's accommodations policy can be found at mwcog.org/accommodations/.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women owned business enterprise polices and the prohibition on lobbying.

COG/TPB is an equal employment opportunity (EEO) employer. It has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to disadvantaged and women businesses only in proposals for contracting work. COG's DBE policy can be found at mwcog.org/doingbusiness/dbe. COG establishes overall goals for DBE participation in COG procurements at the beginning of each fiscal year. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition.

COG developed a Disadvantaged Business Enterprise (DBE) Administrative Program and Policy on April 2, 2013 which included a DBE Goal and Small Business Participation Element. On June 3, 2013 FTA Region 3 provided two letters concurring with the DBE methodology and goal, and the DBE and SBE program.

Analysis of Disproportionate and Adverse Impacts

The CLRP is analyzed to ensure that the plan does not disproportionately and adversely affect low-income, minority and disabled populations by using Census data and travel demand data on the accessibility to jobs by highway and transit in 2040. An analysis of the last major update of the Plan, the 2010 CLRP, is available at: mwcog.org/clrp/performance/EJ/EJintro.asp. Also included is a regional demographic profile based on the latest available Census data, maps showing major CLRP projects and locations of low-income, minority, older adult, limited English proficiency and disabled populations, and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2010 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2010 CLRP does not appear to have disproportionate adverse impacts on these groups. For the 2012 CLRP, another accessibility analysis was conducted examining accessibility to jobs by highway and transit in 2040 and was documented in the 2012 CLRP brochure and website. A sensitivity analysis on the impacts of the 2012

CLRP on traditionally transportation-disadvantaged populations was conducted and suggests that decreases in accessibility to jobs on the eastern side of the region are likely due to higher congestion levels and land use changes forecast for 2040. A description of how the TPB further addresses planning-related Title VI requirements, as outlined in the COG Title VI Plan, is available above in Section 11 "Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults".

13. Human Service Transportation Coordination

The TPB adopted an updated Coordinated Human Service Transportation Plan in December 2009 which was coordinated and is consistent with the CLRP. The TPB's Human Service Transportation Coordination Task Force oversaw the development of the updated plan. The Coordinated Plan guides the selection process priorities for the TPB's Federal Transit Administration's (FTA's) Job Access Reverse Commute (JARC) and New Freedom programs. The TPB serves as the designated recipient for the FTA JARC and New Freedom programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the funding programs are available at tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm,. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012. The report outlined recommendations for changes to the solicitation process, changes to strengthen the oversight of subgrants, and recommendations to provide additional technical assistance to grantees in the implementation of grants. Overall, the assessment found that no widespread changes to the TPB administrative and oversight process are called for.

A Human Service Transportation Coordination Study was conducted by a consultant as part of WMATA's and Maryland's Technical Assistance in the FY2013 UPWP. The study reviewed specialized transportation services in the region, funding mechanisms for those services, and interviewed select human service agencies in Suburban Maryland. The study included research on existing human service agency transportation coordination and alternative service delivery models and assessment of their applicability for Suburban Maryland. The study recommends a preferred coordination model and action plan for a pilot for alternative service to MetroAccess in Suburban Maryland. The final report was developed in June 2013.

14. Congestion Management Process

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken as a whole, form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. The CMP element of the CLRP is documented at mwcog.org/clrp/elements/cmp/.

The CMP has four main components: 1) Congestion monitoring of major highways; 2)

Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).
Congestion Management Process (CMP) documentation is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded CLRP or TIP projects.

15. Management, Operations and Technology

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee. More details on the task force and programs can be found at mwcog.org/clrp/federal and mwcog.org/clrp/elements/moits.

16. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The TPB Freight Plan 2010 provides analysis of current and forecast freight transportation and identifies projects that benefit freight transportation in the National Capital Region. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. For example, the TPB Freight Subcommittee developed the first Top 10 Freight Project List in 2011, and updated the list in 2013. The 2011 TPB Regional Freight Forum, a 1-day conference on regional freight trends brought together TPB board members, Capitol Hill representatives, freight-industry representatives from all modes, and federal, state, and local planners. For more information and to view the freight planning documents and freight subcommittee activities, go to mwcog.org/freight.

17. Bicycle and Pedestrian Planning

The TPB approved the *2010 Bicycle and Pedestrian Plan* on October 20, 2010. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee assisted in the development of the plan, and continues to meet regularly to exchange information among stakeholders and provide advice to the TPB on bicycle and pedestrian issues.

To promote pedestrian and bicycle safety, the TPB sponsors the regional Street Smart campaign, which consists of Fall and Spring waves of advertising, public relations, and enforcement activities. For more information on the campaign see bestreetsmart.net.

A recent example of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process was the development of a regional Complete Streets Policy, which was adopted on May 16, 2012. TPB has also sponsored a regional Green Streets workshop as it considers ways to encourage more pedestrian-friendly streetscapes. More information about the TPB's bicycle and pedestrian planning activities can be found at: mwcog.org/transportation/activities/planning.

18. Environmental Consultation and Mitigation

The TPB established procedures in its Participation Plan for environmental consultation. The TPB established a dialogue with natural resource, conservation, environmental protection and historic preservation agencies on the development of the CLRP. Environmental and natural resource agencies reviewed maps of environmentally and/or culturally sensitive areas overlaid with the major projects in the CLRP at a workshop jointly sponsored with FHWA on November 9, 2009 on advanced mitigation. The maps with the CLRP projects and environmentally sensitive areas are at: mwcog.org/clrp/elements/environment/envmapping.asp The CLRP also includes an environmental potential mitigation discussion which identifies potential activities to moderate the environmental impacts of the long range transportation plan which can be found at: mwcog.org/clrp/elements/environment/envmitigation.asp.

19. Scenario Planning and Climate Change

COG has adopted a long-range climate vision, which includes greenhouse gas (GHG) emissions reduction goals for 2012, 2020 and 2050, as adopted in the 2008 COG Climate Change Report and in the 2010 COG Region Forward Plan, which is a long-range multi-sector vision for the region. The TPB's "What Would it Take?" scenario analyzed over 40 strategies to examine how COG's multi-sector climate change goals could be met in the transportation sector. Strategies ranged from exploring the potential impact of increased fuel economy standards and alternative fuel forecasts to accelerated completion of regional and local level bicycle plans and congestion reduction strategies. The final report for the "What Would it Take?" scenario was

completed in May 2010. An analysis of the impact of proposed new fuel economy standards for both light-duty and heavy-duty was conducted in 2011 and showed how the standards move the region closer to meeting the COG GHG reduction goals in the transportation sector.

The TPB's "CLRP Aspirations" scenario sought to create a land use and transportation vision for the region that includes aggressive land use development centered on the

region's activity centers to be connected via a bus rapid transit system running on a network of variably priced road lanes. The first phase of a priority bus system envisioned in this scenario was funded under a TIGER grant. A GHG analysis of the "CLRP Aspirations" scenario and the TIGER priority bus project was included in the "What Would it Take?" scenario. The final report for the "CLRP Aspirations" scenario was completed in September 2010. The final reports for the "What Would It Take?" and "CLRP Aspirations" scenarios are available at: mwcog.org/clrp/elements/scenarios.asp.

20. Regional Transportation Priorities Planning

In May 2010, in response to a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a regional priorities plan, the TPB hosted an event called the "Conversation on Setting Regional Transportation Priorities". The Conversation generated broad interest among TPB stakeholders in developing a priorities plan. On September 15, 2010 the TPB approved the establishment of a Task Force to determine a scope and process for developing a Regional Transportation Priorities Plan (RTPP). That scope and process was approved by the TPB on July 20, 2011.

The purpose of the RTPP is to identify those transportation strategies that best promote the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life, and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals.

The TPB approved the scope of work for the RTPP in July 2011. The scope of work acknowledged the importance of public support for the RTPP, and called for extensive public outreach throughout the process. On January 11, 2012 the TPB released "Developing a Regional Transportation Priorities Plan for the National Capital Region, Interim Report 1: *Initial Goals, Performance Measures, Challenges and Strategies, and Proposed Public Outreach Activities through June 30, 2012*".

In January and February 2012, TPB staff conducted a series of five listening sessions with regional stakeholders representing a variety of interests throughout the region as well as citizen groups. On June 2, 2012 the TPB hosted a citizen forum comprised of a representative sample of citizens from throughout the region. On July 18, 2012 the TPB was briefed on the "Draft Interim Report 2: *Public Outreach Activities Completed through June 30, 2012, Communicating and Refining the RTPP materials, and Proposed Public Outreach Activities through January 31, 2013*."

In spring 2013, the TPB conducted a web-based, interactive survey with a random sample of the public to learn what challenges are most important to the public and what strategies they think would best address these challenges. The results of the survey and the previous work done on the RTPP will be presented to the TPB in July 2013, followed by a period for public comment and preparation of a final report in September 2013. Future public outreach may include a combination of web-based polling, additional deliberative forums, and mobile kiosks throughout the region.

The purpose of these efforts would be to inform the selection of priority strategies from a longer list of strategies under discussion. More information on the Regional Transportation Priorities Plan can be found at mwcog.org/transportation/priorities.

21. Transportation/Land Use Connections (TLC) Program

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. Through the program, the TPB provides up to $220,000 in technical assistance for projects up to $60,000 to individual communities to catalyze or enhance local and regional planning efforts. The TLC program also includes a Clearinghouse, which is a web-based source of information about transportation/land use coordination, including regional and national experience with transit-oriented development and other key strategies. In FY2012, the TLC Program grew to include a Regional Peer Exchange Network, which provides a variety of opportunities and media through which to communicate information and best practices on TLC topics. For the FY2013 cycle, the TPB initiated a new Design Pilot Project. Through this effort, the TPB awarded $80,000 in technical assistance for design and preliminary engineering to the City of Frederick to help prepare a previously funded TLC planning project for implementation. Any local jurisdiction that is a member of the TPB is eligible to apply for either planning or design technical assistance. More information on the TLC program is available at: mwcog.org/transportation/activities/tlc.

22. Transportation Infrastructure Generating Economic Recovery (TIGER) Grant for a Regional Bus Priority Corridor Network

COG/TPB was notified that it received a $58.8 million TIGER grant from the US Department of Transportation (USDOT) for a regional priority bus system and transit center on February 17, 2010. The multi-year grant agreement was officially executed at a ceremony attended by the US Transportation Secretary on December 14, 2010. The TIGER grant funding is being used to improve bus transportation along priority corridors in the District of Columbia, Maryland, and Virginia; enable priority bus transit to connect Prince William and Fairfax Counties and the City of Alexandria with the District of Columbia; and construct a multimodal Takoma/ Langley transit center in Prince George's County.

Since the signing of the grant agreement, the TPB and sub-recipients have conducted design and technological development activities, and begun construction work on several projects. As of June 2013, approximately $11 million of the grant, or 19%, has been expended. The primary expenditures to date have been $5.1 million for 13 replacement buses for PRTC, $2 million for construction of the City of Alexandria's US-1 (Potomac Yard) Transitway, $1.7 million for PRTC's Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system, and $9000,000 for District DOT's corridor projects. Additional multi-million dollar expenditures for FY 2014 will include completion of the US-1 Transitway and initial deployment of Transit Signal Priority and Real-Time Passenger Information displays along priority bus corridors in the District of Columbia, Maryland, and Virginia.

23. Related Documents and Other Items on the Web

This self-certification refers to many related items and documents which are available on the website. Below is a list of the key documents with a link to their exact location on the website.

Item	Specific Location
2013 Plan	mwcog.org/clrp
2013 Plan Brochure (not published yet)	mwcog.org/clrp/resources/
FY2013-2018 TIP	mwcog.org/clrp/projects/tip/
Air Quality Conformity Analysis of the 2013 Plan	mwcog.org/transportation/activities/quality/
Call for Projects for 2013 CLRP	mwcog.org/clrp/resources/
Public comments on the new Plan	mwcog.org/transportation/public/
Financial Plan	mwcog.org/clrp/elements/financial/
TPB Vision and Relation to the Planning Factors	mwcog.org/clrp/process/vision.asp
Participation Plan	mwcog.org/store/item.asp?PUBLICATION_ID=306
COG Accommodations Policy	mwcog.org/accommodations/
FY2014 UPWP	mwcog.org/transportation/activities/upwp/
Coordinated Human Services Transportation Plan	mwcog.org/store/item.asp?PUBLICATION_ID=382
Congestion Management Process	mwcog.org/clrp/elements/cmp/default.asp
Annual Listing of Projects	mwcog.org/clrp/projects/tip/obligations.asp
On-line CLRP & TIP Project Database	mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	mwcog.org/clrp/elements/environment/
Visualization of the CLRP	mwcog.org/clrp/projects/current/ge_intro.asp
Freight Plan	mwcog.org/store/item.asp?PUBLICATION_ID=381

Bike and Pedestrian Plan	mwcog.org/store/item.asp?PUBLICATION_ID=386
Safety Element	mwcog.org/clrp/elements/safety/
COG Title VI Plan	mwcog.org/store/item.asp?PUBLICATION_ID=383
TPB Language Assistance Plan	mwcog.org/store/item.asp?PUBLICATION_ID=384
Scenario Study	mwcog.org/clrp/elements/scenarios.asp
Transportation Land Use Connections (TLC) Program	mwcog.org/transportation/activities/tlc /
TIGER Grant for Priority Bus Transit	mwcog.org/transportation/committee/committee/default.asp?COMMITTEE_ID=254

24. Federal Review of the TPB's Planning Process

In April 2010, FHWA and FTA conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a May 5, 2011 report. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report included 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions that FAMPO must address. The TPB's planning process was certified with the condition that FAMPO address the 4 corrective actions. FAMPO has successfully addressed all 4 corrective actions.

TPB staff and FAMPO staff reviewed the recommendations and corrective actions of the federal certification review and worked cooperatively to implement them by the compliance deadlines. On July 18, 2012 the FHWA sent a letter to FAMPO and TPB acknowledging that the corrective actions had been implemented and fully certifying the FAMPO section of the DC-MD-VA TMA area.

25. Signature Pages

The following signature pages from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements. The following page identifies the section and page where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

Metropolitan Transportation Planning Process

Applicable Federal Requirements

	Requirement	Addressed in Section	Page
1.	23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)	ALL	2-17
2.	Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination - Civil Rights), Section 324 (Nondiscrimination - Gender), and 29 U.S.C. 794) (Nondiscrimination - Individuals with Disabilities)	11,12	7-11
3.	Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)	12	9-11
4.	The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination - Individuals with Disabilities)	11	7
5.	The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)	12	9
6.	Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)	8	5
7.	49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination - General)	11, 12	7-11
8.	23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)	12	9-11

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

July 17, 2013

The National Capital Region Transportation Planning Board (TPB) herby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)

2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)

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8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

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Scott York, Chairman
National Capital Transportation Planning Board (TPB)

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

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Terry Bellamy
Director
District of Columbia Department of Transportation

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

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Donald A. Halligan
Director, Office of Planning and Capital Programming
Maryland Department of Transportation

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

July 17, 2013

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Helen Cuervo
District Administrator
Virginia Department of Transportation

ITEM 12 - Action
July 17, 2013

Approval of Technical Assistance Recipients Under the FY 2014 Transportation/Land Use Connections (TLC) Program

Staff Recommendation: Receive briefing on the recommended TLC technical assistance recipients and approve them under the FY 2014 TLC program.

Issues: None

Background: On March 8, 2013 the Call for Project Applications for the FY 2014 TLC program was released. During March, the solicitation was publicized to TPB member jurisdictions inviting applications for short-term technical assistance to advance transportation and land-use coordination activities. On March 15, an application workshop was held. In June, the TLC Selection Panel met to review the applications received by the due date of May 15, and develop a list of TLC technical assistance recipients recommended for funding. The review committee is chaired by Ms. Koster, TPB member representing the National Capital Planning Commission.

National Capital Region Transportation Planning Board

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

MEMORANDUM

TO:	Transportation Planning Board
FROM:	Sarah Crawford, Transportation Planner
SUBJECT:	Proposed projects for technical assistance funding under the FY 2014 Transportation/Land-Use Connections (TLC) Program
DATE:	July 11, 2013

This memorandum presents a brief summary of the FY 2014 TLC application and project selection processes.

The TLC Project Selection Panel met on June 12, 2013, to review the applications and develop a list of recommended projects for the FY 2014 round of TLC technical assistance. At that meeting, the panel selected nine projects to recommend for TPB approval at the Board meeting on July 17.

FUNDING RECOMMENDATIONS FOR FY 2014

The TPB received a total of sixteen applications for FY 2014 TLC technical assistance. Fourteen of these applications were submitted for planning technical assistance, and two applications were submitted for consideration as a 30% design project. Of the applications submitted for planning technical assistance: the District of Columbia submitted three applications; Maryland jurisdictions submitted five applications; and Virginia jurisdictions submitted six applications. The District of Columbia and the City of Bowie each submitted one application for the 30% design project.

Requested funding ranged from $30,000 to $60,000, for planning funds, and ranged from $40,000 to $73,000 for 30% design. The total application package requested amounted to $668,000, with $555,000 in requests for planning funds and $113,000 in requests for design funds. The TPB also received 14 planning applications and two 30% design applications in FY 2013. The total funding request was lower in FY 2014, down from a total request of $763,000, due to smaller funding requests.

A brief description of all applications received may be found in Attachment A.

The TLC selection panel recommends that the following projects be funded under the FY 2014 TLC Technical Assistance Program:

District of Columbia

- **Parking Demand Research ($60,000)**
  The DC Office of Planning requested technical assistance for data collection on parking demand at multi-family residential buildings throughout the District. The project will result in a database summarizing supply and demand of parking at residential locations. The Office of Planning will contribute an additional $100,000 to review variables associated with the parking data and analyze the factors that contribute to parking demand. The goal of the study will be to inform the Office of Planning's Zoning Update. This is the first TLC project explicitly leveraged with local funding to produce a larger product.

- **Sustainable DC: Healthy by Design Standards for Affordable Housing ($30,000)**
  The DC Office of Planning requested the development of design standards for 'Healthy by Design' style site design standards for affordable housing in conjunction with the District's Sustainable DC Plan. The study will prepare a toolkit of standards to address site specific design recommendations at the architectural and urban design levels for the development and redevelopment of affordable housing. This project would also bring together stakeholder agencies and private affordable housing developers in a workshop setting to discuss best practices for standards for site selection and development, especially in the context of access to transportation options.

Maryland

- **City of Frederick – Golden Mile Multimodal Access Enhancement Plan ($35,000)**
  The City of Frederick is seeking technical assistance to prepare a plan to enhance multimodal access and increase safety along the Golden Mile Corridor. This activity would improve transit access, including exploration of the conversion of far right lanes to right-hand turn/bus only lanes; identify locations for bus stops, shelters, and an intermodal passenger transfer center; and bike lanes, and pedestrian links between bus stops and land uses. The selection panel recommends adding $5,000 to this project to ensure that access to the surrounding neighborhoods is included in the study. The final product would be a plan to encourage the use of alternative forms of transportation and make the Golden Mile Corridor safer and more accessible to all.

- **City of Gaithersburg: The Gaithersburg Connector – A Circulator Bus Network ($45,000)**
  The City of Gaithersburg is requesting technical assistance to develop a feasibility study for a city/corridor scale circulator network. The bus would be used to connect Regional Activity Centers and transit service. The bus would facilitate non-auto movement between population bases and employment destinations, and complement current and future land-uses. A goal of the study is to provide enhanced access to employment centers for low- to moderate-income households.

- **Montgomery County: Guidance for Bikeway Classifications ($40,000)**
  The Maryland-National Capital Park and Planning Commission is seeking guidance on the applicability of bicycle facility implementation on suburban roadways, and specifically for two locations currently in the master planning process, Bethesda and Gaithersburg East. The study would test the applicability of the Dutch CROW Manual and the London Cycle Network Design Manual. The guidelines would be transferable to other suburban jurisdictions that are attempting to broaden bicycle facilities and improve bicyclists' safety, service, and comfort.

- **City of Bowie: Bowie Heritage Trail Pedestrian Underpass of MD 197 ($40,000)**
  The City of Bowie is requesting 30% design plans for an underpass under MD 197 that would provide a critical linkage to the Bowie Heritage Trail system and the Bowie State MARC station and Bowie State University. The consultant would prepare preliminary engineering for construction of the facility, which is located in Prince George's County. The City of Bowie collaborated with Prince George's County in developing the project, which would be constructed on Maryland State Highway Administration (SHA) right-of-way. SHA supports the City's request to pursue this effort and has requested certain information be addressed in the course of the project.

Virginia

- **Fairfax County: Bringing Capital Bikeshare to Reston, VA ($30,000)**
  Fairfax County is requesting technical assistance to develop a plan for successfully implementing bikeshare in a suburban location. The study will develop recommendations for a start-up network of bikeshare station locations, the optimal number of stations and bicycles, phasing of station development under current conditions and once Metrorail is operating along this corridor, and an implementation plan and schedule. Funding for implementation of the system will be provided through the Transportation Alternatives Program.

- **Loudoun County: Enhancing Bicycle/Pedestrian Connectivity around Future Metro Stations ($30,000)**
  Loudoun County is seeking technical assistance to identify missing and deficient bicycle and pedestrian facilities around the two future Silver Line Metrorail stations in the County. The study will develop a list of priority bicycle and pedestrian facilities within a 3-mile radius of the future stations to enhance multimodal connections to key local and regional facilities. The consultant will also prepare a preliminary cost estimate to construct and upgrade facilities such as sidewalks, trails, and crosswalks.

30% Design Project

- **District of Columbia: Green Street – 19th Street Paving Removal Strategy ($70,000)**
  The District of Columbia Office of Planning is seeking 30% design and preliminary engineering for streetscape designs for 19th Street, NW, between K and L Streets. A 2010 TLC planning study developed a concept plan for this corridor. The design developed through this study will conform to these guidelines by proposing removal of sidewalk paving materials and installation of permeable elements, including larger tree boxes and an amenity zone at the curb to showcase Low Impact Development (LID). This project will develop guidelines, review utility locations and existing site conditions, and prepare design drawings for construction. Due to funding limitations, the panel recommends funding this project at $70,000 versus the application request of $73,000. The panel believes it possible for all project components to be completed for the reduced amount.

SUMMARY OF THE FY 2014 TECHNICAL ASSISTANCE PROCESS

APPLICATION PROCESS

On March 8, 2013, the TPB issued a call for projects for the FY 2014 round of TLC technical assistance. The deadline for application submissions was May 15, 2013. TPB staff conducted an application workshop for the TLC Program on March 15, 2013. The application workshop provided an overview of the purpose of the TLC Technical Assistance Program, reviewed lessons learned from past projects, detailed the TLC application process, and highlighted the evaluation criteria used by the selection panel to review the applications. The workshop was also accessible through webinar software and is available on the TLC website as a narrated presentation. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity to have TPB staff review project concepts and provide detailed feedback on how to develop a stronger TLC application. Abstracts were due on March 29, 2013, and applicants received feedback by April 18, 2013. TPB staff received nine abstracts.

For this application cycle, $220,000 from the TPB's FY 2014 UPWP is available for technical assistance projects. Additionally, MDOT committed $160,000 from its technical assistance account for projects in

Maryland, with special emphasis on projects relating to transit-oriented development (TOD). In the FY 2014 program, technical assistance is again being offered in amounts from $20,000 to $60,000 for planning projects, and up to $80,000 for one 30% design project.

SELECTION PROCESS

The TPB continues to use the selection process established in FY 2009. The following industry experts participated on the selection panel:

Julia Koster, AICP, Chair
Non-voting TPB Member
Director, Office of Public Engagement
National Capital Planning Commission

Thomas Bassett
Senior Program Associate
American Planning Association

Kimberly Fisher
Associate Director, Technical Activities Division
Transportation Research Board

Jina Mahmoudi, P.E.
Planning and Engineering Projects Director
Institute of Transportation Engineers

Joel Mills
Director, Communities by Design
The American Institute of Architects

The selection panel met on June 12, 2013, to review the project applications and develop a list of recommended projects for the FY 2014 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to assess the proposed projects. TPB staff provided an overview of previous rounds of the TLC Technical Assistance Program and was available to answer any questions related to the program. The selection panel reviewed each application and divided the projects into low-, medium-, and high-priorities for the TLC Program.

After additional review of the regional and local merits of each project, the selection panel developed a list of nine projects to recommend to the TPB for approval. The end result of the panel's deliberations is a slate of project recommendations that the selection panel endorses as the most locally and regionally beneficial. The panel strives to balance the TPB's portion of funding evenly between the District of Columbia, Maryland, and Virginia, while also attempting to create a slate of projects that addresses a diversity of topics affecting core, inner, and outer jurisdictions.

The four projects that the selection panel recommended for funding in Maryland were forwarded to MDOT on June 12, 2013 for staff review. MDOT staff provided feedback on the Maryland project applications and supports the approval of these projects for funding under the FY 2014 round of TLC technical assistance.

PROPOSED PROJECT COMPLETION TIMELINE

On July 17, 2013, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2014 TLC Technical Assistance Program. Upon approval of the projects, TPB staff will immediately begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin immediately after consultant contracts are signed. It is anticipated that the projects will be completed by June 30, 2014.

FY 2015 SOLICITATION PRIORITIES

The TLC Selection Panel identified the following priorities for the FY 2015 solicitation based on TPB discussion last July. (Priority projects do not receive extra points during the selection process.)

- Regional Activity Centers: specifically projects that connect communities and mixed-use development within and adjacent to the centers
- Cross-jurisdiction planning efforts: focused either on a study area that straddles jurisdictional boundaries, or a topic germane to multiple jurisdictions
- Innovative, cutting-edge topics

REVIEW OF THE TLC PROGRAM TO DATE: 2006-2013

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. There are three major components to the TLC Program: the Regional Clearinghouse, the Technical Assistance Program, and the Regional Peer Exchange Network, which was initiated this past year.

At the close of the FY 2013 round of the TLC technical assistance program, the TPB had completed 65 technical assistance projects in 18 of the TPB member jurisdictions for a total of $2,080,000. Nine projects were completed in the District of Columbia, 34 projects were completed in Maryland, and 22 were completed in Virginia. Two projects were multi-jurisdictional. For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc and click on "Completed Projects" under Technical Assistance Program.

The TLC technical assistance program began with a pilot phase in 2007, and continued with six fiscal-year phases in FY 2008 through FY 2013. Special funding for Virginia projects was provided in 2007 through the Virginia Department of Transportation (VDOT) Multimodal Planning Grants Program. Additional funding for projects in Maryland jurisdictions has been provided in FY 2008 through FY 2013 through Maryland's Technical Assistance account in the TPB's Unified Planning Work Program (UPWP), with the support of the Maryland Department of Transportation (MDOT).

Since FY 2009, the TPB has restructured the program to provide a range of funding for each project between $20,000 and $60,000. This funding range offers the potential for scaling applications to provide the greatest benefit for all applicants. Minor refinements were made to the application process as a result of additional recommendations from the Technical Committee and the TPB, including a longer period of time for the project solicitation and more detail required for applications requesting greater

than $30,000. The TPB also approved the use of an independent selection panel to oversee the project selection process for FY 2009 and subsequent years.

In FY 2012, the TLC Program grew to include a new initiative: the Regional Peer Exchange Network (RPEN), the goal of which is to provide a variety of opportunities and media through which to communicate information and best practices on TLC topics. The Regional Peer Exchange network was developed based on input from past TLC technical assistance recipients, the TLC Selection Panel, and recommendations from the Assessment of the TLC Program completed by Reconnecting America. Because TLC technical assistance recipients requested an opportunity to share information about their projects and learn about TLC best practices from other projects, the RPEN was developed to provide a collegial opportunity for this information exchange to occur. The FY2012 TLC cycle saw two successful RPEN events:

- September 2011 – Regional Peer Exchange Network Kickoff Forum
- February 2012 – Regional Peer Exchange Network Webinar: Exploring the Development Potential of Commuter Rail Station Areas
- June 2013 – Regional Peer Exchange Network Webinar: Mobility Hubs for Tysons Corner Metrorail Stations

The TLC program included a 30% design pilot project as part of the FY 2013 TLC Program cycle. The inclusion of this pilot program was based on recent experience relating to the federal TIGER program and on feedback received at the RPEN Kickoff Forum. The TPB funded a project in the City of Frederick for $80,000 (out of the $220,000 available for the FY 2013 UPWP for TLC technical assistance). The project completed design assistance for a three mile bicycle and pedestrian trail spanning Historic Frederick and joining an abandoned rail facility. The intent behind this pilot program was to provide a way to assist TPB member jurisdictions in advancing some of the TLC planning projects to implementation.

Projects completed through the TLC technical assistance program are summarized in Attachment B.

PROPOSED TLC PROGRAM PROJECT EVALUATION

TPB staff recommends conducting an evaluation of the projects funded through the TLC Program. One goal of this survey would be to determine if the current range of funding for projects ($20,000 to $60,000 for planning projects or up to $80,000 for design projects) is adequate. Another element would be to determine if the recipients have been able to implement recommendations from the 65 completed TLC projects. If a jurisdiction has not been able to implement recommendations, it would be useful to determine what has hampered progress – such as lack of design funding, lack of construction funding, lack of momentum for the projects. A final task for the evaluation would be to determine if any changes in the structure of TLC technical assistance would enhance its utility for TPB member jurisdictions.

TPB staff conducted a survey of completed TLC projects in FY 2010. Staff proposes either hiring a consultant to fully conduct the analysis, or working with graduate students to survey technical assistance recipients and stakeholders with staff completing the analysis. The evaluation would be completed by the end of FY 2014 and be funded using the portion of TLC funding in the FY 2014 UPWP set aside for update of the Regional Clearinghouse.

Transportation / Land-Use Connections Technical Assistance Program

Applications for PLANNING Assistance FY 2014 - May 15, 2013

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Funding Request	Funding Rec'd
	District of Columbia					
1	District of Columbia	Office of Planning	Sustainable DC: Healthy by Design Standards for Affordable Housing	Prepare a toolkit of "Healthy by Design" design standards to address site specific design recommendations at the architectural and urban design level for the development or redevelopment of affordable housing.	$30,000	$30,000
2	District of Columbia	Office of Planning	DC Pedestrian Underpass Improvements Project	Review options and develop conceptual designs to address aesthetic and safety issues for pedestrian spaces beneath rail tracks throughout the District of Columbia.	$60,000	$0
3	District of Columbia	Office of Planning	Parking Demand Research	Research parking demand in multi-family residential buildings throughout the District. The project will result in a database supply and demand, variables associated with parking, and an analysis of the factors that contribute to parking demand.	$60,000	$60,000
	Maryland					
1	City of Frederick	Planning Department	Golden Mile Multimodal Access Enhancement Plan	Prepare a plan to enhance multimodal access and increase safety along the Golden Mile Corridor, improving transit access, identifying pedestrian and bicycle connections, and encouraging the use of alternate forms of transportation.	$30,000	$35,000
2	City of Gaithersburg	Department of Planning	The Gaithersburg Connector: A Circulator Bus Network	Develop a feasibility study for a city/corridor scale circulator bus network. The bus would be used to connect Regional Activity Centers and transit service.	$45,000	$45,000
3	Montgomery County	M-NCPPC	Guidance for Bikeway Classifications	The study will provide guidance based on established manuals on the appropriate bicycle facilities for locations in the master planning process and recommend specific changes to two master plan areas.	$40,000	$40,000
4	Montgomery County	M-NCPPC	Trends in Office Space … and Other Factors Potentially Affecting Transportation Policy	The project will examine the potential impact of trends related to the workplace environment that could affect components of transportation infrastructure. The study will determine whether these trends could indicate a need to modify assumptions to trip generation rates, parking supply, and other variables.	$30,000	$0
5	Prince George's County	Central Maryland Regional Transit	CMRT Bus Stop Improvement Plan	Develop a bus stop improvement plan for CMRT bus stops within Prince George's County to guide future transit investments to achieve system-wide bus stop safety and accessibility.	$30,000	$0
	Virginia					
1	Arlington County	Division of Transportation	The Arlington Loop: Enhancing Non-motorized Transportation /Land-use Connections	Generate a plan for highlighting the benefits, identifying any missing links and infrastructure needs, and promoting the coordinated management of the Arlington Loop, by taking a integrated, marketing-promotions, operations-management look at this regionally important multi-agency shared-use trail facility.	$60,000	$0
2	Fairfax County	Department of Transportation	Reston Parkway Pedestrian Bridge Study	Identify and recommend a location for a pedestrian bridge over Reston Parkway, connecting the future Reston Parkway Metrorail Station with adjacent development.	$30,000	$0
3	Fairfax County	Department of Transportation	Bringing Capital Bikeshare to Reston, VA	The study will develop a plan for successfully implementing bikeshare in a suburban location. It will develop recommendations for bikeshare station locations, the optimal number of stations and bicycles, and capital and operating costs.	$30,000	$30,000
4	Loudoun County	Department of Transportation	Enhancing Bicycle and Pedestrian Connectivity around Future Metro Stations	Identify missing and deficient bicycle and pedestrian facilities around the two future silver line Metrorail stations in the County. Develop a cost estimate to construct and upgrade facilities, such as sidewalks, trails, crosswalks, etc.	$30,000	$30,000
5	Prince William County	Planning Office	Pedestrian Connections in a MWCOG Activity Center	Identify connectivity weaknesses and pedestrian linkage opportunities to better connect major attractions within the Potomac Town Center/Potomac Mills Regional Activity Center.	$40,000	$0
6	Prince William County	Department of Parks and Recreation	Barriers to Multimodal Trail Development in the I-95 Corridor	Develop feasible routing for the Potomac Heritage National Scenic Trail along I-95 and through new development that maintains the trail as a natural/cultural resource.	$40,000	$0

PLANNING TOTAL: **$555,000** $270,000

Transportation / Land-Use Connections Technical Assistance Program

Applications for DESIGN Assistance FY 2014 - May 15, 2013

	Applicant Jurisdiction	Contact Agency	Project Title	Project Description	Funding Request	Funding Rec'd
	District of Columbia					
1	District of Columbia	District of Columbia Office of Planning	Green Street: 19th Street Paving Removal Strategy	Prepare 30 percent design and preliminary engineering work for streetscape designs for 19th Street, NW, between K and L Streets. A 2010 TLC planning grant identified 19th Street as a Special Street and refined a concept plan for the corridor. This project will further develop guidelines, take into account utilities and existing site conditions, and prepare design drawings for construction.	$73,000	$70,000
	Maryland					
1	City of Bowie and Prince George's County	City of Bowie Planning and Economic Development Department	Bowie Heritage Trail - Pedestrian Underpass of MD 197	Prepare preliminary engineering for the construction of a pedestrian underpass of MD 197 to connect Normal School Road and/or Lemon's Bridge Road to the Bowie State MARC station platform. The connection to MARC is a crucial component of the Bowie Heritage Trail System, which will link Old Town Bowie to the station and Bowie State University.	$40,000	$40,000

DESIGN TOTAL: **$113,000** $110,000

Planning Total	$270,000
Design Total	$110,000
FY 2014 TLC Program Total Funding	**$380,000**

TPB Transportation/Land-Use Connections (TLC) Program Funding History through FY 2013

Fiscal Year	Jurisdiction	Project	TPB Funding	MDOT Funding	VDOT Funding
2007	District of Columbia	Potomac Avenue Metro Station Revitalization Strategy	$ 20,000		
2007	Montgomery/Prince Ge	Takoma/Langley Crossroads Pedestrian Access and Mobility Study	$ 20,000		
2007	Charles County	Development of Urban Roads Standards	$ 20,000		
2007	Fairfax County	Automobile "Levels of Service" in Transit Station Areas	$ 20,000		
2007	Prince William County	Scoping Assistance: Impacts of BRAC on the Potomac Communities	$ 20,000		
2007	Multiple	Public Presentation on Density Issues	$ 20,000		
2007	Loudoun County	Leesburg-Dulles Greenway Bus Rapid Transit Feasibility Study (Town of Leesburg)			$ 20,000
2007	Fairfax County	A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts			$ 20,000
2007	City of Manassas Park	City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station			$ 20,000
2007	City of Falls Church	South Washington Street Corridor Planning			$ 20,000
2007	City of Alexandria	A Review of the Transportation Management Plan (TMP) Program			$ 20,000
2008	District of Columbia	"Multimodal Takoma!" - Development of a Multimodal Scorecard	$ 20,000		
2008	District of Columbia	Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark	$ 20,000		
2008	City of Bowie	Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station		$ 20,000	
2008	City of Frederick	Assessment of Pedestrian Crossing Options at East Street and Carroll Creek	$ 20,000		
2008	Frederick, City/County	Fort Detrick Area Transit and Non-Motorized Transportation Access Study		$ 20,000	
2008	City of Greenbelt	Maximizing Transit Opportunities in Greenbelt		$ 20,000	
2008	Montgomery County	Recommendations for the Bethesda Circulator (Bethesda Urban Partnership)	$ 20,000		
2008	Prince George's County	Identification of Appropriate TOD Strategies for the Landover Metro Station Area		$ 20,000	
2008	Prince George's County	Recommendations for "Complete Streets" in the Prince George's Plaza Transit District		$ 20,000	
2008	Prince William County	Transportation and Land-Use Strategies for the Yorkshire Corridor	$ 20,000		
2008	Arlington County	Parking Management Plans: Process Improvements for Parking in New Development	$ 20,000		
2009	District of Columbia	Gateway Transportation Enhancement Project (NoMa BID)	$ 50,000		
2009	City of Bowie	Pedestrian Trail System, Phase I Concept Development		$ 20,000	
2009	Frederick County	MD-355 / MD-85 TOD Study		$ 60,000	
2009	City of Greenbelt	Pedestrian and Bicycle Master Plan	$ 30,000		
2009	City of Rockville	Complete Streets Policy	$ 30,000		
2009	Prince George's County	Non-Motorized Transportation Study (Town of Cheverly)	$ 10,000	$ 20,000	
2009	City of Manassas Park	Marketing the Redevelopment Potential of TOD	$ 20,000		
2009	Prince William County	Sustainability of Mixed-Use Development at Commuter Rail Stations	$ 30,000		
2010	District of Columbia	Independent Shuttle Bus Consolidation Strategy for the Greater Brookland Community	$ 25,000		
2010	District of Columbia	Golden Triangle Business Improvement District Design Standards (Golden Triangle BID)	$ 30,000		
2010	Charles County	Waldorf Urban Transportation Improvement Plan	$ 30,000		
2010	Prince George's County	Purple Line Bicycle Access and Bicycle Hub Location Study	$ 30,000		
2010	Prince George's County	Interim Pedestrian Safety Measures for the New Carrollton Metro Station		$ 30,000	
2010	Prince George's County	Pedestrian-to-Transit Accessibility Prioritization Project		$ 30,000	
2010	Arlington County	Multi-Use Trail Traffic Control Study	$ 30,000		
2010	Fairfax County	Wiehle Avenue Station Multimodal Mobility Needs Analysis	$ 45,000		
2010	Prince William County	Harbor Station Multimodal Commuter Center	$ 30,000		
2010	Montgomery County	Analyzing Transportation Impacts of Neighborhood-Scale Retail		$ 40,000	
2011	District of Columbia	Van Ness / UDC Metro and Commercial Corridor Enhancement Study	$ 30,000		
2011	Frederick County	Freight Transportation and Land Use Connections	$ 60,000		
2011	Montgomery County	US 29 / Cherry Hill Area TOD Scenarios	$ 40,000	$ 10,000	
2011	Prince George's County	Central Avenue TOD Corridor Pedestrian and Mobility Study		$ 30,000	
2011	Prince George's County	Naylor Road Metro Station Area Accessibility Improvement Study		$ 30,000	
2011	City of Rockville	Accessibility and Rockville's TODs: Safer Walkways to Transit		$ 30,000	
2011	Arlington County	Best Practices in Providing Bicycle Facilities in Streetcar Corridors	$ 30,000		
2011	Prince William County	Pedestrian Facility Standards for Mixed-Use Development Centers	$ 60,000		
2012	District of Columbia	Farragut Square Pedestrian Safety/Access Study	$ 30,000		
2012	Montgomery County	Glenmont Community Visioning Workshop Plan		$ 30,000	
2012	Prince George's County	Transitway Systems Study	$ 20,000	$ 40,000	
2012	City of Rockville	Bikeway Master Plan Update		$ 30,000	
2012	City of Takoma Park	New Hampshire Avenue Streetscape Design Standards		$ 30,000	
2012	Arlington County	ADA Evaluation	$ 50,000		
2012	Fairfax County	Multimodal Transportation Hubs in Tysons Corner	$ 60,000		
2012	Multiple	TOD Housing Needs Analysis for District of Columbia, Prince George's County and Alexandri	$ 60,000		

TPB Transportation/Land-Use Connections (TLC) Program Funding History through FY 2013

Fiscal Year	Jurisdiction	Project	TPB Funding	MDOT Funding	VDOT Funding
2013	District of Columbia	Study of Affordable Housing with Access to Jobs via Multi-Modal Transit	$ 60,000		
2013	City of College Park	College Park Metro Station - TOD Analysis		$ 30,000	
2013	City of Greenbelt	Greenbelt Bus Stop Safety and Accessibility Study		$ 30,000	
2013	Montgomery County	Study to Establish Parking Credits Related to Bike Sharing		$ 30,000	
2013	City of Rockville	Cross-Jurisdictional Development Impacts: Transportation Capacity Analysis		$ 30,000	
2013	City of Takoma Park	New Hampshire Avenue Multiway Boulevard Feasibility Study	$ 10,000	$ 40,000	
2013	City of Falls Church	Analysis of Transportation Demand Management along the Washington Street Corridor	$ 40,000		
2013	Town of Middleburg	Washington Streetscape Improvement Plan	$ 30,000		
2013	City of Frederick	East Street Trail Project Design (30 Percent Design Pilot Project)	$ 80,000		
		TOTAL:	**$ 1,290,000**	**$ 690,000**	**$ 100,000**
			TOTAL TLC FUNDING:	**$**	**2,080,000**

TPB Transportation/Land-Use Connections (TLC) Program Funding History by Jurisdiction through FY 2013

	Jurisdiction	Fiscal Year	Project	# Projects	TLC Funding
DC	District of Columbia	2007	Potomac Avenue Metro Station Revitalization Strategy	9	$ 285,000
	District of Columbia	2008	"Multimodal Takoma!" - Development of a Multimodal Scorecard		
	District of Columbia	2008	Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark		
	District of Columbia	2009	Gateway Transportation Enhancement Project (NoMa BID)		
	District of Columbia	2010	Independent Shuttle Bus Consolidation Strategy for the Greater Brookland Community		
	District of Columbia	2010	Golden Triangle Business Improvement District Design Standards (Golden Triangle BID)		
	District of Columbia	2011	Van Ness / UDC Metro and Commercial Corridor Enhancement Study		
	District of Columbia	2012	Farragut Square Pedestrian Safety/Access Study		
	District of Columbia	2013	Study of Affordable Housing with Access to Jobs via Multi-Modal Transit		
			District of Columbia Total:	**$285,000**	
MARYLAND	City of Bowie	2008	Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station	2	$ 40,000
	City of Bowie	2009	Pedestrian Trail System, Phase I Concept Development		
	Charles County	2007	Development of Urban Roads Standards	2	$ 50,000
	Charles County	2010	Waldorf Urban Transportation Improvement Plan		
	City of College Park	2013	College Park Metro Station - TOD Analysis	1	$ 30,000
	City of Frederick	2008	Assessment of Pedestrian Crossing Options at East Street and Carroll Creek	2	$ 100,000
	City of Frederick	2013	East Street Trail Project Design (30 Percent Design Pilot Project)		
	Frederick County	2009	MD-355 / MD-85 TOD Study	2	$ 120,000
	Frederick County	2011	Freight Transportation and Land Use Connections		
	Frederick, City/County	2008	Fort Detrick Area Transit and Non-Motorized Transportation Access Study	1	$ 20,000
	City of Gaithersburg		two applications		
	City of Greenbelt	2008	Maximizing Transit Opportunities in Greenbelt	3	$ 80,000
	City of Greenbelt	2009	Pedestrian and Bicycle Master Plan		
	City of Greenbelt	2013	Greenbelt Bus Stop Safety and Accessibility Study		
	Montgomery County	2008	Recommendations for the Bethesda Circulator (Bethesda Urban Partnership)	5	$ 170,000
	Montgomery County	2010	Analyzing Transportation Impacts of Neighborhood-Scale Retail		
	Montgomery County	2011	US 29 / Cherry Hill Area TOD Scenarios		
	Montgomery County	2012	Glenmont Community Visioning Workshop Plan		
	Montgomery County	2013	Study to Establish Parking Credits Related to Bike Sharing		
	Montgomery/Prince George's	2007	Takoma/Langley Crossroads Pedestrian Access and Mobility Study	1	$ 20,000
	Prince George's County	2008	Identification of Appropriate TOD Strategies for the Landover Metro Station Area	9	$ 280,000
	Prince George's County	2008	Recommendations for "Complete Streets" in the Prince George's Plaza Transit District		
	Prince George's County	2009	Non-Motorized Transportation Study (Town of Cheverly)		
	Prince George's County	2010	Purple Line Bicycle Access and Bicycle Hub Location Study		
	Prince George's County	2010	Interim Pedestrian Safety Measures for the New Carrollton Metro Station		
	Prince George's County	2010	Pedestrian-to-Transit Accessibility Prioritization Project		
	Prince George's County	2011	Central Avenue TOD Corridor Pedestrian and Mobility Study		
	Prince George's County	2011	Naylor Road Metro Station Area Accessibility Improvement Study		
	Prince George's County	2012	Transitway Systems Study		
	City of Rockville	2009	Complete Streets Policy	4	$ 120,000
	City of Rockville	2011	Accessibility and Rockville's TODs: Safer Walkways to Transit		
	City of Rockville	2012	Bikeway Master Plan Update		
	City of Rockville	2013	Cross-Jurisdictional Development Impacts: Transportation Capacity Analysis		
	City of Takoma Park	2012	New Hampshire Avenue Streetscape Design Standards	2	$ 80,000
	City of Takoma Park	2013	New Hampshire Avenue Multiway Boulevard Feasibility Study		
			Maryland Total:	**$1,110,000** ($690,000 MDOT)	

TPB Transportation/Land-Use Connections (TLC) Program Funding History by Jurisdiction through FY 2013

	Jurisdiction	Fiscal Year	Project	# Projects	TLC Funding
VIRGINIA	City of Alexandria	2007	A Review of the Transportation Management Plan (TMP) Program	1	$ 20,000
	Arlington County	2008	Parking Management Plans: Process Improvements for Parking in New Development	4	$ 130,000
	Arlington County	2010	Multi-Use Trail Traffic Control Study		
	Arlington County	2011	Best Practices in Providing Bicycle Facilities in Streetcar Corridors		
	Arlington County	2012	ADA Evaluation		
	City of Fairfax		zero applications		
	Fairfax County	2007	Automobile "Levels of Service" in Transit Station Areas	4	$ 145,000
	Fairfax County	2007	A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts		
	Fairfax County	2010	Wiehle Avenue Station Multimodal Mobility Needs Analysis		
	Fairfax County	2012	Multimodal Transportation Hubs in Tysons Corner		
	City of Falls Church	2007	South Washington Street Corridor Planning	2	$ 60,000
	City of Falls Church	2013	Analysis of Transportation Demand Management along the Washington Street Corridor		
	Loudoun County / Leesburg	2007	Leesburg-Dulles Greenway Bus Rapid Transit Feasibility Study (Town of Leesburg)	2	$ 50,000
	Loudoun County / Middleburg	2013	Washington Streetscape Improvement Plan		
	City of Manassas		zero applications		
	City of Manassas Park	2007	City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station	2	$ 40,000
	City of Manassas Park	2009	Marketing the Redevelopment Potential of TOD		
	Prince William County	2007	Scoping Assistance: Impacts of BRAC on the Potomac Communities	5	$ 160,000
	Prince William County	2008	Transportation and Land-Use Strategies for the Yorkshire Corridor		
	Prince William County	2009	Sustainability of Mixed-Use Development at Commuter Rail Stations		
	Prince William County	2010	Harbor Station Multimodal Commuter Center		
	Prince William County	2011	Pedestrian Facility Standards for Mixed-Use Development Centers		
				Virginia Total:	**$605,000** ($100,000 VDOT)
	Multiple	2007	Public Presentation on Density Issues		$ 20,000
	Multiple	2012	TOD Housing Needs Analysis for District of Columbia, Prince George's and Alexandria		$ 60,000

TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

Transportation/Land-Use Connections Program

FY 2014 Project Recommendations

July 17, 2013

Sarah Crawford
Department of Transportation Planning

TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

TLC Program Background

The TLC Program began in FY 2007 and was designed to support key strategies in the TPB's scenario planning and promote the implementation of TPB Vision goals. Components include:

- Technical Assistance Program
- Regional Clearinghouse and Peer Exchange Network
  - June 11, 2013: Webinar on Tysons Corner Multimodal Mobility Hubs – One AICP certification management (CM) credit

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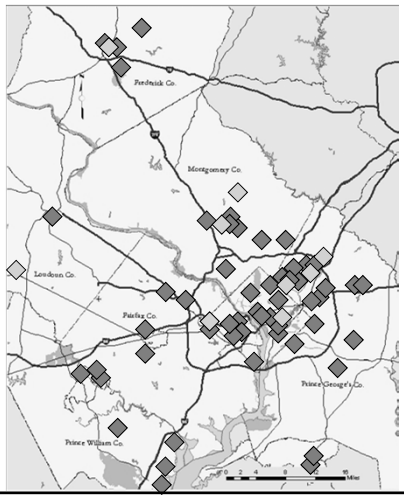
TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

TLC Technical Assistance Summary

65 Technical Assistance Projects funded at $2,080,000:

- 9 in the District
- 34 in Maryland
- 20 in Virginia
- 2 Regional



Projects address common challenges:

- Bike/Ped Issues
- Complete Streets
- Transit Access
- Freight
- Affordable Housing

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TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

FY 2014 Project Solicitation

Project Solicitation: March 8 – May 15, 2013

- March 29: Optional Abstract due – received nine abstracts

Application Summary: The TPB received 16 applications from 10 jurisdictions ($668,000):

- 14 Applications for Planning Technical Assistance ($555,000)
- 2 Applications for 30% Design Assistance ($113,000)

FY 2014 Available Funding

- TPB region-wide funding: $220,000
- MDOT funding for projects in Maryland: $160,000

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TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

FY 2014 Project Selection and Delivery

TLC Project Selection Panel

- Julia Koster, Chair (NCPC)
  - American Institute of Architects
  - American Planning Association
  - Institute of Transportation Engineers
  - Transportation Research Board

Delivery of Technical Assistance

- Consultant Selection: August/September 2013
- Project Work: October 2013 – June 2014

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TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

FY 2014 Recommended Projects

District of Columbia

- Office of Planning: Sustainable DC – Healthy by Design Standards for Affordable Housing - $30,000
- Office of Planning: Parking Demand Research - $60,000

Virginia

- Fairfax County: Bringing Capital Bikeshare to Reston, VA - $30,000
- Loudoun County: Enhancing Bicycle and Pedestrian Connectivity around Future Metro Stations - $30,000

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TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

FY 2014 Recommended Projects

Maryland

- City of Frederick: Golden Mile Multimodal Access Enhancement - $35,000
- City of Gaithersburg: The Gaithersburg Circulator - $45,000
- Montgomery County: Guidance for Bikeway Classifications - $30,000
- City of Bowie: Bowie Heritage Trail – 30% Design of a Pedestrian Underpass of MD 197 - $40,000

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TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

FY 2014 Recommended Design Project

District of Columbia

- Office of Planning: Green Street – 19th Street Paving Removal Strategy ($70,000)
  - The project will develop preliminary engineering for the installation of Low-Impact Development (LID) elements to enhance permeability.

Applicants whose projects were not recommended for funding will receive a full debriefing upon TPB action.

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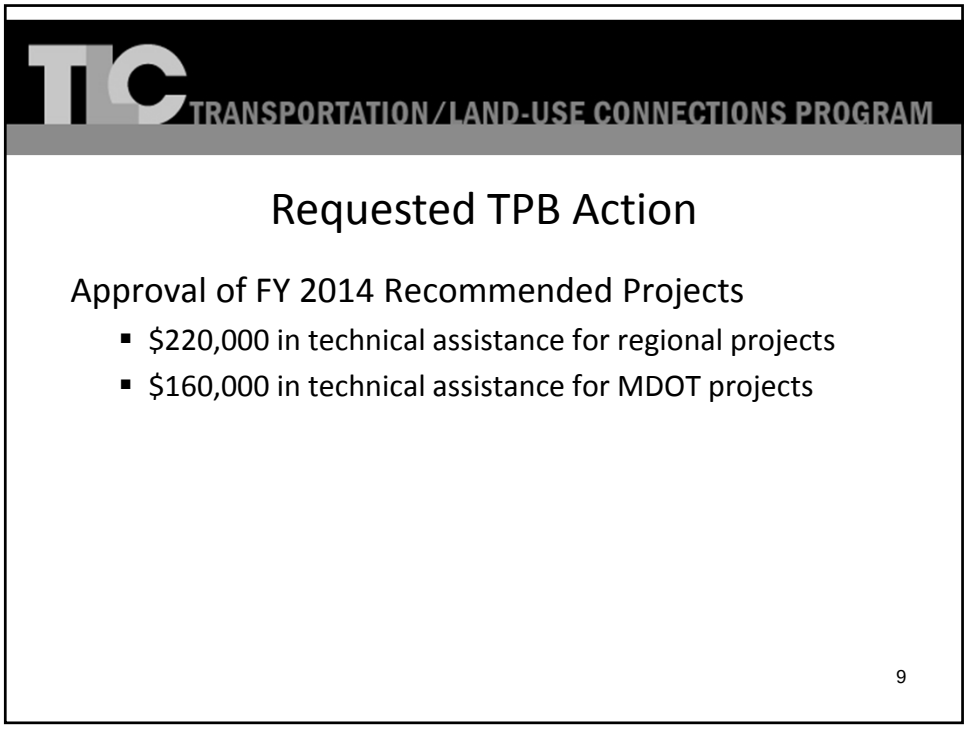
TLC
TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM
Requested TPB Action
Approval of FY 2014 Recommended Projects
$220,000 in technical assistance for regional projects
$160,000 in technical assistance for MDOT projects
9

ITEM 13 - Action
July 17, 2013

Approval of Projects for Funding Under the MAP-21 Transportation Alternatives Program for FY 2013 and 2014 in the District of Columbia and Maryland and for FY 2014 in Virginia

Staff Recommendation: Adopt Resolution R4-2014 to approve projects for funding under the Transportation Alternatives Program of MAP-21 for FY 2013 and FY 2014 for the District of Columbia and Maryland and for FY 2014 for Virginia.

Issues: None

Background: On February 20, 2013, the TPB amended the FY 2013 Unified Planning Work Program (UPWP) to provide support for the implementation of the new Transportation Alternatives Program under MAP-21 in the Washington Region. On March 1, the Call for Project Applications was released as part of the TPB's competitive process for the portion of program funds that is to be sub-allocated by the states to the Washington Region. On March 22 an application workshop was held. The Board will be briefed on the applications received by the due date of May 15, and on the projects recommended for funding following consultation with the state departments of transportation.

TPB R4-2014
July 17, 2013

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

RESOLUTION TO APPROVE PROJECTS FOR THE REGIONAL SUB-ALLOCATED PROGRAM FUNDS UNDER THE TRANSPORTATION ALTERNATIVES PROGRAM OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR FY 2013 AND FY 2014 IN THE DISTRICT OF COLUMBIA AND MARYLAND AND FOR FY 2014 IN VIRGINIA

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

WHEREAS, under MAP-21's Transportation Alternatives (TA) Program (Title 23 U.S.C. sections 213(b), and 101(a)(29)), a portion of funding based on the relative share of the total State population is sub-allocated to large urbanized areas and "the MPO, through a competitive process, selects the TA Program projects in consultation with the State"; and

WHEREAS, the TA Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and

WHEREAS, the TA Program offers an opportunity to fund regional priorities and complement regional planning activities, and will be a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions; and

WHEREAS, TPB staff briefed the TPB on a proposed approach for establishing a regional program for project selection using suballocated funding at its meetings in November and December 2012, which included using a selection panel of industry experts and representatives from the state departments of transportation to review applications for readiness and eligibility, as well as how the funding requests respond to regional selection criteria; and

WHEREAS, the TPB approved an amendment to the FY 2013 Unified Planning Work Program (UPWP) which explicitly authorized the use of Transportation/ Land-Use

Connections (TLC) Program funds to support TA Program activities at its February 2013 meeting (R10-2013); and

WHEREAS, a solicitation for TA Program projects was conducted from March 1 through May 15, 2013, during which approximately 1,100 organizations and agencies received an email announcement concerning the availability of transportation funds; and

WHEREAS, an application workshop was conducted during the solicitation period for interested organizations and agencies to receive information on the application process and eligibility requirements; and

WHEREAS, the chair of the TPB's TA Program selection panel, with input from the state departments of transportation, recommended fully or partially funding all of the applications received based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

WHEREAS, the remaining funding for the TA Program in Maryland will be carried over to an additional solicitation for FY 2014 and the remaining funding in Virginia will be carried over to an FY 2015 solicitation, both coordinated with the respective state department of transportation; and

WHEREAS, the projects recommended for funding are described in the attached memorandum;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects described in the attached memorandum for funding under the Transportation Alternatives Program of the Federal Highway Administration.

National Capital Region Transportation Planning Board

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

MEMORANDUM

TO: Transportation Planning Board
FROM: Sarah Crawford, Transportation Planner
SUBJECT: Funding recommendations for regional project selection under the new federal Transportation Alternatives Program
DATE: July 11, 2013

In November and December 2012, TPB staff briefed the TPB on a proposed approach for establishing a regional program for project selection using suballocated funding through the new federal Transportation Alternatives (TA) Program. At its February 20 meeting the TPB approved an amendment to the FY 2013 Unified Planning Work Program (UPWP) which explicitly authorized the use of Transportation/ Land-Use Connections (TLC) Program funds to support TA Program activities.

This memo summarizes the competitive process the TPB used to solicit and select projects; the recommended projects for funding; and next steps for this regional program. The Board is being asked to approve projects for FY 2013 and FY 2014 in the District of Columbia and Maryland, and for FY 2014 in Virginia.

Background

The Transportation Alternatives Program is a new formula program under MAP-21 that provides funding to projects considered "alternatives" to traditional highway construction. There is $1.6 billion in TA Program funds available nationwide for FY 2013 and FY 2014 together. The TA Program combines three former federal programs: Transportation Enhancements (TE), Safe Routes to School (SRTS), and Recreational Trails (RTP). Eligible recipients include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts and agencies, and other appropriate local or regional governmental entities. Non-profits are not eligible to be direct recipients of the funds.

One of the key differences between the TA Program and the previous programs is that large MPOs play a new role in project selection for a portion of program funds that are suballocated to large metropolitan regions. MAP-21 specified that in urbanized areas with populations over 200,000, the metropolitan planning organization shall, "through a competitive process, select the TA projects in consultation with the State."

The allocation and sub-allocation of TA Program funding is structured as follows:

- Each state is allocated a portion of TA funding based upon the state's proportionate share of FY 2009 Transportation Enhancements funding.
- Within each state, the RTP funding is set aside.
- The remaining TA funding is suballocated as follows:
  - 50 percent of the funds are suballocated for statewide project selection.
  - 50 percent are suballocated to sub-state areas based on population:

- To large urbanized areas with populations larger than 200,000. The amount of funding allocated to each of these areas will be proportional to the size of its population. The MPOs in these areas will be responsible for project selection.
- To urban areas with populations between 5,001 and 200,000.
- To areas with populations of 5,000 or less.

Establishing the TA Program in the National Capital Region

For the National Capital Region, this new program offers an opportunity to support and enhance regional planning activities. At the direction of the Board, TPB staff framed the region's TA Program as a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions. Two applications that were received during the solicitation propose to implement recommendations from a TLC study, as described in greater detail under the project recommendations below.

This opportunity offers the TPB the ability to fund regional priorities and goals as outlined in the TPB Vision and possibly linked to recommendations in the Regional Transportation Priorities Plan. The TPB can promote transportation choices and options through explicit implementation of TPB Vision Goal #2: "Create a web of multi-modal transportation connections which provide convenient access between the regional core and regional activity centers, reinforcing existing transportation connections and creating new connections where appropriate." TPB staff based a regional application and selection criteria on this and other goals in the TPB Vision, as well as strategies from the TLC Program and COG's Region Forward initiative.

Regional Solicitation

TPB staff worked closely with the state departments of transportation during this transitional year for the TA Program to develop a coordinated approach to selecting projects for funding under the TA Program. TPB staff developed a regional application for applicants to describe how each project addresses regional goals. This two-page regional application was included as a component to the state's formal TA Program applications. The regional application sought information about how a project would address a number of regional goals, including: accessibility of transportation facilities for all users; accessibility to transit and employment, including proximity to Regional Activity Centers and rail; Safe Routes to School; and project coordination, including project origination in local planning efforts and public involvement.

FY 2013/2014 Regional TA Program Application Timeline

March 1:	Release project solicitation
March 22:	Regional TA Program Application Workshop
May 15:	**Application deadline**
June:	State and regional review of regional applications
July 17:	The TPB is scheduled to approve the TA Program projects

TPB staff held a Regional TA Program application workshop on March 22, 2013; 28 people attended in person or via webinar. The purpose of the webinar was to provide information on eligible project sponsors, eligible activities, the solicitation timeline, and selection criteria. Staff from the Maryland Department of Transportation State Highway Administration (SHA) also participated in the workshop and provided information on the statewide TA Program solicitation, the Maryland Bikeways Program, and the RTP. The TPB mandated that applicants either participate in the webinar or schedule a one-on-one consultation with TPB staff so that every applicant understood the eligibility requirements of the TA Program, as well as the complicated tri-state structure of the TPB's regional solicitation.

As such, the details of the solicitation varied by state:

Maryland

TPB staff worked with Maryland SHA staff and staff from other Maryland MPOs to develop a competitive process that would meet the state's requirements for information collected through TA applications, as well as address the priorities of the individual MPOs for this funding. SHA issued a project solicitation on March 1 on behalf of the MPOs within Maryland. The solicitation included the application for statewide funding, as well as supplemental application materials for each of the participating MPOs. SHA staff participated in the Regional TA Program Application Workshop held on March 22. On May 15, SHA collected all Maryland applications and reviewed the applications for readiness and eligibility, providing feedback on June 27 to TPB staff on eligible applications in the Washington region.

Virginia

The Virginia Department of Transportation (VDOT) decided to use FY 2013 funding to fund existing Transportation Enhancements (TE) projects. For FY 2013, TE projects were selected and funded prior to the enactment of MAP-21. VDOT issued a solicitation for FY 2014 funds for existing TE projects with a deadline of February 1, 2013. The TPB concurred that its suballocation for FY 2013 would be used to fund existing TE projects, but chose to issue its own solicitation for new projects for its suballocation in FY 2014. The TPB worked with VDOT staff to develop a statewide application for the TPB's project solicitation. This revised application included the new TA Program project eligibility requirements, as well as project-related information that VDOT would need to determine each project's readiness. The TPB's solicitation on March 1 called for new projects under the TA Program, but also allowed the existing TE applicants who submitted under VDOT's FY 2014 solicitation to submit a regional application form for consideration as part of the suballocated Virginia funding. The Commonwealth Transportation Board (CTB) approved projects for statewide FY 2014 funding on June 19, 2013.

District of Columbia

TPB staff worked with the District Department of Transportation (DDOT) to develop an application for DC projects to be selected through the TPB using suballocated funding. The TPB released its regional TA Program solicitation after confirming with DDOT that the TPB would seek applications for the suballocated funding, but provide DDOT with any additional applications beyond the suballocated funding limit. Because the interim federal guidance was unclear regarding DDOT's eligibility as a potential applicant for suballocated funding, the applications that were submitted for the TPB's consideration feature other agencies as primary applicants with DDOT identified as the applicants' partner.

Selection Criteria and Selection Process

TPB staff developed selection criteria that complement the regional application and are rooted in TPB policies and programs, including the TPB Vision, the TLC Program, COG's Region Forward, and recommendations from the TPB Access for All (AFA) Advisory Committee and the TPB Citizens Advisory Committee. The following selection criteria were applied to all projects with the understanding that some projects would only meet some criteria. All applicants were encouraged to showcase how a project best meets a given criterion:

- Support a broad range of transportation choices within the region that maximize mobility and transportation options for non-drivers
- Improve access within and between Regional Activity Centers
- Collaboration and public involvement
- ADA accessibility and location within disadvantaged communities *(per AFA request)*
- Safe Routes to School
- Environmental mitigation, historic preservation, and other eligible activities
- Match funding; innovation

The selection process presented to the TPB at its February 20 meeting called for the establishment of a regional TA Program Selection Panel review that would recommend projects to the TPB for approval. The Selection Panel would be chaired by non-voting TPB member Julia Koster of the National Capital Planning Commission, also chair of the TLC Selection Panel. She would be joined by representatives from the state departments of transportation, transportation industry experts, and, as needed based on applications received, professionals with knowledge covering the vast range of eligible activities (such as environmental mitigation, Safe Routes to School, and historic preservation, among others).

As described in greater detail below, the TPB received as many applications as it had funding for each state's suballocation, and in some cases fewer funding requests. Therefore, the formal selection panel was not convened. Instead, TPB staff reviewed with Ms. Koster the funding requests. It was determined that all of the applications met some or all of the selection criteria and that no project should be removed from consideration based on the regional selection criteria alone.

TPB staff consulted with staff at each of the state departments of transportation, who reviewed their respective applications for eligibility and readiness. DDOT staff deemed all applications eligible and ready. VDOT staff deemed all projects eligible and ready. Maryland SHA expressed concern that the two projects submitted in Maryland did not contain enough detail in the 30% design plans submitted and that some of the proposed activities may not be eligible under the TA Program. Upon concurrence from SHA staff, TPB staff recommends partially funding both applications submitted by Takoma Park.

Funding and Project Recommendations

Below is a summary of the funding levels and project recommendations for each state-level jurisdiction. For more information about the projects, please see Attachment A.

District of Columbia

The TPB's suballocated portion of funding for use in the District of Columbia for FY 2013 and FY 2014 is $2.3 million. The projects recommended for funding and outlined below fully expend this money.

Contact Agency	Project	Federal Funding Request	Federal Funding Recommended
District Department of the Environment	Green Alleys	$950,000	$950,000
District Department of the Environment	Hazard Tree Removal	$416,000	$416,000
District Department of the Environment	Permeable Sidewalks	$400,000	$400,000
District Department of the Environment	Planting Space Creation and Expansion	$328,048	$327,928
National Park Service	Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive	$206,072	$206,072
District of Columbia Funding Requested		$2,300,120	
District of Columbia Funding Available (FY 2014 & FY 2014)		$2,300,000	
District of Columbia Funding Recommendation			$2,300,000
Funding Carryover to FY 2015			$0

Maryland

The TPB's suballocated portion of funding for use within the MPO planning area in Maryland for FY 2013 and FY 2014 is $3.28 million. Based on input from Maryland SHA, staff recommends partially funding one of the projects due to SHA concerns with some of the project's components. TPB staff will continue to work with SHA to determine the precise funding amount by July 17.

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
City of Takoma Park	Ethan Allen Gateway Streetscape	$1,422,323		Recommend partial funding due to non-eligibility of some project components
City of Takoma Park	Flower Avenue Green Street Project	$1,040,330	$1,040,330	
Maryland Funding Requested		$2,462,653		
Maryland Funding Available (FY 2013 & FY 2014)		$3,275,000		
Maryland Funding Recommendation				
Funding available for second FY 2014 solicitation				

Virginia

The TPB's suballocated portion of funding for use within the MPO planning area in Virginia for FY 2014 is $2.44 million. The projects recommended for funding and outlined below do not expend this money. The TPB will carry over $388,078 to FY 2015. Projects funded using the carry over FY 2014 funding, as well as those using FY 2015 funding, will have three years to be obligated from when the funding for the projects is allocated, which is anticipated to be June 2014.

The Commonwealth Transportation Board (CTB) approved funds for three of the projects under the VDOT FY 2014 TA Program project solicitation, which is noted in the table below. The funding levels recommended below provide full funding for the requested phases of these projects. Additionally, two of the projects recommended for funding will implement recommendations of TLC projects.

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
Arlington County	Rosslyn-Ballston Corridor Accessibility Improvements	$180,000	$180,000	This project will implement a TLC study.
National Park Service	Improvements to the Mount Vernon Trail at Theodore Roosevelt Island Trailhead (Arlington County)	$400,000	$400,000	
City of Fairfax	Fairfax Mason to Metro Bicycle Route	$40,000	$40,000	
Northern Virginia Regional Park Authority	Pickett Road Trail Underpass (City of Fairfax)	$149,840	$149,840	
Fairfax County	Reston Bike Share Infrastructure Support	$400,000	$400,000	This project will implement a TLC study.
Fairfax County	Cross County Trail: Lorton	$400,000	$280,653	The CTB partially funded this project.
Town of Haymarket	Town of Haymarket Route 55 Washington Street Enhancement Project	$315,792	$30,792	The CTB partially funded this project.
Prince William County	Powells Creek Pedestrian Footbridge and Sidewalk Connection on Jefferson Davis Highway (Route 1)	$568,000	$568,000	
Town of Purcellville	Purcellville Downtown Streetscapes Enhancement	$68,000	$0	The CTB fully funded this project.
Virginia Funding Requested		$2,521,632		
Virginia Funding Available (FY 2014)		$2,437,363		
Virginia Funding Recommendation			$2,049,285	
Funding Carryover to FY 2015			$388,078	

Next Steps and Lessons Learned

In future funding years, the TPB will follow the state's individual schedules and issue its solicitation for regional TA Program funding in partnership with each DOT. This will provide greater clarity for applicants within each jurisdiction, as an applicant will only have to submit under one application to be considered for both the statewide and suballocated TA funding.

The TPB will participate in MDOT's reissuance of its FY 2014 project solicitation to identify projects for the remaining FY 2014 funding in Maryland. MDOT tentatively plans to reissue this solicitation in March 2014. TPB Staff will work individually with DDOT and MDOT to determine an approach for project solicitation for FY 2015.

VDOT tentatively plans to issue a call for TA Program applications for FY 2015 in August 2013, with a tentative due date of November 1, 2013. TPB staff recommends participating in this project solicitation by providing the TPB's regional application as a supplement to the statewide application. TPB staff will work closely with VDOT staff during the solicitation and will publicize the solicitation to regional partners in Virginia. TPB staff will also work with VDOT during the review of applications to coordinate selection for regional and statewide funding. Additionally, TPB staff has been asked by VDOT's Local Assistance Division to speak on a panel discussion at the Local Programs Statewide Conference in September to highlight an MPO's perspective on regional implementation of the TA Program during this transitional year.

TPB staff has been asked by the Safe Routes to School National Partnership to participate in a symposium this fall on best practices for Safe Routes to School (SRTS) and funding opportunities. The TPB did not receive any applications for SRTS eligible activities. Our partners have hypothesized that this is due to the fact that the states have remaining FY 2013 SAFETEA-LU SRTS funding, for which applicants likely applied. It is anticipated that TPB staff and regional partners will need to more effectively publicize future rounds of the TA Program to SRTS eligible applicants, as well as informing them of changes in the SRTS program.

This is a new program and there have been changes in the sponsor and project eligibilities from the three previous SAFETEA-LU programs: Transportation Enhancements, Safe Routes to School, and Recreational Trails. This may have made potential applicants hesitant to participate in the first solicitation. Additionally, several of the TE application cycles had just concluded and many jurisdictions had not anticipated participating in another project solicitation at this time. In the future, TPB staff can better advertise the solicitation and work more closely with potential applicants to develop applications. TPB staff will participate in state-sponsored TA Program workshops within the region and, as appropriate, hold a regional workshop specifically to highlight the regional goals the TPB hopes to achieve through this program.

Lastly, the partnerships that have been built over this transitional year are critical to the regional TA Program. TPB staff has worked closely with staff from the state departments of transportation to design and implement this new program at the regional level. The DOT staffs have been very helpful in assisting TPB staff gain a better understanding of the previous programs and how changes under the TA Program would impact potential applicants. The collaborative nature of these relationships forms a strong foundation for future rounds of the TA Program.

National Capital Region Transportation Alternatives Program

Applications for Regional Funding - FY 2013 & FY 2014

DISTRICT OF COLUMBIA

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Federal Funding Request	Federal Funding Recommended	Notes
1	District of Columbia	District Department of the Environment	Green Alleys	The Green Alley project will continue the efforts of the District of Columbia to construct alleys using permeable pavement to capture, store, and infiltrate water falling on the alley before it flows into the sewer system.	$950,000	$950,000	
2	District of Columbia	District Department of the Environment	Hazard Tree Removal	The project will remove dead, dying, diseased, or other hazardous trees from the right-of-way of the streets of the District of Columbia, ensuring that sidewalks and other pedestrian routes are safer.	$416,000	$416,000	
3	District of Columbia	District Department of the Environment	Permeable Sidewalks	The project will replace existing sidewalk segments that have been damaged by tree roots with a permeable flexible rubber sidewalk that will reduce stormwater runoff, improve tree health, eliminate tripping hazards, and improve accessibility of sidewalks.	$400,000	$400,000	
4	District of Columbia	District Department of the Environment	Planting Space Creation and Expansion	The project will create new planting locations and expand existing locations for street trees in the right-of-way. The project will also plant trees in the tree boxes that have been created.	$328,048	$327,928	Reduce funding by $120.
5	National Park Service	National Mall and Memorial Parks	Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive	The project will improve the existing multi-use trail from the 14th Street Bridge to East Basin Drive. The trail is a primary commuter route for bicyclists and pedestrians from Virginia, and is used by tourists accessing the Jefferson Memorial. There is a bikeshare station located at the intersection of East Basin Drive and the trail. The project will widen and repave the trail, add safety enhancements, increase the width of crosswalk ramps, relocate utilities and signage from within the trail alignment.	$206,072	$206,072	

District of Columbia Funding Requested	**$2,300,120**	
District of Columbia Funding Available (FY 2013 & FY 2014)	**$2,300,000**	
District of Columbia Funding Recommendation		**$2,300,000**
Funding Carryover to FY 2015		$0

National Capital Region Transportation Alternatives Program

Applications for Regional Funding - FY 2013 & FY 2014

MARYLAND

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Federal Funding Request	Federal Funding Recommended	Notes
1	City of Takoma Park	Housing and Community Development	Ethan Allen Gateway Streetscape	Install traffic calming measures by reducing road space devoted to cars, widen existing sidewalks and pedestrian refuge islands, build new sidewalk connections to protect and invite greater pedestrian use. The project will reduce crossing distances at major intersections. The project will install bike lanes. The project will install pedestrian lighting and improve bus stops with new shelters and amenities. The project will manage and treat stormwater with environmental site design.	$1,422,323		Recommend partial funding due to non-eligibility of some project components
2	City of Takoma Park	City of Takoma Park	Flower Avenue Green Street Project	Improve pedestrian movement by installing ADA-compliant sidewalks and crosswalks, and traffic calming measures, also improving access to bus service. Enhance safety by installing energy efficient street lighting. Install low impact design stormwater management facilities as environmental mitigation to address runoff into Sligo Creek and Long Branch Creek.	$1,040,330	$1,040,330	

Maryland Funding Requested	**$2,462,653**
Maryland Funding Available (FY 2013 & FY 2014)	**$3,275,000**
Maryland Funding Recommendation	
Funding Available for second FY 2014 Solicitation	

National Capital Region Transportation Alternatives Program

Applications for Regional Funding - FY 2014

VIRGINIA

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Federal Funding Request	Federal Funding Recommended	Notes
1	Arlington County	Arlington Department of Environmental Services, Transportation Division	Rosslyn-Ballston Corridor Accessibility Improvements	The project reconstructs non-functional street elements with the goal of making the Rosslyn-Ballston Corridor completely accessible for all users. A 2012 TLC study found that 213 of the 3,614 assessed street elements in the corridor were non-functional for persons with disabilities. The corridor is home to 29,000 households and has over 22 million square feet of office space. It also includes five Metrorail stations with more than 44,000 daily users.	$180,000	$180,000	This project will implement a TLC study.
2	Arlington County	National Park Service	Improvements to the Mount Vernon Trail at Theodore Roosevelt Island Trailhead	The project will realign and widen the northern terminus of the Mount Vernon Trail, resurface the trailhead parking lot; separate the trail from the parking lot with a grade separation; and install bike racks, directional and interpretive signage, and water fountains. The goal of the project is to improve trail user safety through improvements to the Mount Vernon Trail trailhead, which is the convergence of several significant regional trails.	$400,000	$400,000	
3	City of Fairfax	City of Fairfax Department of Transportation	Fairfax Mason to Metro Bicycle Route	Develop a backbone bicycle route through the City and into Fairfax County to connect George Mason University with the Vienna Metrorail Station. The project aims to increase and improve bicycle and pedestrian travel between major hubs of activity in the City of Fairfax, Fairfax County, and George Mason University.	$40,000	$40,000	
4	City of Fairfax	Northern Virginia Regional Park Authority	Pickett Road Trail Underpass	Install a 12 foot wide concrete trail under the existing Pickett Road bridge over Accotink Creek, and construct asphalt trail segments to connect the underpass to the existing City of Fairfax trail system. Install two culverts to convey existing storm drainage outfalls under the proposed trail, and install wayfinding signage.	$149,840	$149,840	
5	Fairfax County	Fairfax County Department of Transportation	Reston Bike Share Infrastructure Support	Improve infrastructure in Reston to support a Reston Bikeshare Program. In a 2010 TIGER grant, Fairfax DOT identified preliminary locations for bike stations in Reston.	$400,000	$400,000	This project will implement a TLC study.
6	Fairfax County	Fairfax County Department of Transportation	Cross County Trail - Lorton	The proposed section of the Cross County Trail in Lorton will traverse the Lorton Arts Foundation property and connect Occoquan Regional Park and the Laurel Hill Greenway	$400,000	$280,653	The CTB partially funded this project.
7	Town of Haymarket	Town of Haymarket	Town of Haymarket Route 55 Washington Street Enhancement Project	The project will provide 5-foot on-street bike lanes and 5-foot brick sidewalks on each side of the road. The project extends the bike lanes and brick sidewalks that are already available in the center of Town out toward the housing developments on the east side of the Town.	$315,792	$30,792	The CTB partially funded this project.
8	Prince William County	Prince William County Department of Transportation	Powells Creek Pedestrian Footbridge and Sidewalk Connection on Jefferson Davis Highway (Route 1)	Connect a missing sidewalk section with 250 feet of new sidewalk and a 100 foot pedestrian footbridge over Powells Creek along Route 1. Pedestrians currently navigate this segment by walking in travel lanes. The funding request covers all phases of the project from engineering survey and design through to construction of the sidewalk, bridge, street lights, as well as utility relocation and environmental mitigation.	$568,000	$568,000	
9	Town of Purcellville	Town of Purcellville	Purcellville Downtown Streetscapes Enhancement	The project will construct new and compliant sidewalks and also relocate 3 utility poles that currently block a portion of the eastern sidewalk as well as detract aesthetically from the street.	$68,000	$0	The CTB fully funded this project.

Virginia Funding Requested	**$2,521,632**	
Virginia Funding Available (FY 2014)	**$2,437,363**	
Virginia Funding Recommendation		**$2,049,285**
Funding Carryover to FY 2015		$388,078

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

FY 2013 and 2014 Transportation Alternatives Program Project Selection Process and Funding Recommendations

Transportation Planning Board
July 17, 2013

Sarah Crawford
Department of Transportation Planning

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Basic Facts: The Transportation Alternatives (TA) Program

- A new formula program under MAP-21
- Provides funding to projects considered "alternatives" to traditional highway construction
- Combines three former programs:
  - Transportation Enhancements (TE)
  - Safe Routes to School (SRTS)
  - Recreational Trails (RTP)
- Large MPOs will play new role in project selection for those program funds that are suballocated to large metropolitan regions.

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Opportunities for Our Region

Fund regional priorities and goals

- Promote transportation choices and options
- Promote regional activity centers

Complement regional planning activities

- Transportation/Land-Use Connections (TLC) Program
- Regional Transportation Priorities Plan
- Region Forward

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Regional Solicitation

The FY 2013/2014 regional TA Program application timeline was as follows:

March 1, 2013:	Release project solicitation via e-mail to 1,100 organizations and agencies
March 22:	Regional TA Program Application Workshop
May 15:	**Application deadline**
June:	State and regional review of regional applications
July 17:	The TPB is scheduled to approve the TA Program projects

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Regional Selection Criteria

Projects should strive to meet as many criteria as possible:

- Support a broad range of transportation choices within the region that maximize mobility and transportation options for non-drivers
- Improve access within and between Regional Activity Centers
- Collaboration and public involvement
- ADA accessibility and disadvantaged communities
- Safe Routes to School
- Environmental mitigation, historic preservation, and other eligible activities
- Match funding; innovation

Overview **Selection** Projects Next Steps 5

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Regional Project Selection

As outlined in the federal guidance, the TPB conducted a competitive process and selected projects in consultation with the states:

- The states reviewed the projects for readiness and eligibility, and provided feedback to TPB staff.
- TPB staff reviewed the applications with regional TA Program selection panel chair, Julia Koster. It was determined that all projects met regional selection criteria and all projects should be recommended for full or partial funding.

Overview **Selection** Projects Next Steps 6

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Regional Funding Suballocations

District of Columbia
- FY 2013 and FY 2014: **$2.3 million**

Maryland
- FY 2013 and FY 2014: **$3.28 million**

Virginia
- FY 2014: **$2.44 million**

The TPB does not intend to use its TA Program suballocated funding for planning.
- Planning assistance is available regionally through the TLC Program.
- States may use TA Program funding for planning.

Overview Selection **Projects** Next Steps 7

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

District of Columbia Projects

Contact Agency	Project	Federal Funding Request	Federal Funding Recommended
District Department of the Environment	Green Alleys	$950,000	$950,000
District Department of the Environment	Hazard Tree Removal	$416,000	$416,000
District Department of the Environment	Permeable Sidewalks	$400,000	$400,000
District Department of the Environment	Planting Space Creation and Expansion	$328,048	$327,928
National Park Service	Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive	$206,072	$206,072
District of Columbia Funding Requested		$2,300,120	
District of Columbia Funding Available (FY 2013 & FY 2014)		$2,300,000	
District of Columbia Funding Recommendation			$2,300,000
Funding Carryover to FY 2015			$0

Overview Selection **Projects** Next Steps 8

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Maryland Projects

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
City of Takoma Park	Ethan Allen Gateway Streetscape	$1,422,323		Recommend partial funding due to non-eligibility of some project components
City of Takoma Park	Flower Avenue Green Street Project	$1,040,330	$1,040,330	
Maryland Funding Requested		$2,462,653		
Maryland Funding Available (FY 2013 & FY 2014)		$3,275,000		
Maryland Funding Recommendation				
Funding Available for second FY 2014 Solicitation with Maryland SHA				

Overview Selection **Projects** Next Steps 9

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Virginia Projects

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
Arlington County	Rosslyn-Ballston Corridor Accessibility Improvements	$180,000	$180,000	This project will implement a TLC study
National Park Service	Improvements to the Mount Vernon Trail at Theodore Roosevelt Island Trailhead (Arlington County)	$400,000	$400,000	
City of Fairfax	Fairfax Mason to Metro Bicycle Route	$40,000	$40,000	
Northern Virginia Regional Park Authority	Pickett Road Trail Underpass (City of Fairfax)	$149,840	$149,840	
Fairfax County	Reston Bike Share Infrastructure Support	$400,000	$400,000	This project will implement a TLC study
Prince William County	Powells Creek Pedestrian Footbridge and Sidewalk Connection on Jefferson Davis Highway (Route 1)	$568,000	$568,000	

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Overview Selection **Projects** Next Steps 10

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Virginia Projects

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
Fairfax County	Cross County Trail: Lorton	$400,000	$280,653	The CTB partially funded this project.
Town of Haymarket	Town of Haymarket Route 55 Washington Street Enhancement Project	$315,792	$30,792	The CTB partially funded this project.
Town of Purcellville	Purcellville Downtown Streetscapes Enhancement	$68,000	$0	The CTB fully funded this project.
Northern Virginia Funding Requested		$2,521,632		
Northern Virginia Funding Available (FY 2014)		$2,437,363		
Northern Virginia Funding Recommendation		$2,049,285		
Funding Carryover to FY 2015		$388,078		

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Overview Selection **Projects** Next Steps 11

TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

Next Steps: Regional TA Program

The TPB will conduct future solicitations in partnership with each state:

- Virginia: FY 2015 solicitation this fall with a tentative deadline of November 1, 2013
- Maryland: Anticipates reissuing the FY 2014 solicitation in March 2014
- District: DDOT and TPB staff will work together to determine a solicitation timeline for FY 2015

Overview Selection Projects **Next Steps** 12

ITEM 14 - Action
July 17, 2013

Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Suburban Maryland Section, as Requested by the Maryland Department of Transportation (MDOT)

Staff Recommendation: Adopt Resolution R5-2014 to amend the FY 2013-2018 TIP to update project and funding information for thirteen projects.

Issues: None

Background At the June 19th meeting, notice was provided that the Maryland Department of Transportation (MDOT) has requested an amendment to update project and funding information for eleven projects. Subsequently, MDOT has requested the inclusion of two additional projects as a part of this amendment: I-95/I-495, Branch Avenue Metro Access and I-95/I-495 at the Greenbelt Metro Station, and revisions to the funding status of two other projects, as described in the attached transmittal letter of July 10, 2013.

TPB R5-2014
July 17, 2013

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 PROJECT AND FUNDING UPDATES FOR THE SUBURBAN MARYLAND SECTION, 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 21st 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, the TIP is available online at www.mwcog.org/clrp/tip/ in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

WHEREAS, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on June 13, 2013 that MDOT had requested an amendment to the FY 2013-2018 TIP to update project and funding information for eleven projects, and has subsequently requested that two additional projects be included in the amendment, as described in the attached materials; and

WHEREAS, copies amendment materials were available at the June 19 and July 17 TPB meetings and on the web at www.mwcog.org/clrp/tip/mdot-update/; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to update project and funding information for thirteen projects, as described in the attached materials.

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

July 10, 2013

The Honorable Scott York, 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 York:

The Maryland Department of Transportation (MDOT) currently has a series of proposed amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board (TPB) FY 2013-2018 Transportation Improvement Program (TIP) out for public comment. Since the release of the original amendment request, Governor O'Malley has announced additional projects that will receive funding that has been made available by the Maryland Transportation Infrastructure Improvement Act of 2013. These projects are either exempt from the requirement to determine conformity or have been included in the currently approved air quality conformity analysis.

MDOT requests that these additional projects, as outlined in the attached memo, be included in the package of proposed amendments (Resolution # R5-2014) and be placed on the July 17, 2013 TPB agenda for approval. MDOT is also proposing to change a funding source for one of the projects that has been out for public comment as outlined in the attached memo.

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.

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. Of course, please feel free to contact me directly.

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*

SHA State Highway Administration
Maryland Department of Transportation

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

MEMORANDUM

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

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson

FROM: Mary Deitz, Chief
Regional and Intermodal Planning Division

DATE: July 9, 2013

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

The State Highway Administration (SHA) hereby requests to amend the FY 2013 TIP. These are additions and modifications to the July, 2013 TPB agenda. There are no changes to the previously submitted I-270 at Watkins Mill Road project and the System Preservation Project Updates. The amendment is needed to reflect additional funding that has been programmed for projects in the National Capital Region, as summarized in the table on the following pages and attached.

The funds have been made available by the Maryland Transportation Infrastructure Investment Act of 2013. The Maryland Department of Transportation (MDOT) is focusing on short-term and long-term strategies for building and restoring our transportation system, beginning with short-term priorities and key investments delayed by the recession. The MDOT's priorities for evaluating short-term investments include: safety and system preservation projects, public transportation, the quality of our environment, and the movement of cargo and freight.

The following represents the total amount of funding being added to FY 2013 with this amendment request:

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY13-FY18	Comment
3554, MC #13-02	*I-95/I-495, Branch Avenue Metro Access	RW CO	$18,880,000	$51,000,000	Add $3,000,000 to RW and $48,000,000 to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. **(*New addition to July, 2013 Agenda).**
2894 - (Not in Current TIP)	*I-95/I-495, Capital Beltway at the Greenbelt Metro Station	PE	$0	$7,000,000	Add $7,000,000 to PE. -Maryland Transportation Infrastructure Improvement Act of 2013. **(*New addition to July, 2013 Agenda).**

4892	*US 15 at Monocacy Boulevard Interchange	RW, CO	$7,704,000	$80,488,000	Add $11,000,000 in State funds to RW and $69,488,000 in State Funds to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. **(*July 2013 Request Modified to reflect 100% State funds).**
4879	*MD 210, Indian Head Highway, Interchange at Kerby Hill Road/Livingston Road	RW, CO	$7,604,000	$93,535,000	Add $21,132,000 to RW ($20.7M NHPP & $379K HPP) and $72,403,000 in State Funds to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. **(*July 2013 Request Modified to reflect updated funding sources).**

The revised funding status of these projects 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.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP. If you have any questions, please do not hesitate to contact Mr. Vaughn Lewis, Regional Planner, SHA at 410-545-5673 or via email at vlewis@sha.state.md.us and/or Mr. John Thomas, Regional Planner, SHA at 410-545-5671 or via email at jthomas10@sha.state.md.us.

Attachment
cc: Mr. Matt Baker, Assistant Regional Planner, SHA
Ms. Felicia Haywood, Deputy Director of Planning and Preliminary Engineering, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Mr. David Rodgers, Assistant Regional Planner, SHA
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

Maryland Department of Transportation
The Secretary's Office

June 13, 2013

The Honorable Scott York, 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 York:

The Maryland Department of Transportation (MDOT) requests multiple amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board (TPB) FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments are needed to reflect additional funding that has been programmed for several projects in the National Capital Region. These projects are either exempt from the requirement to determine conformity or have been included in the currently approved air quality conformity analysis. A portion of these funds have been made available due to the annual update of the MDOT budget, called the Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the legislature in April 2013. The remainder of the funds has been made available by the Maryland Transportation Infrastructure Improvement Act of 2013.

MDOT requests that this amendment be released for a 30 day public comment period, be placed on the June 19, 2013 TPB agenda as a Notice Item, and be placed on the July 17, 2013 TPB agenda for approval.

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.

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. Of course, please feel free to contact me directly.

Sincerely

Michael W. Nixon

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*

State Highway Administration
Maryland Department of Transportation

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

MEMORANDUM

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

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson

FROM: Mary Deitz, Chief MD
Regional and Intermodal Planning Division

DATE: June 13, 2013

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 to amend the FY 2013 TIP. The amendment is needed to reflect additional funding that has been programmed in the National Capital Region, as summarized in the table on the following pages and detailed in the attached TIP sheets.

A portion of these funds have been made available due to the annual update of the Maryland Department of Transportation's (MDOT) Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 – FY 2016 cash flows for System Preservation Projects in the current TIP such that they reflect the new CTP.

The remainder of the funds has been made available by the Maryland Transportation Infrastructure Improvement Act of 2013. The MDOT is focusing on short-term and long-term strategies for building and restoring our transportation system, beginning with short-term priorities and key investments delayed by the recession. The MDOT's priorities for evaluating short-term investments include: safety and system preservation projects, public transportation, the quality of our environment, and the movement of cargo and freight.

The following represents the total amount of funding by project being added to the FY 2013-FY 2018 TIP with this amendment request:

TIP ID	Project	Phase	Previously Programmed Funding	Amount of New Funding FY13-FY18	Comment
3044, MC #13-47, 3/12/2013	I-270 at Watkins Mill Road Extend Interchange	CO	$55,705,000	$88,776,000	Add $88,776,000 to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. Additional dollars (~$27 Million) will be funded beyond FY 18. CO is 100% State.
4879	MD 210, Indian Head Highway, Interchange at Kerby Hill Road/Livingston Road	RW, CO	$7,604,000	$93,535,000	Add $21,132,000 to RW and $72,403,000 to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. CO is 100% State.
4892	US 15 at Monocacy Boulevard Interchange	RW, CO	$7,704,000	$80,488,000	Add $11,000,000 to RW and $69,488,000 to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. CO is 100% State.

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY13-FY18	Comment
2710	System Preservation – Enhancements	PP/PE, RW, CO	$16,830,000	$15,970,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
5838	System Preservation - Earmarks	PP/PE, RW, CO	$8,370,000	$3,130,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding – FY13-FY18	Comment
3038	System Preservation – Environmental	PP/PE, RW, CO	$26,897,000	$32,590,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
3081, MC #13-03, 8/16/2012	System Preservation – Bridge Replacement/ Rehabilitation	PP/PE, RW, CO	$99,537,000	$27,651,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

TIP ID#	Project	Phase	Previous Programmed Funding	Amount of New Funding FY 13-FY18	Comment
3082, MC #13-03, 8/16/2012	System Preservation – Resurfacing and Rehabilitation	PP/PE, RW, CO	$147,108,000	$32,476,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
3083	System Preservation – Urban Reconstruction	PP/PE, RW, CO	$6,890,000	$23,298,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding 13-FY 18	Comment
3084	System Preservation – Safety and Spot Improvements	PP/PE, RW, CO	$144,191,000	$10,059,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
3085, MC #13-47 3/12/2013	System Preservation – Congestion Management	PP/PE, RW, CO	$10,277,000	$10,036,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

The revised funding status of these projects 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.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP. If you have any questions, please do not hesitate to contact Mr. Vaughn Lewis, Regional Planner, SHA, at 410-545-5673 or via email at vlewis@sha.state.md.us and/or Mr. John Thomas, Regional Planner, SHA, at 410-545-5671 or via email at jthomas10@sha.state.md.us.

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Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

MDOT/State Highway Administration

Interstate

I-270

TIP ID: **3044** Agency ID: **MO8391** Title: **I 270/ Watkins Mill Road Extended** Complete: **2016**

Facility: I 270 Interchange
From: Watkins Mill Road Extended
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
IM	90/10/0	500 a							
Local	0/0/100	10,000 a	500 a	1,000 a	2,069 a				3,569
NHPP	80/20/0		55 b	10,000 b	29,650 b	50 b			39,755
NHS	80/20/0	1,881 a							
State/DC	0/100/0					10,661 c	35,974 c	42,141 c	88,776
								Total Funds:	***132,100***

Description: Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions and the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.

Amendment: Additional ROW Funding **Approved on:** 2/1/2013

Add an additional $39.755 million in NHPP funds for right-of-way acquisition to construct a new interchange at Watkins Mill Road Extended ($55,000 in FY13; $10.0 million in FY14; $29.65 million in FY15 and $50,000 in FY16).

Amendment: Additional Construction Funding **Requested on:** 6/13/2013

Add an additional $88.8 million in State funds for the construction phase ($10.7 million in FY16; $36 million in FY17; and $42.1 in FY18). Balance to complete (beyond TIP years): $37.4 million

I-95/I-495, Capital Beltway

TIP ID: **3554** Agency ID: **PG2151** Title: **Branch Avenue Metro Access - Phase 2** Complete: **2020**

Facility: I 95/495 Capital Beltway
From: MD 5/Branch Avenue Metro Station
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
NHPP	80/20/0			1,000 b	2,000 b	20,500 c			51,000
				5,200 c	22,300 c				
NHS	80/20/0	5,879 a	647 a	750 a	750 a				8,447
		500 b	5,000 b	1,000 b	300 b				
								Total Funds:	***59,447***

Description: Study to improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvement to the Access Road, pedestrian bridge and the County Road. Pedestrian/bicycle facilities will be included where appropriate.

Amendment: Additional Right-of-Way and Construction Funding **Requested on:** 6/13/2013

Add an additional $51 million in NHPP funds for the right-of-way and construction phases. These funds include $3 million for the right-of-way phase ($1 million in FY14 and $2 million for FY15) and $48 million for the construction phase ($5.2 million in FY14, $22.3 million in FY15, and $20.5 million in FY16).

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: **2894** Agency ID: **PG3331**	Title: **Capital Beltway at the Greenbelt Metro Station**									Complete: **2020**
Facility: I 95/495 Capital Beltway Interchange	NHPP	80/20/0			500 a	1,000 a	1,000 a	1,000 a	1,000 a	4,500
From: Greenbelt Metro Station									***Total Funds:***	***4,500***
To:										
Description: Construct a full interchange along the Capital Beltway at the Greenbelt Metro Station.										

Primary

MD 210, Indian Head Highway

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: **4879** Agency ID: **PG7001**	Title: **MD 210 at Kerby Hill Road/Livingston Road**									Complete: **2020**
Facility: MD 210 at Kerby Hill Road/Livingston Road	HPP	80/20/0	2,761 a	1,000 a	1,000 a 379 b	2,843 a				5,222
From:	NHPP	80/20/0			16,421 b	4,332 b				20,753
To:	State/DC	0/100/0				25,600 c	24,600 c	22,203 c		72,403
									Total Funds:	***98,378***

Description: Reconstruct the existing MD 210 instersection at Kerby Hill Road/Livingston Road to a grade seperated interchange. Bicycles and pedestrians will be accomodated where appropriate.

Amendment: Additional Right-of-Way and Construction Funding **Requested on:** 6/13/2013

Add an additional $93.5 million in State and HPP funds for the right-of-way and construction phases. These funds include $20.7 million in State funds ($16.4 million in FY14 and $4.3 million for FY15) and $379,000 (FY 14) in HPP funds for the right-of-way phase; and $72.4 million for the construction phase ($25.6 million in FY15, $24.6 million in FY16, and $22.2 million in FY17).

US 15, Catoctin Mountain Highway

TIP ID: **4892** Agency ID: **FR5711** Title: **US 15 at Monocacy Boulevard** Complete: **2016**

Facility: US 15 Catoctin Mountain Highway
From: Monocacy Blvd.
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Local	0/0/100	2,000 a	1,350 a	1,350 a					2,700
NHS	80/20/0		1,350 a						1,350
SP	80/20/0	754 a							
State/DC	0/100/0			7,400 b	2,300 b 14,084 c	1,300 b 22,468 c	24,462 c	8,474 c	80,488
STP	80/20/0	900 a							
								Total Funds:	***84,538***

Description: Design of grade-separated interchange: includes bicycle and pedestrian accomodations

Amendment: **Add Right-of-Way and Construction Funding** **Requested on:** 6/13/2013

Add an additional $80.5 million in NHPP funds for the right-of-way phase and State funds for the construction phase. These funds include $11 million for the right-of-way phase($7.4 million in FY14,$ 2.3 million in FY15, and $1.3 million in FY16) and $69.5 million for construction ($14.0 million in FY15, $22.5 million in FY16, $24.5 million in FY17, $8.5 in FY18).

Other
System Preservation Projects

TIP ID: **5838** Agency ID: Title: **Congressional Earmarks** Complete:

Facility:
From:
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Earmark	80/0/20	8,520 c	4,185 c						4,185
HPP	80/0/20			300 a 4,900 c	300 a 6,000 c				11,500
								Total Funds:	***15,685***

Description: These are non-SHA projects that received federal funding through congressional action, either a High Priority earmark from the most recent reauthorization bill (SAFETEA-LU) or an earmark in the annual appropriations (omnibus) bill. Since these earmarks are granted via a transportation spening bill, the funding is administered through the Maryland Department of Transportation/State Highway Administration. The individual projects are shown in the SHA portion of the current CTP under the tab for each of the respective jurisdictions. The match amounts, which vary percentage-wise project by project, are provided by the project sponsors.

Amendment: **CTP Update - Congressional Earmarks** **Requested on:** 6/13/2013

To add $3.1 million in additional funding for Areawide Congressional Earmark Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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
TIP ID: **3085** Agency ID:	Title: **Congestion Management**									Complete:
Facility:	CMAQ	100/0/0		920 a	2,821 a	994 a	694 a			14,723
From:				223 b	76 b	27 b	19 b			
To:				1,392 c	4,728 c	1,666 c	1,163 c			
	NHPP	80/20/0		150 d						150
	NHS	80/20/0		659 a	370 a	254 a	162 a			7,064
				13 b	10 b	7 b	4 b			
				768 c	620 c	426 c	271 c			
				3,500 d						
	STP	80/20/0		522 a	971 a	740 a	509 a			7,356
				7 b	26 b	20 b	14 b			
				826 c	1,628 c	1,240 c	853 c			
									Total Funds:	***29,293***

Description: Congestion management program includes projects associated with the following: traffic management - new or reconstruct signals, signing and lighting; signal systemization; commuter action - engineering and construction of Park-n-Ride facilities; CHART - engineering and construction of ITS projects; and intersection capacity improvement - engineering and construction of intersection improvements.

Amendment: **Amendment - Modify Funding** **Approved on:** 10/5/2012

Amended to reflect the addition of $3.5 million in National Highway System (NHS) funds in FY 2013 for Planning for Operations studies in the Washington Region.

Amendment: **Additional Funding for Operational Study** **Approved on:** 2/1/2013

Additional $1 million in NHPP funding for Operational Study along I-270 ($150,000 in FY13; $850,000 in FY14).

Amendment: **CTP Update - Congestion Management** **Requested on:** 6/13/2013

To add $10.04 million in additional funding for Areawide Congestion Management Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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
TIP ID: **3084** Agency ID:	Title: **Safety and Spot Improvements**									Complete: **2010**
Facility:	CMAQ	100/0/0		402 a	506 a	525 a	319 a			5,841
From:				27 b	34 b	35 b	21 b			
To:				911 c	1,148 c	1,190 c	723 c			
	HSIP	90/10/0		1,506 a	1,500 a	1,500 a	1,500 a			19,969
				690 b	100 b	100 b	100 b			
				2,773 c	3,400 c	3,400 c	3,400 c			
	IM	90/10/0		488 a	694 a	638 a	563 a			7,940
				32 b	46 b	43 b	38 b			
				1,105 c	1,573 c	1,445 c	1,275 c			
	NHS	80/20/0		5,697 a	2,250 a	2,006 a	1,556 a			37,432
				2,655 b	150 b	134 b	104 b			
				9,704 c	5,100 c	4,548 c	3,528 c			
	SRTS	100/0/0		1,505 a	1,500 a	1,500 a	1,500 a			19,966
				689 b	100 b	100 b	100 b			
				2,772 c	3,400 c	3,400 c	3,400 c			
	STP	80/20/0		14,986 a	10,706 a	9,769 a	7,744 a			146,307
				6,261 b	714 b	651 b	516 b			
				30,996 c	24,268 c	22,143 c	17,553 c			
									Total Funds:	***237,455***

Description: Roundabouts, geometric improvements, slope repairs, pedestrian crossings, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking and joint sealing.

Amendment: CTP Update - Safety and Spot Improvements **Requested on:** 6/13/2013

To add $10.06 million in additional funding for Areawide Safety and Spot Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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
TIP ID: **3083** Agency ID:	Title: **Urban Reconstruction**									Complete: **2040**
Facility:	NHPP	80/20/0		50 c						50
From:										
To:	NHS	80/20/0			370 a	9 a	19 a			1,188
					10 b	2 b	4 b			
					620 c	51 c	103 c			
	STP	80/20/0		359 a	971 a	816 a	1,341 a			31,393
				71 b	726 b	863 b	268 b			
				1,962 c	3,628 c	10,359 c	10,029 c			
									Total Funds:	***32,631***

Description: Rehabilitation or reconstruction which would include drainage, curb and gutter, pavement milling and resurfacing, streetscapes, sidewalks, signs, markings, and lighting.

Amendment: Add Funding **Approved on:** 5/3/2013

Add NHPP funding for the construction phase: $50,000 in FY 2013 and $950,000 in FY 2014.

Amendment: Change Funding Splits **Approved on:** 5/28/2013

Change the funding split of the NHPP funding from 100% federal to 80% federal, 20% state.

Amendment: CTP Update - Urban Reconstruction/Revitalization **Requested on:** 6/13/2013

To add $23.3 million in additional funding made available for Areawide Urban Reconstruction/Revitalization Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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
TIP ID: **3082** Agency ID:	Title: **Resurfacing and Rehabilitation**									Complete: **2010**
Facility:	IM	90/10/0		1,576 a	998 a	954 a	871 a			66,576
From:				225 b	143 b	136 b	124 b			
To:				20,714 c	16,857 c	12,535 c	11,443 c			
	NHS	80/20/0		1,126 a	914 a	875 a	801 a			56,395
				161 b	131 b	125 b	114 b			
				14,801 c	15,324 c	11,500 c	10,523 c			
	STP	80/20/0		2,813 a	2,249 a	2,148 a	1,960 a			135,398
				402 b	321 b	307 b	280 b			
				36,964 c	33,961 c	28,233 c	25,760 c			
									Total Funds:	***258,369***

Description: Pavement milling overlay concrete patching.

Amendment: CTP Update and MD Transp. Infrastructure Improvement Act of 2013 - Resurfacing and Rehabilit **Requested on:** 6/13/2013

To add $32.5 million in additional funding for Areawide Resurfacing and Rehabilitation Projects. A portion of these funds have been made available due to the annual update of the Maryland Department of Transportation's Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. Additional funding for this project was also made available from the Maryland Transportation Infrastructure Improvement Act of 2013.

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
TIP ID: **3038** Agency ID:	Title: **Environmental Projects**									Complete:
Facility:	IM	90/10/0			143 a	119 a	95 a			940
From:					4 b	3 b	3 b			
To:					229 c	191 c	153 c			
	NHS	80/20/0		1,944 a	879 a	499 a	309 a			12,337
				51 b	23 b	13 b	8 b			
				3,729 c	3,585 c	801 c	496 c			
	NRT	80/20/0		172 a	261 a	261 a	261 a			2,514
				4 b	7 b	7 b	7 b			
				277 c	419 c	419 c	419 c			
	NSBP	80/20/0		55 e						55
	STP	80/20/0		3,876 a	8,669 a	7,743 a	2,541 a			56,949
				51 b	228 b	204 b	67 b			
				3,146 c	13,916 c	12,429 c	4,079 c			
									Total Funds:	***72,795***

Description: Noise abatement, wetland replacement, reforestation and landscape planting.

Amendment: **Amendment - Modify Funding** **Approved on:** 9/7/2012

Add $55,120 of National Scenic Byways Program funding in FY 2013 for the Star Spangled Banner Byway Signage. The project will install a signage system along the Battle of Bladensburg portion of the Star-Spangled Banner National Historic Trail and Byway.

Amendment: **CTP Updated and MD Transp. Infrastructure Improvement Act of 2013 - Environmental Projects** **Requested on:** 6/13/2013

To add $32.6 million in additional funding for Areawide Environmental Projects. A portion of these funds have been made available due to the annual update of the Maryland Department of Transportation's Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. Additional funding for this project was also made available from the Maryland Transportation Infrastructure Improvement Act of 2013.

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
TIP ID: **2710** Agency ID:	Title: **Enhancement Projects**									Complete: **2012**
Facility:	STP	80/0/20			10,500 c	10,900 c	11,400 c			32,800
From:										
To:	STP.	50/0/50		490 b						5,836
				5,346 c						
									Total Funds:	***38,636***

Description: The following projects are included :

Area Wide:
Tree Planting
Native Plant Establishment and Integrated Roadside Vegetation Management

Charles County:
Indian Head Boardwalk

Frederick County:
Ballenger Creek Trail Phase 1
Carroll Creek Park Trail - Phase II
Archeology - Frederick County

Montgomery County:
Anglers Breach
Olde Towne Gaithersburg Rolling Stock Restoration
Shady Grove Metro Access Road Bikepath
I-270 SWM Facilities Functional Upgrades

Prince George's County:
College Park Trolley Trail Phase IV Calvert to Paint Branch
North Gate Park at the Paint Branch
Archeology – Bladensburg
Archeology of the Scorpion 2010

Amendment: FY13 / FY 14 ROW Funds **Approved on:** 2/1/2013

Add $979,000 RW funding for Saving Marylands Critical Civil War Battlefield acquisition and easements in Frederick County Project Sponsors are: Civil War Preservation Trust and Maryland Environmental Trust

Amendment: CTP Update - Enhancement Projects **Requested on:** 6/13/2013

To add $16 million in additional funding made available for Areawide Enhancement Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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
TIP ID: **3081** Agency ID: **A**	Title: **Bridge Replacement/Rehabilitation**									Complete: **2010**
Facility:	ARRA	100/0/0		251 a						1,395
From:				42 b						
To:				1,102 c						
	BR	80/20/0		9,950 a	8,246 a	7,718 a	4,860 a			170,962
				1,658 b	1,374 b	1,286 b	810 b			
				43,667 c	36,192 c	33,871 c	21,330 c			
	IM	90/10/0		54 a	90 a	90 a	56 a			1,609
				9 b	15 b	15 b	9 b			
				234 c	395 c	395 c	247 c			
	NHS	80/20/0		1,349 a	90 a	90 a	56 a			4,250
				58 b	15 b	15 b	9 b			
				1,531 c	395 c	395 c	247 c			
	STP	80/20/0		349 a	630 a	596 a	371 a			10,812
				58 b	105 b	99 b	62 b			
				1,531 c	2,765 c	2,617 c	1,629 c			

Total Funds: ***189,028***

Description: Structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.

Amendment: **CTP Update - Bridge Replacement/Rehabilitation** **Requested on:** 6/13/2013

To add $27.7 million in additional funding for Areawide Bridge Replacement/Rehabilitation Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

ITEM 15 - Action
July 17, 2013

Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include the Project and Funding Updates for the Northern Virginia Section of the TIP

Staff Recommendation: Adopt Resolution R6-2014 to amend the FY 2013-2018 TIP to update projects and funding in the Northern Virginia section of the FY 2013-2018 TIP.

Issues: None

Background At the June 19th meeting, notice was provided that the Virginia Department of Transportation (VDOT) had requested an amendment to update projects and funding in the Northern Virginia section of the FY 2013-2018 TIP.

Complete tables and appendix for the update to the Northern Virginia section of the TIP can be viewed online at www.mwcog.org/clrp/tip/vdot-update. Printed copies will be available at the TPB meeting.

TPB R6-2014
July 17, 2013

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 PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGNIA SECTION, 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 21st 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, the TIP is available online at www.mwcog.org/clrp/tip/ in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

WHEREAS, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on June 13, 2013 that VDOT had requested an amendment to the FY 2013-2018 TIP to comprehensively update project and funding information in the Northern Virginia section to be consistent with VDOT and the Virginia Department of Rail and Public Transportation (DRPT) FY 2014-2019 Six Year Improvement Program (SYIP), as described in the attached materials; and

WHEREAS, copies of the 75-page proposed TIP update document were available at the June 19 and July 17 TPB meetings and on the web at www.mwcog.org/clrp/tip/vdot-update/; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to comprehensively update project and funding information in the Northern Virginia section, as described in the attached materials.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

June 10, 2013

The Honorable Scott York, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E., Suite 300
Washington, D.C. 20002-4201

RE: Updated Transportation Improvement Program for Virginia

Dear Chairman York:

The Virginia Department of Transportation (VDOT) is requesting a comprehensive update to the Virginia portion of the Transportation Planning Board's (TPB) FY 2013-2018 Transportation Improvement Plan (TIP). The TIP update is being requested at this time to reflect the latest plans to obligate federal funds to various highway and transit projects in Northern Virginia. Since the TPB does not plan to adopt an updated regional TIP when it adopts the 2013 CLRP, VDOT is requesting this update to its portion of the regional TIP.

The funding amounts and years proposed in this update is based on VDOT and the Virginia Department of Rail and Public Transportation's (VDRPT) current Six-Year Program and the non-Federal Highway Administration (FHWA) funding information provided to VDOT by the Northern Virginia transit agencies and local jurisdictions. The various categories of funding included in this update are consistent with categories included in the financial plan adopted by the TPB as part of its 2010 CLRP. The funding information provided is also consistent with the information in VDOT and VDRPT's Draft 2014-2019 Six Year Improvement program which is scheduled to be adopted by the CTB in June, 2013.

It is my understanding that this proposed TIP update will be released for public comment at the June 13, 2013 meeting of the TPB's Citizen Advisory Committee and the TPB will act on the request, after responding to any public comments received, at its July 16, 2013 meeting.

Should you have any question on the submission please contact Mr. Kanathur (Kanti) Srikanth, VDOT's Transportation Planning Director, at 703-259-2220.

Sincerely,

for Renée M. Hamilton

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

Attachment: Draft FY 2013-2018 TIP – Northern Virginia Portion

cc: Ms. Rene'e Hamilton, VDOT-NoVA
Mr. Richard Burke, VDOT-NoVA (w/ attachment)
Ms. Kanathur Srikanth, VDOT

DRAFT FOR PUBLIC COMMENT

Table 1A
VIRGINIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in $ Millions)

June 13, 2013

	2013		2014		2015-2016		2017-2018		2013-2018
Source	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	46.27	57.82	57.74	72.18	52.75	65.94			***195.94***
Congestion Mitigation and Air Quality Improvement Program	4.27	5.33	10.74	13.43					***18.76***
Demonstration			2.48	3.10	0.85	0.94			***4.04***
Earmark	12.83	16.04	2.15	2.69					***18.73***
Equity Balance/Minimum Guarantee	47.49	50.23	7.53	9.41	46.23	48.75			***108.39***
Federal Lands Transportation Program			2.66	2.66					***2.66***
Interstate Maintenance	31.95	32.10			43.02	43.02			***75.11***
National Highway System	57.02	60.48	10.81	13.51	70.38	74.04			***148.02***
Regional Surface Transportation Program	14.58	18.23	16.50	20.62	17.13	21.41			***60.26***
Surface Transportation Program	55.54	61.04	20.54	25.68	65.74	73.58	26.7288	33.411	***193.71***
Hazard Elimination Safety Improvement Prog (STP)	0.88	1.11							***1.11***
Highway Safety Improvement Program (STP)	3.35	3.73	0.69	0.77	0.06	0.07			***4.56***
Title I - FHWA Total:	*274.18*	*306.09*	*131.84*	*164.04*	*296.16*	*327.74*	*26.73*	*33.41*	***831.28***
Title III - FTA									
Section 5307 - Urbanized Area Formula Program	10.11	12.64	10.24	12.81	22.17	27.71	18.67	23.34	***76.49***
Section 5309 - Capital Program	3.74	4.55	7.74	9.67	9.39	11.74	6.0392	7.549	***33.51***
Section 5309 - Bus	6.84	8.55							***8.55***
Section 5309 - Fixed Guideway	4.11	5.14	5.20	6.50	9.51	11.89	15.1552	18.944	***42.47***
Section 5309 - New Starts	90.73	90.73							***90.73***
Section 5310 - Elderly and Persons w/ Disabilities Program	0.16	0.20	0.16	0.20	0.12	0.15			***0.55***
Section 5339 - Alternatives Analysis Funding			0.80	1.00					***1.00***
ARRA/TIGER	0.03	0.03							***0.03***
ARRA/5309 - New Starts			96.00	96.00	24.90	24.90			***120.90***
Title III - FTA Total:	*115.72*	*121.84*	*120.14*	*126.18*	*66.09*	*76.39*	*39.87*	*49.83*	***374.24***
State/Local Funds									
Bond		33.39		36.16					***69.55***
Local Funds		498.07		637.97		1,199.36		618.49	***2,953.89***
State Funds		153.30		100.38		200.00			***453.68***
State/Local Total:		*684.76*		*774.52*		*1,399.36*		*618.49*	***3,477.12***
Other Funds									
Advanced Construction	65.06	75.87	11.67	14.31	75.47	81.54			***171.73***
Advanced Construction Conversion	101.36	116.42	106.99	116.88	75.70	85.18			***318.48***
Private		592.15		0.35					***592.50***
Revenue Sharing		15.34							***15.34***
Urban Flex Funding	0.80	1.00			1.84	2.30			***3.30***
Other Total:	*167.22*	*800.78*	*118.66*	*131.54*	*153.01*	*169.02*			***1,101.34***
Virginia Total:	***557.12***	***1,913.46***	***370.65***	***1,196.28***	***515.25***	***1,972.51***	***66.60***	***701.73***	***5,783.98***

Table 1B
VIRGINIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in Millions of Dollars)

Project Type	2013		2014		2015-2016		2017-2018		2013-2018	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	125.85	737.55	115.61	129.15	58.90	72.19			300.36	938.88
Primary	32.24	38.92	19.32	25.57	88.95	98.38			140.51	162.87
Secondary	13.13	61.61	2.52	37.64	8.40	10.50			24.05	109.76
Urban	0.87	1.08	1.12	1.40	0.60	0.75			2.59	3.23
Bridge	49.67	62.09	68.40	84.16	61.84	77.30			179.91	223.55
Surface Transportation:	**221.76**	**901.25**	**206.97**	**277.93**	**218.68**	**259.12**	**0.00**	**0.00**	**647.42**	**1,438.30**
Transit:	**129.42**	**787.86**	**133.29**	**878.70**	**92.06**	**1,500.21**	**66.60**	**701.73**	**421.36**	**3,868.51**
Enhancement	1.38	5.41		1.43					1.38	6.84
ITS	21.31	26.64	21.84	27.30	22.39	27.98			65.54	81.92
Maintenance	144.09	144.11	1.66	2.08	169.33	169.33			315.09	315.52
Other	39.16	48.19	6.88	8.84	12.79	15.86			58.84	72.89
Enhacements, ITS, Maintenance and Other:	**205.94**	**224.35**	**30.38**	**39.65**	**204.51**	**213.18**	**0.00**	**0.00**	**440.84**	**477.18**
Total Funds:	***557.12***	***1,913.47***	***370.65***	***1,196.28***	***515.25***	***1,972.51***	***66.60***	***701.73***	***1,509.62***	***5,783.98***

Table 2
Change in FY 2013-2018 TIP Total
Funding Amounts by Source

(Funds Shown in $Millions)

Funding Source	FY 13-18 Total (as of 7/18/2012)	FY 13-18 Total (proposed 6/13/2013)	Difference
Title I - FHWA			
Bridge Replacement and Rehabilitation Program	189.52	195.94	6.41
Congestion Mitigation and Air Quality Improvement Program	13.59	18.76	5.17
Demonstration	3.10	4.04	0.94
Earmark	17.80	18.73	0.93
Equity Balance/Minimum Guarantee	143.44	108.39	(35.04)
Federal Lands Transportation Program	7.90	2.66	(5.24)
Interstate Maintenance	106.32	75.11	(31.21)
National Highway System	184.76	148.02	(36.74)
Regional Surface Transportation Program	15.48	60.26	44.78
Surface Transportation Program	222.23	193.71	(28.52)
Hazard Elimination Safety Improvement Prog (STP)	0.71	1.11	0.40
Highway Safety Improvement Program (STP)	3.54	4.56	1.02
Title III - FTA			
Section 5307 - Urbanized Area Formula Program	75.54	76.49	0.95
Section 5309 - Capital Program	24.16	33.51	9.35
Section 5309 - Bus	8.55	8.55	(0.00)
Section 5309 - Fixed Guideway	283.72	42.47	(241.25)
Section 5309 - New Starts	42.47	90.73	48.26
Section 5310 - Elderly and Persons w/ Disabilities Program	0.39	0.55	0.16
Section 5339 - Alternatives Analysis Funding		1.00	1.00
ARRA/TIGER		0.03	0.03
ARRA/5309 - New Starts		120.90	120.90
State/Local Funds			
Bond	81.32	69.55	(11.77)
Local Funds	3,126.00	2,953.89	(172.11)
State Funds	4.00	453.68	449.68
Tax District	223.88		(223.88)
Revenue Sharing	13.51	15.34	1.83
Urban Flex Funding		3.30	3.30
Other Funds			
Advanced Construction	24.60	171.73	147.13
Advanced Construction Conversion	383.90	318.48	(65.42)
Private	592.50	592.50	(0.00)
			-
Total:	5,792.94	5,783.98	(8.96)

ITEM 16 - Information
July 17, 2013

Briefing on the Draft TPB Regional Transportation Priorities Plan (RTPP)

Staff Recommendation: Receive briefing on the general public survey findings on the regional transportation challenges and strategies, the draft priorities plan including initial priorities and recommendations, and on the steps toward development of a revised version of the plan in September.

Issues: None

Background: The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges and that people from across the region can support. A work session on the draft RTPP is scheduled prior to today's TPB meeting.

REGIONAL TRANSPORTATION PRIORITIES PLAN
DRAFT – For Review
July 11, 2013

CHAPTER 1
INTRODUCTION AND PURPOSE

The Regional Transportation Priorities Plan is designed to advance regional goals for economic opportunity, environmental stewardship, and quality of life. Building upon the region's successes and learning from its shortcomings, the Plan is intended to generate consensus around key actions that people from all corners of the region can get behind.

The Plan identifies key transportation strategies that are recognized throughout the region as offering the greatest potential contributions to addressing continuing regional challenges. Ultimately, the Plan will support efforts to incorporate those strategies into future updates of the region's Constrained Long-Range Transportation Plan (CLRP).

Background: The Metropolitan Washington Region and the TPB

The metropolitan Washington region is the area where most of us live, work, shop, and play. The region includes the District of Columbia plus parts of Maryland and Virginia. The entire area is approximately 3,000 square miles in size.

Within this region, there are more than 5.1 million people and 3.2 million jobs in hundreds of communities linked together by a system of roads, transit lines, and bicycle and pedestrian paths. Both population and employment in the region are expected to continue growing over the coming decades. Between 2010 and 2040, the population is expected to increase by 24 percent to 6.4 million people, while employment is expected to increase by 36 percent to 4.4 million jobs.

Population and jobs are not evenly distributed throughout the region; inner jurisdictions have the greatest numbers of jobs and housing, but outer jurisdictions are experiencing the most rapid growth. As the region grows to accommodate more people and jobs, greater demand will be placed on the transportation system. Competition for funds will continue to be difficult, including for rehabilitation and maintenance of existing roadway and transit systems.

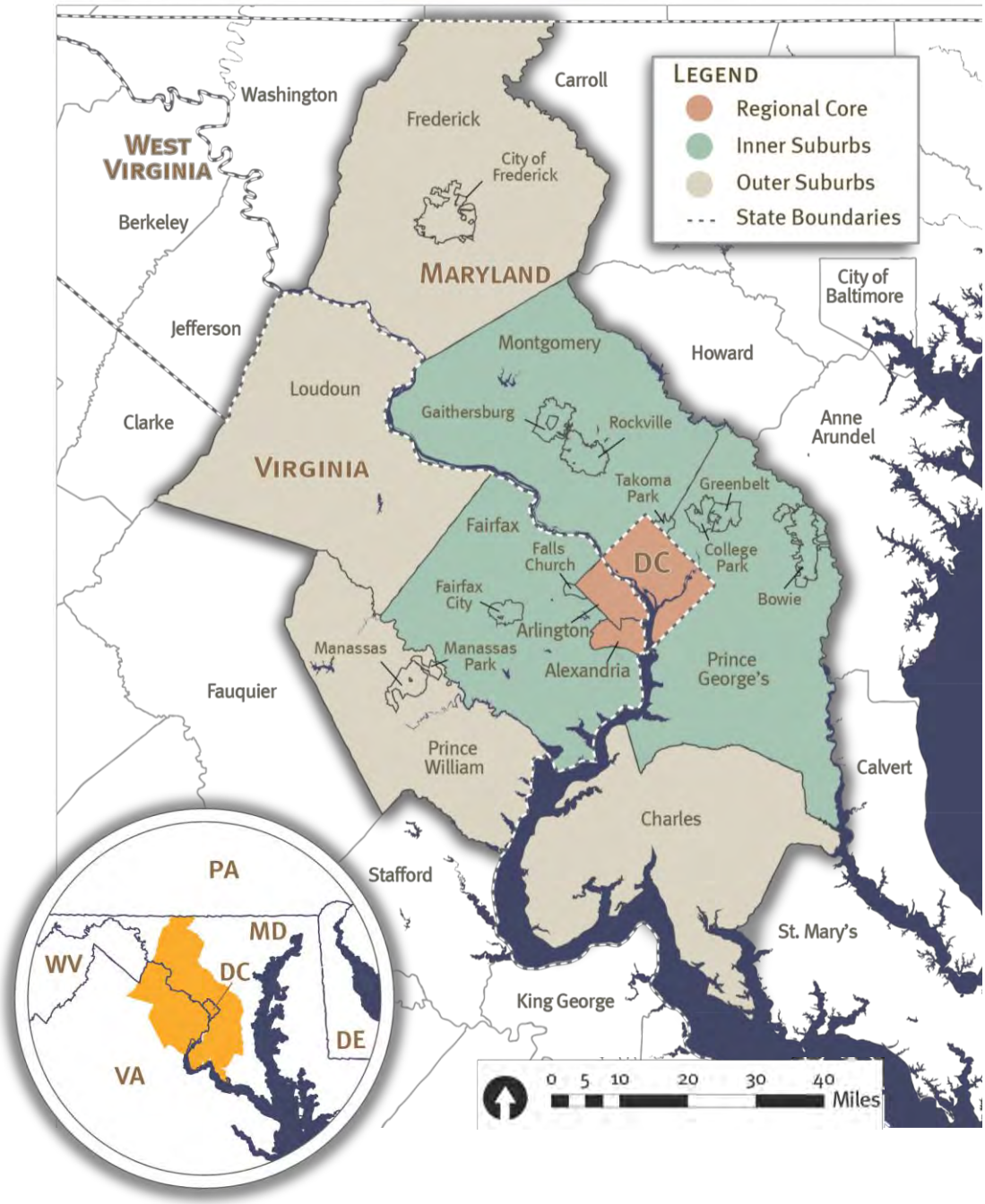
The Transportation Planning Board (TPB)

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region, and plays an important role as the regional forum for transportation planning. The TPB is responsible for carrying out a continuing, cooperative, and comprehensive planning process for regional transportation planning in the District of Columbia,

Northern Virginia, and Suburban Maryland. The TPB prepares plans and programs that must receive federal approval in order for federal-aid transportation funds to flow to the Washington region.

Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia, the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies.

The TPB Planning Area:



The TPB Vision

Adopted by the TPB in 1998, the *Vision* provides a set of goals, objectives, and strategies to help the region develop the transportation system it needs to promote economic development, environmental protection, and a high quality of life. It is shaped by the following Vision Statement:

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

The *Vision* also includes six broad transportation-planning goals that provide policy guidance to shape the region's transportation investments. Identifying challenges – that is, the obstacles and shortcomings – in realizing these goals shows us where we must focus and prioritize our efforts. By developing a list of priorities that address regional challenges, we will make important strides toward improving our regional transportation system.

The following six goals derived from the *TPB Vision* provide a foundation for the Regional Transportation Priorities Plan process:

- **Provide a Comprehensive Range of Transportation Options for Everyone**
- **Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Regional Activity Centers**
- **Ensure Adequate Maintenance, Preservation, and Safety of the Existing System**
- **Maximize Operational Effectiveness and Safety of the Transportation System**
- **Enhance Environmental Quality, and Protect Natural and Cultural Resources**
- **Support International and Inter-regional Travel and Commerce**

The Financially Constrained Long-Range Transportation Plan (CLRP)

The CLRP identifies regionally significant transportation projects and programs that are planned in the Washington metropolitan area through 2040. A key feature of the CLRP is that it must be financially constrained: the plan includes only those projects that the region can afford to build, maintain, and operate with revenues that are reasonably expected to be available in the future.

More than 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. The projects and programs that go into the plan are developed cooperatively by governmental bodies and agencies represented on the TPB. Some of the projects will be completed in the near future, while others are in the initial planning stages and are scheduled for completion over the longer term. Because the CLRP includes only what we realistically expect to be built by 2040, it provides a baseline for assessing limitations our region faces in addressing our regional transportation goals.

Developing the Regional Transportation Priorities Plan

The concept of a priorities plan has its roots in more than a decade of TPB planning, including the establishment of regional goals through the *TPB Vision* and *Region Forward*, analysis of transportation and land-use scenarios using the adopted CLRP as a baseline, and various studies of the region's transportation funding challenges. In recent years, the TPB has extensively discussed how these activities might be applied to defining priorities for improving the regional transportation system.

Getting Started

On May 26, 2010 the TPB hosted an event called the *Conversation on Setting Regional Transportation Priorities*, which addressed the possibilities for more explicitly establishing regional priorities. The impetus for that event was a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a "Regional Priorities Plan" that would serve as a financially *unconstrained* regional vision for transportation operations and investment.

The Conversation generated broad interest among TPB stakeholders in developing a priorities plan. As a result, on July 21, 2010, the TPB voted to form a task force to determine the scope and process for developing such a plan. The task force included approximately 20 stakeholders in the TPB process – members of the TPB, CAC, Access for All Committee and the Technical Committee. All task force members were participants in the Conversation. Between October 2010 and April 2011 the TPB Priorities Plan Scoping Task Force met four times and discussed planning processes and activities in the region, reasons for enhancing the current process, and options for change. At its first meeting, the task force also learned about the priorities planning activities of other Metropolitan Planning Organizations (MPOs) around the country.

The task force reached general consensus that the priorities plan should describe goals, assess challenges, and develop priorities for meeting the region's goals. On July 20, 2011, the TPB approved a work scope for developing such a plan. The scope specified that public participation would be sought at every stage of the two-year process.

Public Outreach

Effective communication of the RTPP is essential for gathering public input on regional priorities. Accordingly, the major planning activities undertaken between January and July 2012 focused on how best to communicate RTPP concepts and materials. During this time, listening sessions and a citizens forum tested several approaches to communicating the RTPP to the public. These outreach events helped TPB staff to determine which formats were readily understood and meaningful to the general public, and which ones were not.

- *Listening Sessions*

  In January and February 2012, TPB staff convened five listening sessions with regional stakeholders and citizen representatives to solicit feedback on the initial set of RTPP challenges and strategies. The listening sessions were also intended to provide guidance and input on framing identified challenges for the public during subsequent outreach phases.

  Based upon these sessions, TPB staff determined that greater emphasis should be placed on the use of narrative text, simple charts, and pictures to describe challenges and potential strategies

to address them. In general, listening session participants found the use of performance measures in the draft material to be too technical and they did not understand their significance for identifying regional challenges. Responding to this feedback, staff determined that a technically oriented planning approach for deriving priorities, based upon performance measurement, did not resonate with the public and should not provide the primary basis for the RTPP plan development.

In addition, the listening sessions revealed that regional disaggregation of challenges would be necessary. While some challenges are best presented at the regional level (such as air quality), other challenges are more meaningful if shown in a more locally-specific form (such as congestion and access to jobs).

- *Citizen Deliberative Forum*

  TPB staff conducted a Citizens Forum on Saturday, June 2, 2012, to assess whether the RTPP's draft challenges and strategies were meaningful to the general public, and if there were any additional challenges or strategies that participants could suggest. Additionally, the forum sought to assess how best to communicate goals, challenges, and strategies to the general public.

  The format of the forum utilized a public outreach model called a deliberative forum. A deliberative forum allows citizens to learn about issues, share their thoughts via small group discussions and real-time polling, and hear from their peers. TPB staff contracted with America*Speaks*, a non-profit public outreach organization that specializes in the deliberative forum format, to help design and facilitate the forum.

  Participants were carefully selected to ensure a sample that was fairly representative of the region in terms of home jurisdiction, race and ethnicity, gender, and other important characteristics. A group of 50 participants was sought, and 41 people ultimately participated in the day-long forum. Participants were provided with a $100 stipend for their time.

  Participants were given the opportunity to discuss the RTPP's draft challenges and strategies and vote on their significance. They also had a chance to generate and offer their own ideas about regional priorities. A combination of evaluation forms, keypad polling questions, and debrief meetings with discussion facilitators was used to gather input.

  Regarding the content of the RTPP, participants at the forum identified some important new themes that were incorporated into the draft materials, including the importance of agency transparency and accountability to ensure that existing and any possible additional future funds are spent effectively. Participants also called attention to the importance of funding, noting that project costs and potential revenue mechanisms should be suggested for each strategy. Participants said they had difficulty in evaluating strategies without some information on how much they would cost and where funding might come from. Overall, the feedback suggested that the RTPP materials should use more simplified language, use examples whenever possible, and should provide explanations that are thorough but at an appropriate level of specificity.

  Based upon feedback from the forum, staff refined its approach to the RTPP, which was reflected in the Interim Report that was presented to the TPB in July 2012.

- *Online Survey*

  In a continuing effort to get input from a representative sample of the region's population, TPB staff conducted an online survey on regional transportation priorities in the spring of 2013. This survey used MetroQuest public engagement software, developed by the firm Envision Sustainability. The survey was designed to be visually engaging and educational. The web-based MetroQuest tool was used to solicit citizen input on potential components of the RTPP, and provide an apparatus for collecting and processing opinion data from a large segment of the region's residents.

  [INSERT URL TO SURVEY TOOL]

  A controlled sample of more than 600 people, who were each paid $25, took the survey between April and July. Findings from the survey, which will be used to inform the final recommendations of the RTPP, are described in Chapter 4 of this document.

CHAPTER 2
GOALS AND CHALLENGES

The *TPB Vision*, developed collaboratively over several years in the late-1990s, paints a picture of what the region wants its transportation system to be like in the future. The *Vision* outlines six broad transportation-planning goals that provide policy guidance to shape the region's transportation investments. To identify the region's top transportation investment priorities, this plan identifies the top challenges that stand in the way of achieving our shared regional goals to help show us where we must focus and prioritize our efforts.

This chapter describes each of the six goal areas, where we are now, and where we're headed based on current planning and funding trajectories. Under each strategy, the top challenges in achieving the broader goals are spelled out, as they have identified in the process of developing the plan.

GOAL 1: PROVIDE A COMPREHENSIVE RANGE OF TRANSPORTATION OPTIONS

Having more transportation options to choose from makes it easier for people to find the travel mode that works best for them in meeting their daily needs. This includes providing options for driving, carpooling, vanpooling, taking transit, bicycling, and walking to reach one's destination.

Where are we now and where are we headed?

Our region has an extensive transportation network of roads, rail, bus routes, bike paths and pedestrian infrastructure that provides a range of choices for travelers. However, access to these options varies depending on where in the region you are and your physical, psychological, or financial ability to use them: public transit has a limited geographical reach, many neighborhoods are not bicycle and pedestrian friendly, and some modes of transportation are difficult for people with disabilities and low-income residents to use.

Regional data show that most daily trips in the region rely on the automobile, and forecasts indicate this will continue well into the future. Today, the highway system in metropolitan Washington ranks as one of the most congested in the country and conditions are only forecast to get worse. Population and employment growth will cause rising demand on the region's roads to outpace increases in supply, leading to a significant increase in congestion through 2040.

Many residents in the region have little choice but to endure this congestion to get to work, school, or other important destinations. Though we have a robust public transit system, it suffers from issues of crowding and limited coverage and reliability. The Metrorail system is already operating at close to capacity during peak hours in certain areas of the region and will continue to get more crowded as the region grows. Though Metrobus and other local and express bus services provide another option for many travelers, not everyone lives within close proximity to a bus stop and many routes have limited frequencies. Currently, 55% of the region's population lives within a quarter-mile of bus transit.

People with disabilities and older adults are highly reliant on transit stations and paratransit services that can accommodate travelers with limited mobility or hearing or visual impairments. Unfortunately, the region's transit stations do not all have such accommodations and current public paratransit services have limited coverage and reliability. In addition, those with limited incomes face barriers to accessing transportation options because of rising public transit fares and a lack of adequate financial resources to purchase a personal vehicle.

To achieve our goal of providing transportation options for all individuals, improvements to all modes are needed. This includes both maintenance and expansion of the current systems and programs and services that guarantee that all residents can fulfill their mobility needs regardless income, age, ability, ethnicity, or language spoken.

Most Significant Challenges:

Roadway Congestion **(G1C1)**
The region's roadways are among the most congested in the nation, making it harder for people and goods to get where they need to go.

Transit Crowding **(G1C2)**
The Metrorail system currently experiences crowding during peak hours and lacks the capacity to support future population and employment growth.

Inadequate Bus Service **(G1C3)**
Existing bus service is too limited in its coverage, frequency, and reliability, making transit a less viable option, especially for people with disabilities and limited incomes.

Unsafe Walking and Biking **(G1C4)**
Too few people have access to safe pedestrian and bicycle infrastructure or live in areas where walking and bicycling are not practical options for reaching nearby destinations.

GOAL 2: PROMOTE A STRONG REGIONAL ECONOMY, INCLUDING A HEALTHY REGIONAL CORE AND DYNAMIC ACTIVITY CENTERS

Our region's economy is supported largely by the economic activity that occurs in major housing and jobs centers, known as Activity Centers. Strengthening these areas, including the regional core, and connecting them with good transportation options bolsters the economy, allows us to grow and use land more wisely, and creates numerous opportunities to move people and goods more efficiently.

Where are we now and where are we headed?

The region has several examples of successful Activity Centers, including the NoMa neighborhood in the District of Columbia, Silver Spring in Maryland, and Rosslyn in Virginia. Better coordinating transportation and land-use elsewhere in the region could lead to greater opportunity to achieve similar successes in more places.

Many activity centers currently lack access to high-capacity public transit - Metrorail, Bus Rapid Transit, commuter rail, or light rail. About seven in ten Activity Centers are currently served by high capacity transit or will be by 2040 thanks to planned investments like the Purple Line in Maryland and the Silver Line in Virginia. Some Metrorail stations serve areas that are not currently Activity Centers and represent unrealized opportunities to strengthen the regional economy and gain greater efficiency by attracting higher-density development nearby.

Data collected by the TPB shows that transit, bicycling, and walking rates are significantly higher in locations with high-quality transit and supportive bicycling and walking facilities. For example, in the Metro- accessible, pedestrian- and bicycle-friendly neighborhoods of Logan Circle in the District and Crystal City in Virginia, automobile trips only account for about 25 percent of all trips, compared to Largo, Maryland, or Reston, Virginia, where 80 to 90 percent of trips are taken in automobiles. Higher rates of non-automotive travel means less congestion, more options, and improved air quality, but many Activity Centers currently lack the necessary pedestrian and bicycle infrastructure to support this kind of non-automotive, short-distance circulation.

Though we are making progress, there still remain many unrealized opportunities to coordinate land-use and transportation in more efficient ways, and to improve the jobs and housing balance in the region's Activity Centers.

Most Significant Challenges

Development around Metrorail **(G2C1)**
Too many Metrorail stations, especially on the eastern side of the region, are surrounded by undeveloped or underdeveloped land, limiting the number of people who can live or work close to transit and leaving unused capacity in reverse-commute directions on several lines.

Housing and Job Location **(G2C2)**
Most housing, especially affordable housing, and many of the region's jobs are located in areas outside of activity centers where transit, bicycling, and walking are not safe and viable options.

GOAL 3: ENSURE ADEQUATE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

Keeping the region's extensive transportation system in a state of good repair is crucial to ensuring reliability and safety. Maintaining existing infrastructure as repairs are needed can result in better system performance and significant savings in the long run.

Where are we now and where are we headed?

The region is currently giving priority to operations and maintenance of the existing system over expansion. Of the nearly $223 billion in transportation expenditures expected between 2011 and 2040, approximately 70 percent of the funds – or about $163 billion – will go just to operating and maintaining the existing and planned system. Another 23 percent will go toward system preservation efforts – new railcars and buses to replace old ones, road reconstruction, and replacement of aging bridges. Just 7 percent – or about $16 billion – will be spent on expanding the system and adding capacity. These capacity expansions will not be able to keep pace with rising demand over the coming years. And traditional revenue streams – especially taxes on motor fuels, as the fuel-efficiency of vehicles continues to rise – will increasingly fall short of helping us meet our growing needs.

On Metro, unreliable escalators and unscheduled delays caused by rail or railcar malfunctions have become a major regional concern. Roadways, too, suffer from potholes, crumbling pavement, and deficient bridges in some locations. These problems are the direct result of deferred maintenance, a result mainly of inadequate financial resources.

We have approved stop-gap measures to address Metrorail maintenance, but we have not found a long-term solution to Metro's maintenance needs. In response to calls for more funding for maintenance and rehabilitation of the Metrorail system, Congress in 2008 passed the Passenger Rail Investment and Improvement Act (PRIIA), which with 50 percent matching funds from the three states provides $3 billion in funding over ten years for Metro's rehabilitation needs. The agreement is set to expire in 2020, and currently there is nothing in place to ensure this level of funding is continued. As a result, the Metrorail system may be unable to handle projected ridership growth, limiting the number of people who can use Metrorail and possibly forcing more people onto already crowded roadways.

As funding levels become less dependable, so does our ability to provide timely repairs and maintenance of our aging transit and roadway infrastructure. Paying for necessary maintenance is a continuing struggle that will only worsen over time if current funding trends continue.

Most Significant Challenges

Metrorail Repair Needs **(G3C1)**
Deferred Metrorail maintenance over the years has led to unreliability, delays, and safety concerns today, as well as higher maintenance costs.

Roadway Repair Needs **(G3C2)**
Older bridges and roads are deteriorating and in need of major rehabilitation to ensure safe, reliable, and comfortable travel for cars, trucks, and buses.

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY OF THE TRANSPORTATION SYSTEM

Maximizing system effectiveness and safety means utilizing available technologies, techniques, and programs to get the most out of the existing system. Rapid growth and limited financial resources make it especially important to maximize system efficiency.

Where are we now and where are we headed?

Jurisdictions throughout the region have been working hard to increase safety for users of all modes of transportation and to coordinate public information and messaging.

Over the past few years, safety on our roadways has been steadily increasing in part due to advances in vehicle safety technology and enhanced enforcement. According to data collected by the TPB, automobile driver and passenger fatalities have been steadily declining since the early 2000s, from 342 in 2002 to 194 in 2012. Over the same period of time, however, the number of pedestrian and bicyclist fatalities has remained relatively constant.

As anyone who drives or uses transit on a regular basis knows, accidents and weather can have impacts on the transportation system far from the scene of the problem. Though incidents cannot be avoided entirely, transportation officials are committed to improving incident management and information through the Metropolitan Area Transportation Operations Coordination (MATOC) program. Since its inception, MATOC has facilitated better transportation management by monitoring traffic and weather conditions and coordinating responses to highly disruptive incidents like severe weather and major accidents.

Transportation users today have access to new forms of technology that improve the overall user experience. Public and private entities are continuing to develop more and better resources that help users make more effective transportation decisions. Third-party smartphone applications, for example, allow users to access up-to-date arrival time information for their buses using data provided by regional transit agencies.

Public information programs have become an effective means to better manage how the region's residents interact with the transportation system. One successful example of this is the TPB's "Street Smart" campaign, a public information campaign that aims to reduce pedestrian and bicyclist injuries and deaths. Since it began in 2002, the campaign has used radio, newspaper, and transit advertising, and added law enforcement to remind motorists, pedestrians, and bicyclists about the region's traffic safety laws in an effort to reduce deadly collisions.

Though progress has been made, there is room for significant improvement. Safety measures need to be improved in order to continually reduce the number of injuries and fatalities system wide, and information, public messaging, and technology resources will continually need to be improved to better serve our residents.

Most Significant Challenges

Incidents **(G4C1)**
Major accidents and weather disruptions on roadways and transit systems cause severe delays and inconvenience.

Pedestrian and Bicyclist Safety **(G4C2)**
The number of bicycle and pedestrian fatalities each year is holding steady even as the number of vehicle fatalities has declined steadily.

GOAL 5: ENHANCE ENVIRONMENTAL QUALITY, AND PROTECT NATURAL AND CULTURAL RESOURCES

An effective transportation system needs to balance the mobility needs of a growing region with the potentially harmful effects that travel by car and other modes may have on the environment and the health of our residents.

Where are we now and where are we headed?

Jurisdictions regionwide have implemented a variety of transportation-, land-use-, and energy-related policies to protect and preserve environmental resources. Though these efforts have been helpful, there is much more that can be done to enhance environmental quality.

The region is currently making good progress toward meeting Environmental Protection Agency (EPA) standards on regional air quality. Emissions of harmful air pollutants and greenhouse gases from motor vehicles are forecast to decline steadily over the next 30 years as more stringent federal standards come into effect and cleaner vehicles come onto the market.

Hybrid and electric vehicle use is on the rise, which will also contribute to a reduction in emissions. Today there are more than 50,000 hybrid vehicles and approximately 500 electric vehicles on the road in the region. As these technologies become more cost effective they are likely to replace vehicles that rely on gasoline. The electric vehicle market has been slow to take off because of a simultaneous lack of supply and demand. A large number of electric vehicles will not be sold until consumers feel as though there is a sufficient charging infrastructure to support their purchase, and the recharging industry will not be able to build significant infrastructure until there are enough vehicles on the road to support the investment.

Transportation infrastructure also has effects on water quality and open space development. Many of the region's waterways continue to suffer from degradation, erosion, and pollution cause caused by stormwater runoff from roads and other infrastructure. In addition, transportation facilities often support development in previously un-developed parts of the region. Local and state governments have been putting programs in place to enhance and protect green space, recognizing the importance of preserving open space for farming, wildlife habitat, and recreation. Nevertheless, much of the farmland and open space remains open to development and is slowly decreasing as the region grows outward.

In order to meet our environmental goals, we need to continue to make efforts to meet and exceed clean air and clean water standards, increase the energy efficiency of our transportation modes, and support more stringent preservations programs to development of open spaces.

Most Significant Challenges

Environmental Quality **(G5C1)**
Increasing amounts of vehicle travel resulting from population and job growth could threaten the quality of our region's air and water.

Open Space Development **(GSC2)**
Wildlife habitat, farmland, and other open spaces are threatened by construction of new transportation facilities and land development.

GOAL 6: SUPPORT INTER-REGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

The region strives to be among the most accessible in the nation for international and inter-regional passenger and goods movement. Providing strong passenger and freight connections by air, highway, rail, and sea brings economic benefits to our region.

Where are we now and where are we headed?

The Washington region is among the fastest growing areas in the country, and this trend is forecast to continue through 2040. As we grow, our transportation system has to adapt to a constant influx of people and goods, and will to have to accommodate even more in the future.

Today the region's major airports support nearly 25 million outbound trips per year, and major growth in air traffic is forecast. More air passengers and cargo coming and going from the region will place greater demand on both the airports and the ground transportation system that supports travel to and from them.

Highway bottlenecks currently cause delays and unreliable travel times for people and goods. Based on congestion forecasts, these bottlenecks are expected to get worse, causing delays for those traveling in the region, traveling out of the region, or simply passing through.

Bottlenecks also have a negative effect on the trucking industry, which is a critical part of the region's economy. At present, trucks carry approximately 76 percent of goods to, from, and within the region. As our economy grows, so too will the number of trucks on the road delivering goods. The shipping industry will face longer traffic delays as bottlenecks and congestion worsen.

Freight rail is also a necessary element of our regional economy. Metropolitan Washington serves primarily as a through corridor for freight rail travelling along the East Coast, but major railroads are in need of infrastructure improvements. For example, CSX is working to rebuild the rail tunnel under Virginia Avenue SE in the District of Columbia because freight trains carrying double-stacked cargo containers are unable to use the 100-year-old tunnel, while single-stack trains that can use the tunnel must often queue at either end while they wait to use the tunnel's single track. Trains queuing at the western end of the tunnel interfere with Amtrak and Virginia Railway Express (VRE) passenger traffic leaving from or approaching Union Station.

To ensure that metropolitan Washington remains a global economic center, a world-class destination for tourists, and an attractive place for businesses to locate, we must make efforts to make travel to, from, and through the region as smooth as possible.

Most Significant Challenges

Bottlenecks **(G6C1)**
Bottlenecks on the highway and rail systems cause delays in inter-regional travel for both freight and passengers, hurting the region's economic competitiveness.

Travel Time Reliability (G6C2):
Travel times to and from the region's airports are becoming less reliable for people and goods movement.

CHAPTER 3
STRATEGIES

There is no question that we face an uphill battle in achieving our region's long-term transportation goals. Limited resources combined with growing demand means our transportation system is strained and state, local, and regional transportation agencies are finding it more difficult to meet the region's needs. The 15 strategies outlined in this plan are intended to identify those strategies that offer the greatest potential to respond to our most significant transportation challenges and to help us realize the transportation future we envision for ourselves, our children, and for future generations.

The strategies that this plan identifies are divided into three categories, according to the timeframe by which they should be achieved:

- **Near-Term:** to be completed within the next 1 to 5 years
- **Ongoing:** will require continuing attention and investment over time
- **Long-Term:** to be completed within the next 10 to 30 years

Included in the following chapters are summaries of each of the strategies, outlining the key strategic elements we should pursue and why we should pursue them. In most cases, many state, local, and regional transportation agencies are already pursuing these strategies in one form or another. But we need to do more if our transportation system is to support growth and a strong economy, and to provide a high quality of life for future generations by ensuring economic opportunity and strengthening communities.

NEAR-TERM STRATEGIES

A number of strategies to pursue in the next 1 to 5 years are an important first step in overcoming some of our region's biggest transportation challenges and achieving our long-term transportation goals. Many of our state, local, and regional transportation agencies are already pursuing these strategies, but we need to ensure that those efforts can continue into the future.

The six near-term strategies described in greater detail below include, in no particular order:

- **Improve Access to Transit Stops and Stations (NT1)**
- **Alleviate Roadway Bottlenecks (NT2)**
- **Support and Promote Electric Vehicles (NT3)**
- **Promote Commute Alternatives (NT4)**
- **Expand Pedestrian Infrastructure (NT5)**
- **Expand Bicycle Infrastructure (NT6)**

IMPROVE ACCESS TO TRANSIT STOPS AND STATIONS (NT1)

What we should do

Make it easier and safer to get to bus stops and rail stations, especially by modes other than car, and make bus stops and areas around rail stations more comfortable and inviting.

- Build sidewalks and pedestrian crosswalks and/or overpasses that connect transit stops to nearby neighborhoods, commercial areas, and existing pedestrian infrastructure
- Connect bicycle paths to transit stops and provide ample bicycle parking
- Install protective shelters, curb ramps, and better lighting at or near stations
- Improve signage and wayfinding in and around transit stops to aid in locating the stop as well as nearby destinations reachable on foot or by bicycle
- Provide bike-share and car-share services at or near transit stops to make more destinations reachable by transit

Why we should do it

Increases transit ridership

One of the barriers to choosing transit as a travel mode is the inability of potential users to access rail stations and bus stops easily and safely. Physical access improvements, like sidewalk connections and bike lanes, help make transit a more attractive and practical travel option for those who live or work nearby. Protective bus shelters, curb ramps, and better lighting make riders feel safer and more comfortable. And improved signage and wayfinding can help users feel more confident in finding their way to transit stops and through the system. All of these things, together, can encourage more people to ride transit.

Physical access improvements also help connect transit stops to final destinations, which is equally important in making transit a viable transportation option. All transit trips are, by nature, multi-modal journeys. Upon arriving at a stop, one must walk, ride, or drive to a final destination, whether home, work, restaurants, shops, medical appointments, or recreational opportunities. Sidewalks and bicycle lanes that connect to nearby residential and commercial areas, signage to help people find their way to such areas, and additional services like bike-share and car-share can help people reach their final destination more easily and safely, effectively expanding the number of destinations accessible by transit.

Can catalyze development near transit stations

In addition to making transit more accessible for people who already live or work near it, physical access improvements can also catalyze new residential and commercial development near transit stations – especially underutilized ones – increasing the number of people for whom transit is a convenient option. Sparking new development near underutilized stations, especially on the eastern side of the region, can make better use of the existing system by filling empty seats in reverse-commute directions on trains that are currently operating with plenty of available capacity.

Spurring more development near stations closer to the regional core can also help take greater advantage of the existing system by creating a better balance of housing and jobs in station areas, which can provide opportunities to "sell the same seat twice" – first to workers commuting to a mixed-use housing and jobs center, and second to people living in the center and boarding the train to commute further along the line.

CALLOUT BOX:
Financial analyses consistently show net positive benefits of physical access improvements to transit stations and stops compared to their costs. For example, a 2012 Transportation Planning Board analysis of several proposed access improvements included in an application for federal TIGER funding found that investing in these types of improvements leads to substantial travel time and travel cost savings, in addition to congestion, environmental, health and safety benefits that outweigh the costs of building and operating them.

ADDITIONAL RESOURCES (Consistently identified as a goal by agencies in our region):

- *TPB – TLC program was established in 2006 to help jurisdictions plan small improvements – such as pedestrian facilities, safety and access improvements, or multimodal concepts for intersections or streets – to make activity centers function more effectively as vibrant, mixed-use places.*
- *TPB – TCSP grant to identify strategic recommendations for bicycle and pedestrian access improvements using a complete street approach that will complement housing and employment development close to Metrorail and commuter rail stations.*
- *WMATA – Metrorail Bicycle and Pedestrian Access Improvements Study - identifies strategies to enhance pedestrian and bicycle access and connectivity in and around Metrorail Stations.*

ALLEVIATE ROADWAY BOTTLENECKS (NT2)

What we should do

Make targeted roadway improvements that provide congestion relief for drivers in key locations throughout the region.

- Install extra turn lanes, extend highway on- and off-ramps, and build new lanes where doing so is modest in cost and provides congestion relief that supports other regional goals

Why we should do it

Reduces unnecessary congestion and travel delay

Bottlenecks on existing roads can create unnecessary traffic back-ups and delays for drivers and the movement of goods, resulting in wasted time and fuel and diminished economic productivity. Improvements like new turn lanes, longer on- and off-ramps, and additional lanes in key locations can significantly reduce congestion and improve travel time reliability for drivers. And the benefits of relieving bottlenecks can multiply quickly when they affect large numbers of travelers or goods shipments.

A wise use of limited resources

Building significant new roadway capacity is expensive. In an era of limited funding, it's especially important to identify and make improvements that promise the greatest benefits and outcomes relative to their cost. That means we need to be smart in the way we evaluate and prioritize bottlenecks that deserve attention, focusing on improvements that will provide the greatest reductions in congestion and increases in travel time reliability, and that support other regional goals like economic development and more efficient land-use.

Already the region's state and local governments go to great lengths to monitor current travel conditions and forecast future demand to identify bottlenecks worthy of improvements. The TPB conducts an aerial traffic survey of area freeways every three years to identify the chokepoints where travelers experience the greatest delays. The TPB's Freight Subcommittee has also worked to identify bottlenecks that are essential for improving goods movement in the region. In Maryland, the key short-term improvement identified by the subcommittee is to increase capacity along a four-mile stretch of Interstate 70 in Frederick County. In Virginia, construction of a new exit ramp from eastbound Interstate 66 to northbound Interstate 495, which is currently underway, will relieve a major bottleneck for trucks at the interchange.

While we need to seek out smaller-scale, high-payoff projects, we also need to recognize that not all bottlenecks will be quick or low-cost fixes. The Woodrow Wilson Bridge replacement, which cost more than $2 billion, provided massive regional benefits, but took years to coordinate and complete.

Demonstrates public sector responsiveness

Alleviating bottlenecks is seen by the public as a basic, commonsense solution to the region's transportation problems, and projects that alleviate bottlenecks are often highly visible. Because of this, efforts by transportation agencies to alleviate bottlenecks can be a good way to increase the public's trust in the ability of government agencies to solve problems and provide real improvements in our daily lives. Such renewed confidence is good for public agencies, our quality of life, our collective faith in the future of the region, and for our prospects for economic prosperity.

SUPPORT AND PROMOTE ELECTRIC VEHICLES (NT3)

What we should do

Make electric vehicles more convenient to use and encourage more consumers and businesses to purchase such vehicles.

- Invest in a system of public-access electric vehicle recharging stations for vehicles that run on electricity
- Offer tax credits to private businesses that install recharging stations and make them available to employees, customers, or the general public
- Offer benefits, such as access to HOV lanes or priority parking, to owners of electric vehicles
- Pursue all-electric car fleets for car-sharing programs like Zipcar and Car2Go, and for public agencies and other organizations with vehicle fleets

Why we should do it

Better for the environment

Burning petroleum-based fuels results in emissions of harmful pollutants and diminishes the region's air quality. In 2007 in the Washington region, motor vehicles were responsible for 55% of nitrogen oxide emissions and 16% of fine particle emissions – two pollutants that cause a range of respiratory ailments. Since electric vehicles do not burn petroleum-based fuels, they do not produce tailpipe emissions of such harmful pollutants and would contribute significantly to improved air quality.

Widespread adoption of electric vehicles could also go a long way in reducing emissions of greenhouse gases. The U.S. Department of Energy sees the electrification of vehicles as one of the highest impact strategies for reducing greenhouse gas emissions and combating climate change. Though most of the electricity in the Washington region is still generated using carbon-based fuels like coal, the local electrical grid has a relatively low greenhouse gas emissions profile, producing emissions equivalent to automobiles that have a fuel efficiency of 50 miles per gallon or more. And since electric vehicles run on electricity produced at a central location, they become cleaner and more efficient as we phase in alternative forms of electricity production, such as solar and wind power.

A cheaper and more dependable energy source

Electric vehicles have fuel efficiencies generally equivalent to 75 to 100 miles per gallon and cost about $0.04 per mile to operate, compared to conventional fuel-burning vehicles, which cost about $0.13 per mile. An estimate from the Union of Concern Scientists says that drivers in the Washington region could save around $950 a year in fuel and operating costs by driving an electric vehicle.

Electricity is more dependable than petroleum-based fuels like gasoline and diesel because it can be produced from a variety of energy sources, including renewable sources like wind, solar, and biomass. Petroleum is not a renewable resource, meaning that unlike plants and other ever-present energy sources like the sun and wind, once our current reserves are used up it will no longer be a viable source of energy. And as oil supplies dwindle, fuel prices will increasingly suffer from greater volatility as the

future availability of fuel becomes less and less certain. Encouraging the use of electric vehicles protects vehicle owners from such volatility.

An increasingly practical alternative for households

Though electric vehicles are still few in number in the Washington region, data on household travel patterns collected by the Transportation Planning Board suggest that electric vehicles, despite their limited range compared to gasoline-powered vehicles, could be practical for many of the vehicle trips currently made throughout the region. At 7.7 miles, the average length of a one-way trip by car is well within the range of a typical electric vehicle on a single battery charge. And in most jurisdictions in the region, the average total daily amount of driving per household is less than the one-charge range of most electric vehicles currently on the market.

Although there are a few electric vehicle models for sale to consumers, the market has been slow to take off because of a simultaneous lack of supply and demand. A large number of electric vehicles will not be sold until consumers feel as though there is a sufficient charging infrastructure to support their purchase, and the recharging industry will not be able to build significant infrastructure until there are enough vehicles on the road to support the investment. Much as the Internet needed substantial public investment in its early stages before it was widely adopted, so too do electric vehicle technology and infrastructure. Offering a variety of incentives to consumers and to industry to encourage adoption and overcome what is a classic "chicken and egg" dilemma is a low-cost way to support an industry that could bring a number of benefits to the region.

CALLOUT BOX

- *Feature COG/DEP report: "Charged Up"*
- *DDOE and DDOT are active with the TCI/NYSERDA planning grant that is investigating EV and CNG infrastructure expansion along the Northeast Corridor. Ten northeast states and the District of Columbia announced the formation of the Northeast Electric Vehicle Network to expedite the deployment of EVs in the region and promote the use of alternative fuels. The Network seeks to bolster economic growth, maintain the region's leadership in the clean energy economy and reduce the area's dependence on oil and its emissions of greenhouse gases and other pollutants.*
- *Fairfax County's Department of Vehicle Services is evaluating sites for installation of EV charging stations. On two of the county's new projects, conduit has been added out to some parking spaces for possible future charging infrastructure.*
- *Loudoun County has invested in 5 public charging stations at future Metro station in the county.*
- *Montgomery County has a green fleet policy in place and was a runner up for the 2009 National Green Fleet Award.*
- *City of Rockville - 2007 Sustainability Plan contains the City's green fleet goals and actions: http://www.rockvillemd.gov/environment/sustainability/SustainableRockville.pdf*

PROMOTE COMMUTE ALTERNATIVES (NT4)

What we should do

Encourage commuters to use travel modes that make efficient use of limited roadway space at peak hours.

- Reach out to commuters with more information on alternative ways to get to work, including by transit, carpool, vanpool, bicycle or walking, or by teleworking or living closer to work
- Provide more incentives for first-time users of alternative commute modes to encourage the shift into more efficient travel modes
- Help employers establish commute alternative programs that encourage and support employees who choose alternative modes

Why we should do it

Increased efficiency, reduced emissions, and better quality of life

Even small decreases in the number of cars trying to use a crowded roadway can go a long way toward alleviating congestion and travel delay. Any vehicle with two or more people in it makes more efficient use of limited roadway space than vehicles with just a solo driver. Buses and other high-capacity vehicles make the most efficient use of limited roadway space, although teleworking and bicycling and walking to work can eliminate trips on crowded roadways altogether, and living closer to work can significantly reduce the overall number of miles one commutes.

Reducing the number of cars on the road also leads to reductions in the emissions of harmful, vehicle-related pollutants, resulting in improved air quality. And when travelers take advantage of alternative, more efficient modes, they stand to gain personally, through time savings, reduced fuel and vehicle maintenance costs, and reduction in stress associated with sitting in traffic – all of which leads to increased quality of life.

We have a good system of alternatives already in place

Fortunately, the Washington region's transportation system already provides a wide range of travel options for commuters – numerous park-and-ride lots where carpools and vanpools can meet; extensive Metrorail, commuter rail, and local and express bus services, especially at peak hours; increasingly robust bicycle and pedestrian infrastructure, like sidewalks, crosswalks, and bike lanes; more and more compact, walkable, mixed-use development centers that allow people to live closer to work or to transit; and a rising number of employers open to teleworking and flexible work schedules. With such options in place, efforts to promote alternative modes of travel can be especially effective.

People support commuter alternatives

People believe that getting more commuters to use alternatives to driving alone is a good idea, repeatedly suggesting that providing additional services and information – like more incentives and more and bigger mass media campaigns – to support and promote the use of alternatives is an obvious next step in addressing congestion and other transportation challenges.

Already, the TPB's Commuter Connections program actively reaches out to Washington area commuters to provide information about alternatives like carpooling and vanpooling, transit, biking and walking, teleworking, and living closer to work. Commuter Connections even provides incentives for first-time users of alternative modes to encourage the shift away from solo driving. Numerous transportation agencies around the region have similar programs in place. But the region should do more to spread the word about these alternatives and encourage commuters to take advantage of them.

EXPAND PEDESTRIAN INFRASTRUCTURE (NT5)

What we should do

Make walking a viable transportation choice for more people in more places by making it safer, easier, and more convenient.

- Add new sidewalks and improve existing ones
- Install crossing signals at more crosswalks, pedestrian refuge islands, and raised medians
- Employ traffic calming to reduce speeds in areas where there is a high density of pedestrians
- Provide direct pedestrian connections between nearby streets and land uses to reduce walking distance and make more destinations easily accessible on foot
- Ensuring accessibility to all users, including users of assistive mobility devices and persons with disabilities

Why we should do it

Improves safety and encourages more walking

Nearly 10% of all trips in the Washington region are made by foot, according to a 2007 TPB survey of household travel patterns. Everyone is a pedestrian at some point in their day – whether for whole trips to destinations or a part of one, like walking to or from a transit station or stop, even to or from one's parked car. According to data compiled by the TPB, while the number of motorists and vehicle passengers killed in traffic accidents has been declining steadily since the early 2000s, the number of pedestrian and bicyclists fatalities has remained relatively constant. Sidewalks, crosswalks, crossing signals, and other such infrastructure make trips on foot safer and help reduce the number of pedestrians injured or killed in traffic collisions.

Installing more pedestrian infrastructure can also encourage more people to make more trips on foot, which has numerous benefits. When trips are made by foot instead of by car or transit, it contributes to less overall congestion on both systems. Greater pedestrian travel also has a positive effect on public health: a 2012 study by the Alliance for Biking and Walking found that areas with high rates of non-motorized transportation often have lower rates of obesity, high blood pressure, and diabetes. And the increased use of non-motorized transportation also has environmental benefits, reducing the negative effects of automobile use, such as air, water, and noise pollution.

Supports activity centers and builds community

As the region moves toward a model of high-density development around transit stations, pedestrian infrastructure is a key element in providing mobility and circulation within these places. This infrastructure is especially important in areas where there is a high density of destinations that are within close proximity to one another.

Pedestrian mobility also helps to build a sense of community since pedestrians are more likely to interact with, get to know, and identify with an area and the people within it. Increasing the prevalence of pedestrian infrastructure is also especially important to the safety and security of residents that must walk to fulfill their daily needs but live in areas with little to no pedestrian infrastructure.

CALLOUT BOX

All three states and most of the region's jurisdictions have Complete Streets policies in place that call for a transportation system that accommodates all users including pedestrians. The TPB adopted a regional Complete Streets policy in 2012 and called upon its member jurisdictions to develop their own policies if they had not already. Montgomery, Prince George's, and the Maryland State Highway Administration (SHA) adopted policies that were influenced in part by this regional policy.

Swanson, Kristen. 2012. Bicycling and Walking in The United States: 2012 Benchmarking Report. Washington, DC: Alliance for Biking & Walking.

EXPAND BICYCLE INFRASTRUCTURE (NT6)

What we should do

Make bicycling a viable transportation choice for more people in more places by making it safer, easier, and more convenient.

- Invest in more bike lanes and bike paths
- Expand bike-sharing systems like Capital Bikeshare
- Provide more bicycle parking
- Increase workplace amenities for bicyclists, such as showers and changing rooms

Why we should do it

Responds to rising demand

Bicycling is booming in the Washington region – not just as way to get healthy and have fun, but as a practical mode of transportation. Because of this rising demand, we need to expand bicycling infrastructure to make it safer and easier for more people.

Between 2000 and 2011, the District of Columbia saw the share of its residents who bicycle to work double, from 1.4% to 3.5%. Regionally, the share is still below 1%, but growing. Some higher-density, mixed-use communities outside the regional core have higher shares of people commuting to work by bike, like the area near the East and West Falls Church Metrorail stations, which saw 3.6% of commuters traveling by bike.

Interest in and support for bicycling is also growing across the region. Suburban jurisdictions are increasingly seeing that bicycling can provide a viable transportation option in locations where it was previously considered unrealistic. Fairfax and Montgomery counties, for example, are both pursuing the expansion of Capital Bikeshare into communities there. Bike to Work Day 2013 had a record 14,500 total participants, with individuals from every jurisdiction in the region pledging to commute to work by bike as part of the event.

Encourages greater use

The more bicycle infrastructure that is available, the more people are likely to ride. For example, since the year 2000, the District Department of Transportation (DDOT) has designated 56 miles of marked bike lanes, installed 2,300 bicycle parking racks, and launched Capital Bikeshare. Most of the increases in bicycle use observed over the last decade have occurred in the neighborhoods near downtown Washington, which has the highest concentration of new bike lanes, cycle tracks and bike share stations. Capital Bikeshare has been particularly effective in increasing bicycling trips. Bikeshare members take more than 240,000 trips each month.

Bicycling infrastructure is cost effective

Bike lanes cost about $15,000 per mile and costs can be much lower if the striping is done as part of planned resurfacings or larger streetscape projects. The new protected cycle tracks are more expensive at approximately $200,000 per mile, but they also facilitate more bicycling than can normal lanes.

Supports activity centers and builds community

Bicycling infrastructure is key element in community design. The TPB's Complete Streets Policy, adopted in 2011, called upon the region's governments to adopt policies to promote street design policies and standards to make alternative modes of transportation – including bicycling and walking, safer and more comfortable. Today, nearly all the region's jurisdictions have adopted complete streets approaches and are finding ways to make a range of transportation options available to more and more residents. Jurisdictions in all corners of the region are seeking their own ways to promote mixed-use activity centers and bicycle infrastructure to expand the number of destinations that can be reached without a car.

As we seek to improve air quality and improve public health, bicycling provides the freedom to get where you need to go quickly and efficiently. Even for people who do not often bike, it represents an expansion of our options for travel. And transportation choice is a key element in our region's vision for the future.

ONGOING STRATEGIES

A number of ongoing strategies are also important to achieving our region's long-term goals. These are strategies that will require continuing attention and investment over time. As with the near-term strategies identified above, many of our state, local, and regional transportation agencies are already pursuing these strategies, but we need to ensure that those efforts can continue into the future as we continue to work to achieve our goals.

The six ongoing strategies described in greater detail below include, in no particular order:

- **Ensure Maintenance of the Transit System (OG1)**
- **Ensure Maintenance of Roads and Bridges (OG2)**
- **Apply Priority Bus Treatments (OG3)**
- **Increase Roadway Efficiency (OG4)**
- **Ensure Accessibility for Persons with Disabilities (OG5)**
- **Update and Enforce Traffic Laws (OG6)**

ENSURE MAINTENANCE OF THE TRANSIT SYSTEM (OG1)

What we should do

Keep the Metrorail, Metrobus, local bus, and commuter rail systems in the region safe and in good working order.

- Finish carrying out the backlog of deferred maintenance
- Set up systems to address maintenance challenges as they arise
- Secure dedicated, reliable sources of funding to ensure maintenance is carried out as needed

Why we should do it

Our daily lives and our future depend on it

The Metro system is an essential part of our daily lives, providing than one million trips a day to area travelers. In the region's the core jurisdictions, our most congested areas, more than 43 percent of workers rely on transit to get to work. Regionally, 17 percent of commuters use transit to get to work – more than three times the national average. Lower-income residents are particularly dependent upon Metro services to get to jobs, schools and shops.

Metro is also a cornerstone for our future. The Council of Governments' vision for the future, Region Forward, calls for more development in mixed-use, walkable activity centers, many of which are focused around Metro stations and services. The TPB's long-range plan calls for more than $7 billion in regional transit investments, including the Silver Line, the Purple Line, and portions of the District of Columbia's planned streetcar system. These investments will create new demands on the existing system and new pressures on maintenance. If we don't take care of Metro today, these other projects will not be as effective as they need to be. And as a result, continued employment and population growth around stations will not be sustainable. Essentially, if Metro is not maintained, our lives and our economy will be immediately threatened.

Metro is iconic and part of our region's self-identity

Over the last 50 years, we have invested much more than money in the Metro system. In many ways our regional self-identity and our vision of the future is riding on Metro. At its best, the system symbolizes our region's vibrancy and the connectivity among our local communities and economies. But at its worst, Metro's maintenance problems can cause us to question our region's very ability to take care of our most basic needs. If we can't maintain our regional transit system, how can we expect to thrive in a competitive global economy?

We're already making progress, but need to do more

We are making progress with the backlog of maintenance needs that have accumulated over the years. Thanks to an infusion of federal and state funding, Metro in 2011 launched an aggressive $5 billion program to pull itself out of the hole of deferred maintenance. This intensive effort has already delivered a host of improvements that are improving safety, reliability, and customer service.

But we can't stop now. The current funding agreements do not extend beyond 2020.WMATA estimates that it will need more than $1 billion annually just 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), rail car and bus replacement and repair, and escalator replacements. We need to secure a dedicated, reliable source of funding to make sure these things can happen on a continuing basis in future years.

ENSURE MAINTENANCE OF ROADWAYS AND BRIDGES (OG2)

What we should do

Ensure that roadways and bridges provide safe, reliable, and comfortable travel for people and goods.

- Ensure that needed road and bridge maintenance projects are completed as a first priority for use of highway funding

Why we should do it

Preserves the backbone of our transportation system

High-quality, well-functioning roads enable the many essential economic transactions that make our region's economy so strong and resilient, ensuring tremendous economic opportunity and a high quality of life for as many people as possible. More than 1.3 million people use the region's road network to get to jobs each day, whether by car, vanpool, bus, or bike. And the goods that move using our road network are an essential part of day-to-day life and overall economic well-being.

Our road and bridge network truly is the backbone of our transportation system. Maintaining it is essential to the region's economic health. And it helps us meet so many of our other transportation and land-use goals, including improved bus service, more bicycle use, and strengthening and connecting mixed-use activity centers.

Saves motorists money and time… and their lives

By one estimate, motorists in the Washington region pay more than $500 a year in additional vehicle operating costs – accelerated vehicle depreciation, additional repair costs, increased fuel consumption and tire wear – due to poor pavement conditions (TRIP press release, 5/8/2009). And time spent stuck in slow-moving traffic due to poor pavement conditions also adds up. But, ultimately, road and bridge maintenance is a matter of personal safety. Deteriorating roads can lead to an increased number of accidents in which drivers and passengers are at greater risk of injury or death. Deteriorating bridges can and do collapse, as seen recently on I-5 in Washington State and in 2007 on I-35W in Minnesota.

Saves tax dollars in the long-run

Waiting for roads to crumble or bridges to fall down before performing routine maintenance is poor public policy. Keeping our roads and bridges in a state of good repair – that is, repairing and maintaining them before they deteriorate to the point of needing to be fully rebuilt – saves transportation agencies significant amounts of money in the long run. One estimate from the American Association of State Highway and Transportation Officials says that every $1 spent to keep a roadway in good condition saves $7 in spending to reconstruct it once it has fallen into disrepair. (AASHTO, *RRA*, p. viii)

APPLY PRIORITY BUS TREATMENTS (OG3)

What we should do

Apply priority bus treatments on key routes to make bus transit faster, more reliable, and more convenient.

- Roadway improvements, like separated bus-only lanes and queue jump lanes at intersections to allow buses to bypass traffic congestion
- Signal priority, to give buses more green lights
- Curb extensions, station platforms, pre-boarding payment systems and low-floor buses to ease and speed boarding and alighting
- Real-time bus information to help travelers plan their trips

Why we should do it

It's a smart use of existing infrastructure

Bus priority treatments can be a smart use of existing infrastructure. Rather than implementing new transit services that could put unrealistic capital and operating burdens on cash-strapped public transit providers, these approaches will create new transit capacity without requiring new operating expenditures.

Reduces travel times and greater reliability

The region has already prioritized these kinds of improvements and we are looking to do more, because the benefits of bus priority treatments are significant. Analysis of WMATA's Priority Corridor Network found that bus-only lanes and off-board fare collection can each provide travel time savings of three minutes per mile. Transit signal priority systems reduce travel times by approximately 30 seconds per mile.

Encourages increased transit ridership

These benefits will add up to more predictability and convenience in the daily commutes of bus riders throughout the region. As bus travel becomes more attractive, more people will use them, which will reduce roadway congestion, improve air quality, and provide more accessibility to economic opportunity for people in all corners of the region.

CALLOUT
In 2010, the TPB was awarded a federal stimulus grant of $58.8 million under the TIGER (Transportation Investment Generating Economic Recovery) Program to implement bus priority projects throughout the region. Today the 16 projects funded under that grant are demonstrating efficiency benefits that are models for replication. Looking forward, WMATA's Priority Corridor Network Plan has identified recommended improvements along 24 bus corridors throughout the region that could be first in line to receive funding for priority treatments.

INCREASE ROADWAY EFFICIENCY (OG4)

What we should do

Smooth traffic flow and minimize delays on the existing road network.

- Coordinate traffic signals and construction schedules
- Provide travelers with more real-time traffic information
- Respond to and clear traffic accidents more quickly
- Prepare for severe weather and other highly disruptive incidents

Why we should do it

Potential for extra capacity and fewer delays exists

We've found lots of ways over the years to use our road network more efficiently – for example, by using open-road tolling to eliminate queues at tollbooths and broadcasting traffic reports on television and radio so motorists can choose alternate, less congested routes. But the region can do more. And thanks to advances in technology, squeezing additional capacity out of the existing road network in such ways is becoming easier.

Already the state departments of transportation and other agencies in our region have come together to create and support MATOC, the Metropolitan Area Transportation Operations Coordination program. MATOC exists to monitor traffic and weather conditions and coordinate responses to highly disruptive incidents like severe weather and major accidents.

But measures like more traffic cameras and in-road sensors could help spot and respond to traffic accidents more quickly and to relay information about traffic conditions to drivers on overhead signs, smartphone apps, and in-vehicle navigation systems. Efforts to collect and store data about traffic conditions on an ongoing basis could be used to make predictions about future travel patterns, which could help identify improvements needed to further smooth traffic flow and minimize delays.

Eventually, technology could allow roadways to communicate with vehicles, and vehicles to communicate with other vehicles, allowing cars to follow one another more closely at constant speeds – minimizing congestion and moving more cars through a given roadway. Such steps could also improve on-road safety by reducing the chances of accidents.

The benefits of small improvements multiply quickly

The benefits of roadway efficiency measures multiply quickly, since they can affect so many travelers at once. Even something that saves an individual traveler only two minutes of travel time can get multiplied across tens of thousands of drivers on busy roads at peak travel times. The personal time-savings, increased travel time reliability, savings on wasted fuel and increased productivity all add up to benefits for the region. And trucks that are responsible for moving goods and making on-time deliveries are also better able to do their jobs, providing further economic benefit.

Makes the most of what we already have

Finding ways to squeeze more capacity out of our existing road network helps us make the most of the transportation infrastructure we already have. That can allow us in some cases to avoid building expensive new infrastructure. Construction costs and limited availability of land, especially in urbanized areas, can make it difficult to expand roads, so finding ways to make the most of what we already have is a necessity.

ENSURE ACCESSIBILITY FOR PERSONS WITH DISABILITIES (OG5)

What we should do

Improve access to the existing transit system and other transportation services for people with disabilities, in order to create more and better travel options for all individuals.

- Increase oversight and compliance with requirements under the Americans with Disabilities Act (ADA)
- Improve MetroAccess and other paratransit services, and provide more wheelchair-accessible taxis region-wide
- Coordinate programs that benefit those with disabilities and increase information services such as travel training
- Encourage Complete Streets provisions that ensure that public rights-of-way are designed with all users in mind
- Ensure adequate funding to make accessibility improvements to public transportation

Why we should do it

Mobility is essential to equal opportunity

Two decades after passage of the Americans with Disabilities Act, or ADA, transportation options for many people with disabilities in the Washington region remain limited. Though ADA has led to substantial advancements by guaranteeing a baseline of accessibility to public transportation, some parts of the transportation network still do not comply with minimum ADA requirements, creating obstacles to access. Accessible transportation options are particularly sparse for individuals who live outside of the reach of public transportation.

Unfortunately, this lack of options means that getting to work, to school, to medical appointments, and to countless other destinations can be a challenge for individuals with limited mobility. Without access to reliable, affordable transportation options, many individuals are unable to contribute to and benefit from society as individuals, workers, taxpayers, and consumers.

Mobility for all means advantages for all

Most improvements that help people with disabilities also help the population at large. Everyone benefits from Complete Streets policies that promote high-quality pedestrian amenities, more accessible bus stops, easy-to-read signs, audible indications, and visual communications on transit. Additionally, as our population ages, a greater number of us will require more transportation options that are accessible to individuals with limited mobility.

We can easily build on programs that already exist

Efforts to improve transportation options for people with disabilities are already under way in our region. MetroAccess, WMATA's paratransit service, provides door to door service within a three-quarter mile radius of Metrorail stations and Metrobus stops in Maryland and the District, and jurisdictions throughout the region have passed legislation requiring operation of wheelchair-accessible taxicabs.

In addition, efforts to educate the public on existing options are gaining traction. Through the Reach-A-Ride program, the TPB is trying to make it easier for people with specialized transportation needs to find the services they require and to find providers that serve their area. With the help of federal grant funds, organizations in the region have begun to provide “travel training” to educate individuals and groups on how to use the transportation system safely and effectively. By participating in these programs, individuals can enjoy significantly greater independence, self-reliance, and mobility as they start using public transit. Much can be done to improve and expand these services so they become better options throughout the region.

UPDATE AND ENFORCE TRAFFIC LAWS (OG6)

What we should do

Apply non-engineering solutions to make the transportation system safer and reduce the number of traffic-related injuries and fatalities.

- Update existing traffic laws to make roadways safer for all users, especially bicyclists and pedestrians
- Improve enforcement of traffic laws, through stepped up in-person enforcement and automated enforcement techniques like red-light and speed cameras in high-exposure areas
- Increase public information and outreach regarding traffic laws to ensure that everyone is aware of the "rules of the road"

Why we should do it

Improves safety for all users

As more and more trips in the region are made by bicycle and on foot, we have to find ways for all road users to coexist safely and peacefully. "Engineering" solutions – like striped crosswalks, pedestrian signals, and bike lanes – go a long way to making bicyclists, pedestrians, and drivers safer, by reducing the risk of collisions and other conflicts. But updated laws that account for the particular needs and vulnerabilities of non-motorized road users – and enforcement of those laws – are also important in reducing the risk of accidents that cause injuries, or even death.

One of the most effective ways to protect bicyclists and pedestrians is by lowering vehicle speeds in areas where they are most likely to be or would want to be. A 2011 study by the American Automobile Association (AAA) found that the average risk of severe injury for a pedestrian struck by a vehicle rises from 10% if struck by a vehicle traveling at 16 mph up to 50% if struck by a vehicle traveling at 31 mph. The risk increases to 75% at 39 mph and to 90% at 46 mph. Many places throughout the region, where local planners, officials, and residents are seeking to encourage non-motorized travel, have taken steps to reduce speed limits in key areas.

Changes to other laws, especially those that require bicyclists to operate as if they're motor vehicles, should also be changed to help reduce potential conflicts – for example, allowing bicyclists to enter intersections ahead of motorized vehicles. Other states and local jurisdictions also have in place laws requiring motorists to give three feet when passing bicyclists and imposing higher penalties for motorists who injure or kill a pedestrian or bicyclists through careless or inattentive driving.

To ensure that these measures are as effective as possible, stepped up in-person enforcement and automated enforcement techniques like red light and speed cameras, especially in high-exposure areas, are also important. Twice a year, the TPB sponsors the regional Street Smart program, which aims to remind motorists, bicyclists, and pedestrians about traffic safety laws and to encourage local law enforcement to step up patrols in high-exposure areas.

Minimizes conflicts and improves traffic flow

All roadway users stand to gain from updating laws that minimize conflicts between different types of users because of reduced chances of collisions and the stress associated with that risk. Doing so can also smooth traffic flow by helping different users operate within the roadway in a predictable, coordinated way rather than in what can sometimes feel like chaotic, haphazard interaction.

Supports activity centers and builds community

Updating and enforcing traffic laws, especially those that protect bicyclists and pedestrians, makes modes of travel other than driving more viable travel options for more people. Such efforts complement expanded bicycle and pedestrian infrastructure to make activity centers function better and to build community. Moving people around within activity centers is crucial to the functioning of such high-density, mixed-use areas. But facilities alone – that is, engineering solutions – only go so far. Making bicycling and walking safer and easier invites more people to use non-motorized modes, which adds to the functioning of activity centers but also the sense of community that bicycling and walking encourages by making people more likely to interact with, get to know, and identify with an area and the people within it.

LONG-TERM STRATEGIES

A half-century ago, we built the Capital Beltway and launched the Metro system. These bold projects responded to our region's needs in a manner well suited to the post-World War II era, when resources were more abundant and support for major public spending projects was much higher.

Today things are different. Funding is tight, our road and rail systems desperately need maintenance, and expansion opportunities are limited due to resource constraints and little public will to raise new revenue. But the demands on our transportation system are even greater than they were 50 years ago. The region is growing and our economy is diversifying. We cannot afford to just sit back. The right transportation decisions today can help us seize the opportunities of tomorrow.

Massive public works projects like the Beltway and Metro were the result of bold, visionary, post-World War II thinking and determination. But what will be the bold solutions that serve the next generation? What will be the iconic transportation initiatives that respond to – and take advantage of – this current moment in history?

Our long-term strategies must be cost-effective. We need to be smart about our transportation decision-making, beginning with the fact that we need to make better use of infrastructure that is already in place. That means we need to promote growth in regional activity centers so that we can maximize existing transportation connections among and within these centers.

But we also need to capture the imagination of the public through visionary thinking and creative problem solving. At the most basic level, we need to continue to meet the everyday needs of a growing population, while planning for the growth expected over the coming decades.

The three integrated long-term strategies described below combine certain long-term strategies with others that, together, have synergistic effects surpassing the sum of the benefits of implementing either strategy by itself.

SCENARIO A: EXPRESS TOLL LANES WITH BUS RAPID TRANSIT (LT1)

What we should do

- **Build express toll lanes on most interstate highways and some major arterial highways**
- **Operate a network of bus rapid transit on express toll lanes, with connections primarily to Activity Centers and/or major rail stations**

Why we should do it

Meets rising roadway demand in an era of limited funding

Express toll lanes represent a new way of thinking about how to meet rising demand for driving in an era of limited public funding. Express toll lanes can add capacity to our existing road system in a manner that ensures that congestion-free options will always be available for drivers willing to pay for them – that the lanes won't simply "fill up again" as more people crowd on to the region's roads. Rather than building enough capacity to ensure free-flowing traffic for all vehicles at all times – which most engineers agree is impossible in most urban areas – express toll lanes always make congestion-free travel an option for individuals when they need it most by charging tolls that vary based upon levels of congestion to ensure that traffic remains free-flowing and that travel times are more predictable and reliable.

Managed toll lanes already exist on the Intercounty Connector (ICC) in Maryland and on the 495 Express Lanes on the Capital Beltway in Virginia. Such lanes are also under construction on I-95 in Virginia. These facilities make more efficient use of our road system by putting a price on the use of new roadway capacity to help manage congestion and to help raise revenue for its construction. Toll lanes are the most likely way that we will be able to help fund the road improvements that we are going to need in our growing region, even as we seek to reduce our dependence on driving.

Provides high-quality transit service at a fraction of the cost of rail transit

Bus rapid transit, otherwise known as BRT, provides high-quality transit service approaching the speed, frequency, and reliability of heavy rail – like Metro – but at a fraction of the cost to build. Pre-payments systems and level boarding – either low-floor buses or elevated station platforms – assure speedier and more efficient service. Bus-only lanes or lanes with guaranteed free-flow traffic conditions ensure that BRT vehicles do not get stuck in traffic. And because BRT uses much of the same kind of infrastructure that cars do, it can be implemented on limited-access highways or arterial roads, as is being done on Route 1 in Alexandria.

Express toll lanes and BRT are mutually supportive

A combined network of express toll lanes and BRT would produce benefits that neither approach would independently offer. The congestion-free travel lanes provided through a variable tolling system would be used by BRT vehicles to ensure predictable service. In addition, TPB studies have found that tolls collected on the express toll lanes will cover much of the cost of the new lanes and bus service. Such a system would substantially increase the travel choices offered throughout the region – both for transit riders and for drivers who are seeking congestion-free driving.

Pairing the priced lanes with BRT services provides the potential for great synergy: variable priced toll lanes provide free-flowing running way for buses while toll revenues offset the cost of bus facilities and services. BRT services reduce the demand for the priced lanes, allowing them to operate more smoothly and carry more people with fewer vehicles. Both the BRT and priced lanes would provide incentives for travelers to choose more efficient travel modes, like carpools, vanpools, or transit, providing congestion relief to the existing general-purpose lanes.

TPB analysis has found that such a network would substantially reduce the anticipated increase in congestion, while providing the new road capacity necessary to keep our region's economy functioning. It would also provide improve transit access and shorten average commute times.

SCENARIO B: CONCENTRATED GROWTH WITH MORE TRANSIT CAPACITY (LT2)

What we should do

- **Concentrate more development in Activity Centers to achieve land-use and transportation efficiencies**
- **Increase capacity of the existing rail and bus network to meet rising demand**
- **Expand pedestrian and bicycle infrastructure, especially in Activity Centers, to enhance local circulation and encourage more bicycling and walking**

Why we should do it

Achieves land-use and transportation efficiencies

Concentrated growth has become a hallmark of our regional land-use policy. The *TPB Vision* and COG's *Region Forward* both emphasize the role of mixed-use regional activity centers throughout the region as focal points for job and housing development and as nodes for transportation linkages. COG's current list of regional activity centers includes 141 locations, about seven out of ten of which are or will, under current plans, be served by high-frequency, high-capacity transit service.

More housing and jobs located in activity centers near transit means more people can use the transit system and will have more opportunities to walk or bicycle to nearby destinations. But developing activity centers will do more than just achieve transportation efficiencies. It also supports and encourages more balanced job and household growth that benefits the region in other ways – by promoting robust economic development in all jurisdictions, inner and outer, east and west, for example. Activity centers can also be more resource-efficient, typically capitalizing on existing infrastructure like water, sewer, and power utilities and other public services, as well as transportation, instead of requiring expensive expansion.

The focus on activity centers is not a one-size-fits-all approach, however. The region's activity centers are located throughout every jurisdiction and must capitalize on their own unique identities and assets. An activity center in Loudoun County will not look like one in the District of Columbia, but both places can be less auto-dependent, and more walkable and economically vibrant.

Meets rising demand for transit, especially in the regional core

Basic capital improvements in the Metro system, commuter rail, and the region's other transit systems are desperately needed, as are capacity improvements in key locations, especially the regional core. The Metrorail system is already operating at close to capacity in some locations during peak hours and will continue to get more crowded as the region grows.

These needs are acute and will require action in the short-term. According to current regional plans, there is no funding for expanding Metro capacity in the core, and as a result, the Metrorail system may be unable to handle projected ridership growth, limiting the number of people who can use Metrorail and possibly forcing more people onto already crowded roadways. That kind of constraint is exactly the wrong direction for our region and our future economic prosperity and well-being, which will rely on increased transit ridership.

To respond to this need, the region needs to fund priority improvements for the next 10 years, including all eight-car trains during rush hour and station enhancements. So much depends on whether Metro and other transit systems in the region can handle the challenges they will face over the next decade. Activity centers – a cornerstone of our regional economic development policy – simply will not work if transit and commuter rail systems are not able to connect them and move people efficiently between them. And the new transportation systems that we have planned, including investments of $7 billion currently in the CLRP, will not perform as expected if the existing transit system does not rise to the challenge of anticipated growth.

Supports higher-density development and encourages more bicycling and walking

Travel *within* an activity center is just as critical as travel *between* activity centers. The region's communities must be designed to accommodate short trips on foot, by bike, or on circulator buses and vans, as these modes of transportation make much more efficient use of limited space and public resources. Our long-term strategies must include comprehensive efforts to ensure non-motorized options are fully viable, which can mean something as simple as building a sidewalk or as complicated as establishing a bike-share program in a suburban location.

Such enhancements will reduce localized congestion that may be created by concentrated development. They will help make transit a more attractive and practical travel option for those who live or work nearby by making it easier and safer to access transit or to reach final destinations.

More housing and jobs located near transit makes transit a more viable travel option for more people. But people won't take advantage of this increased opportunity if our trains and buses are too crowded, unreliable, or not even present. Nor will they choose to walk or bicycle to nearby destinations if communities don't have sidewalks and bike lanes, or if they feel unsafe or unwelcoming. To make activity centers vibrant and livable we need to implement these strategies in combination.

TPB analysis of this package of strategies shows that more compact development, with supportive transportation improvements, will be key to achieving greater efficiencies in our transportation system. By altering land-use priorities, this package suggests that we can take advantage of a significant amount of unused transportation capacity that already exists in reverse-commute directions on certain transit lines, as well as "selling the same seat twice" in the peak direction as one group alights to reach jobs at a suburban mixed-use center and another group boards to travel further along the line.

This package of strategic elements would provide substantial benefits in access for transit riders as well as for bicyclists and pedestrians. More modest benefits would also be achieved in reducing average commute times and in reducing anticipated increases in congestion.

COMBINATION OF STRATEGIES A AND B (LT3)

What we should do

- **Build express toll lanes on most interstate highways and some major arterial highways**
- **Operate a network of bus rapid transit on express toll lanes, with connections primarily to Activity Centers and/or major rail stations**
- **Concentrate more development in Activity Centers to achieve land-use and transportation efficiencies**
- **Increase capacity of the existing rail and bus network to meet rising demand**
- **Expand pedestrian and bicycle infrastructure, especially in Activity Centers, to enhance local circulation and encourage more bicycling and walking**

Why we should do it

Maximizes the mutually-supportive benefits of all the strategic elements

This combination would pull together all of the strategic elements described above. This strategy would be grounded in a regional land-use policy that would encourage activity centers to blossom into vibrant nodes of mixed-use and walkable development. People who live and work in these centers would enjoy a variety of travel options for trips across town and across the region. They could choose from a range of transportation options for longer trips that connect activity centers, including an integrated system of BRT and toll lanes, as well as a revitalized transit network. And for short trips, they could safely and easily walk, bike or take a short local bus.

The TPB has studied the elements of such a strategy in its *CLRP Aspirations Scenario*, which looked at the effects of implementing a 1,650-mile regional toll-lane network, a region-wide 500-mile system of high-quality bus rapid transit service, and changes in land-use policies to promote denser, transit-oriented development. The TPB found that combining all these elements above would give people in the region greater benefits than the disaggregated elements described earlier or the currently planned future. It would also create access to the widest variety of travel options. A range of new transportation options would be provided – including more transit, congestion-free priced lanes, and pedestrian and bicycle facilities, and new road capacity. Congestion will be less pervasive than otherwise predicted and commutes will take less time.

CHAPTER 4
PUBLIC OPINION SURVEY

In the spring of 2013, TPB staff conducted an online survey on regional transportation priorities in order to solicit citizen input on potential components of the RTPP. The survey was designed and administered using MetroQuest public engagement software, developed by the firm Envision Sustainability.

SURVEY METHODOLOGY

Sample Design

The Regional Transportation Priorities Plan (RTPP) Survey was designed to obtain opinions on regional transportation challenges and strategies from a representative random sample of 600 adults residing in households located within local jurisdictions that comprise the TPB Planning Area. A multi-stage sampling process was used to obtain this representative random sample. In the first stage, a systematic random sample of all potential households to be surveyed was drawn from a current list of residential mailing addresses in the TPB Planning area. In this first stage, every household in the TPB planning area had an equal probability of being selected to participate in the RTPP survey. The randomly selected households from the first stage were sent letters asking that the member of their household 18 years of age or older with the next upcoming birthday access and complete the RTPP Survey via an Internet web link and personal identification number (PIN) code provided in the letter. Selecting the household member 18 years of age or older with the next upcoming birthday was a simple way of randomly selecting one adult within each household to complete the RTPP survey. The randomly identified person in each household agreeing to participate in the survey was offered and provided with a $25 gift card once they completed the on-line RTPP survey.

Recruiting Participants

Recognizing that not every randomly selected household receiving a letter asking for their participation in the RTPP survey would agree to participate, a survey recruitment plan based on the postal carrier routes of the initial 600 randomly selected households was followed. Because it was estimated that only about 10% of the households receiving the RTPP Survey letters would likely participate, additional letters were mailed in successive, multiple waves to households living in the same postal carrier route as the initially selected household. That way, if the initially selected household did not agree to participate, additional mailings were made to other households in the same general neighborhood until a household residing within that same postal carrier route agreeing to participate was found. Up to 21 mailings in some postal carrier routes were made in an attempt to obtain at least one response from each of the 600 selected carrier routes. A postal carrier route is the house-to-house and apartment-to-apartment sequence of mail deliveries that a postal carrier follows each day. On average, postal carrier routes include deliveries to about 550 residential units and are generally homogeneous in the type of neighborhood served.

Response Rates

A total of 660 persons in 481 unique postal carrier routes responded to the request to participate and completed the online survey. Overall, about 8 percent of the households that were mailed letters requesting their participation completed the survey. Based on the number of completed survey responses in the 481 carrier routes, a sampling error of about +/- 3.5% at the 90-percent confidence level is estimated.

At least one survey response was received from every local jurisdiction in the TPB Planning Area, as shown in Table 1. A map depicting the geographic distribution of the RTPP Survey responses is presented in Figure 1.

TABLE 1: Completed Responses by Jurisdiction

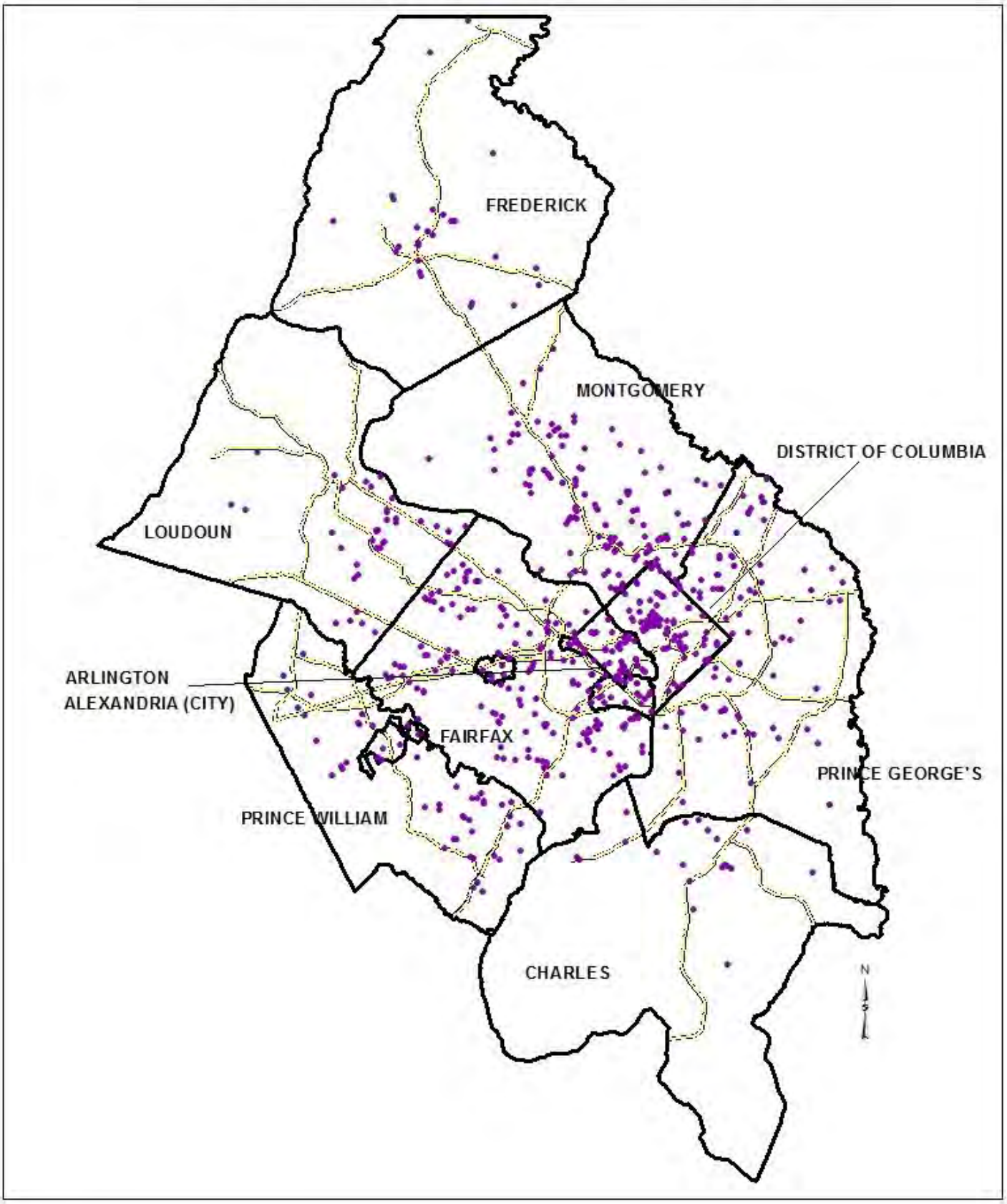
Jurisdiction	Number of Surveys Completed
District of Columbia	77
Arlington County	56
City of Alexandria	21
Montgomery County	127
Prince George's County	81
Fairfax County	148
Fairfax City	5
City of Falls Church	3
Loudoun County	39
Prince William County	48
City of Manassas	3
City of Manassas Park	1
Frederick County	32
Charles County	19
TPB Regional Total	**660**

Weighting Responses

Each of the 600 postal carrier routes identified in the original systematic random sample of all potential households was assigned a base survey weight equal to the inverse of the probability of a household in that carrier route would be selected in the random sample. Roughly, this value equated to a survey weight of 3,300 and meant that each household in the original random sample represented

Figure 1:

RTPP Survey Responses for the TPB Area



approximately 3,300 other households when expanded back to represent the total number of households in the TPB Planning Area.

Next, because multiple survey responses were received from some postal carrier routes and no responses were received from others, two additional weighting steps were required to maintain the overall representativeness of the original systematic random sample. First, in postal carrier routes with multiple survey responses, multiple response weighting factors were calculated by dividing each individual response from that carrier route by the total number of responses for that carrier route. Thus, if there were two survey responses from the same carrier route, then each response was weighted by one-half, or 0.50. Similarly, if there were three responses from the same carrier route each response was weighted by one-third, or 0.33, and so on.

The second additional weighting step accounted for the carrier routes from which no survey responses were obtained. In this step, all of the original 600 postal carrier routes in the original systematic random sample were post-stratified into 197 jurisdiction, income group, and carrier route housing type strata. Final survey weights for each responding household were then calculated by summing the initial carrier route base weights within each of the 197 jurisdiction, income group, and housing type strata and dividing this value by the sum of the total survey responses, weighted for multiple responses, in each of the respective strata. In the post-stratification process initial carrier route base weights and weighted surveys responses for the independent cities of Fairfax City and Falls Church were combined geographically with those for Fairfax County. Similarly, initial carrier routes base weights and weighted surveys responses for the independent cities of Manassas and Manassas Park were combined geographically with those for Prince William County.

Survey Respondents by Geographic and Household Characteristics

The distribution of weighted survey responses by jurisdiction within the TPB Planning Area matches up extremely well with the jurisdictional distribution of households reported from the 2010 Decennial Census, as shown in Table 2. No detectable survey bias in the geographical distribution of weighted survey responses is seen within the TPB Planning Area.

Also, the weighted survey responses by housing unit type compare very well with similar household data from the 2011 Census American Community Survey (ACS) for the Washington, DC, Metropolitan Statistical Area as shown in Tables 3. The distribution of median household incomes in the randomly selected postal carrier routes compared with similar 2011 ACS data show that a higher percentage of the respondents to the RTPP survey tended to live in postal carrier routes in middle income ranges as opposed to the highest income range, as seen in Table 4.

TABLE 2: Comparison of Regional Distribution of Weighted RTPP Survey Respondents with the 2010 Census

Jurisdiction	RTPP Survey Percent	2010 Census Percent
District of Columbia	14.2%	14.1%
Arlington County	5.5%	5.2%
City of Alexandria	3.5%	3.6%
Montgomery County	18.7%	18.9%
Prince George's County	16.3%	16.1%
Fairfax County/Cities	21.0%	21.5%
Loudoun County	5.5%	5.5%
Prince William County/Cities	8.0%	7.8%
Frederick County	4.7%	4.5%
Charles County	2.7%	2.7%
Total	100.0%	100.0%

TABLE 3: Percentage Distribution of RTPP Respondents by Housing Unit Type

	RTPP Survey Percent	2010 Census Percent
Single-Family House	67.0%	68.3%
Apartment or Condo	33.0%	31.6%
Total	100.0%	100.0%

TABLE 4: Distribution of Median Household Income

	RTPP Carrier Route Percent	2011 Census ACS Percent
Less than $75,000	38.2%	43.0%
$75,000 - $99,999	27.4%	13.6%
$100,000 - $124,999	21.0%	11.6%
$125,000 or more	13.4%	31.8%
Total	100.0%	100.0%

Survey Respondents by Demographic Characteristics

Persons responding to the RTPP Survey were asked three questions on their demographic characteristics and one question about their usual commuting mode. The three demographic characteristics were gender, age group, and race/ethnicity. Comparisons of the weighted RTPP survey responses with similar data from the 2010 Census data by gender, age group, and race/ethnicity are shown in Tables 5 to 8.

Generally, the demographic characteristics of the RTPP respondents compared very well with the Census data. Nonetheless, a slightly higher percentage of RTPP respondents tended to be in the 55 to 64 age group and slightly lower percentages of the RTPP respondents were in the 18 to 24 and 65+ age groups. Also, a somewhat higher percentage of RTPP respondents were Non-Hispanic and White by ethnicity and race compared to the 2010 Census data.

TABLE 5: Percentage Distribution of RTPP Respondents by Gender

	RTPP Survey Percent	2010 Census Percent
Female	53.7%	52.3%
Male	46.3%	47.7%
Total	100.0%	100.0%

TABLE 6: Percentage Distribution of RTPP Respondents by Age

	RTPP Survey Percent	2010 Census Percent
18-24 years	3.8%	11.0%
25 - 34 years	22.5%	20.9%
35 - 54 years	44.3%	40.2%
55 - 64 years	21.0%	14.9%
65 and over	8.4%	12.9%
Total	100.0%	100.0%

TABLE 7: Percentage Distribution of RTPP Respondents by Ethnicity and Race

Non-Hispanic/Latino:	RTPP Survey Percent	2010 Census Percent
White/ Caucasian	64.8%	56.6%
Black/African American	21.0%	29.4%
Asian American	7.6%	10.5%
All Other Race	6.6%	3.4%
Total Non-Hispanic Latino	100.0%	100.0%
Hispanic/Latino	6.1%	13.5%

Survey Respondents by Usual Commuting Mode

In addition to the three questions on their demographic characteristics, RTPP Survey respondents were also asked about their usual means of commuting to work. Table 8 shows that a significantly higher percentage of RTPP Survey respondents reported that they usually use transit to commute to work and lower percentages of RTPP Survey respondents reported that they drove alone or carpooled to work compared to similar data from the 2011 ACS. Nonetheless, still more than 60% of the RTPP respondents reported that they normally commuted to work by auto. Because each household in the initial randomly selected sample had an equal opportunity to respond, the higher percentage of transit commuters completing the RTPP survey may indicate that regular transit users may have a greater interest in regional transportation challenges and strategies than other types of commuters.

Overall, the analysis of the RTPP Survey respondents by geography, household and demographic characteristics, and usual commuting mode show that these respondents are generally representative of adults residing in households located within local jurisdictions that comprise the TPB Planning Area.

TABLE 8: Percentage Distribution of RTPP Respondent by Usual Commuting Mode

	RTPP Survey Percent	2011 Census ACS Percent
Drove Alone	58.6%	65.8%
Carpool	3.6%	9.7%
Public Transportation	29.0%	15.4%
Walk and Bike	3.9%	4.0%
Work at Home/Other	4.8%	5.1%
Total	100.0%	100.0%

SURVEY DESIGN

MetroQuest software was selected because it offered many advantages over a traditional survey. The software is fully customizable and provides an apparatus for collecting and processing opinion data from a large segment of the region's residents. It has the ability to convey large amounts of complex information in an attractive, engaging visual interface. In addition, the software solicits a variety of feedback including rating and rankings, traditional survey questions, and open-ended response areas for suggestions and additional comments.

The survey was designed give users enough information to understand the context for the Regional Transportation Priorities Plan before asking for feedback from them. To ensure this, the survey tool was built to walk users through the regional goals, challenges, and strategies, asking questions along the way. Before the survey went public, two rounds of beta testing were held in order to make sure that the survey tool was clear and understandable to potential respondents.

Goals and Challenges

Each goal was presented on a separate screen, and challenges keeping us from reaching the goals were presented below the goal description. Every goal included an optional "Read More" section that contained additional information about the goal, including where the region is in terms of achieving the goal. For each challenge, the following question was asked:

In order to reach the goal, how significant is each challenge?

Rate from 1 star (not significant)  to 5 stars (very significant)

Participants were also invited to comment on each challenge and to suggest additional challenges that might have been left out.

Strategies

Survey participants were then presented with 15 separate strategies organized into three categories: near term; on-going; and long term. Each strategy was presented with a picture, a brief description, and information on "what we get" and "what it costs us." Respondents were asked to answer two questions for each strategy:

1. **Do you support this strategy?** (Move the slider to indicate support or opposition)

Oppose Support

2. **How would you pay for it?** (select one)
   Additional Dedicated funding
   Compete for existing fund
   Don't support/ fund

The question about funding was asked and coupled with the question of support in order to remind participants that strategies will need to be paid for, and to find the strategies that had a deeper level of support from our participants if they indicated that they would support "additional dedicated funding". Our beta test subjects confirmed that they answered "additional dedicated funding" only for the strategies that were most important to them. Participants were also asked to submit comments on each of the strategies, and to suggest addition strategies that were not included in the survey.

Polling Questions

Following the main elements of the plan, three polling questions were asked to gauge participants' opinions on matters outside of the goals, challenges and strategies. Each of the questions was meant to address feedback from previous engagement activities that did not fit nicely into the discrete strategies that were being developed. These questions were:

1. **How confident are you that the transportation agencies serving the region will make good use of the resources available to them?**
    - Not confident at all
    - Somewhat not confident
    - Neutral
    - Somewhat confident
    - Very Confident

2. **How important do you think public information campaigns are?**
    - Not important at all
    - Not important
    - Neutral
    - Important
    - Very Important

3. **Do you think opposition from current residents and business owners would be an obstacle to increasing development in these areas?)**
    - Definitely Not
    - Probably Not
    - Neutral
    - Probably
    - Definitely

SURVEY RESULTS

Challenges

Survey respondents were asked to rate, on a scale of 1 to 5, how significant each of the transportation challenges was in keeping us from achieving the regional goal that it was associated with. A rating of 1 meant that the challenge was not significant and 5 meant the challenge was very significant.

NOTE: *The observed number of respondents for carpool, walk/bike, and other transportation mode users is very low. Information that is reported for each of these modes is meant to be illustrative.*

Findings:

- All of the regional challenges identified in the survey tool were rated as being significant issues standing in the way of achieving our regional goals. The average ratings for each challenge ranged from 3.26 (out of 5) to 4.47 (out of 5).

- The top four challenges that were identified as the most significant region-wide were, in order: **Transit Crowding**, **Metro Repair Needs**, **Roadway Congestion**, and **Roadway Repair Needs**
    - These four challenges were identified as the most significant by respondents in both the core and inner suburban jurisdictions
    - Respondents from the outer jurisdictions identified **Transit Crowding**, **Roadway Repair Needs**, **Bottlenecks**, and **Incidents** as their top four significant challenges
    - The top four challenges for users of different modes varied:
        - **Transit Crowding** was rated as a top challenge by all mode users.
        - **Metro Repair Needs** was identified as a top challenge by all mode users except those who drive alone.
        - Carpoolers identified **Environmental Quality** and **Open Space Development** in their top four challenges
        - Transit users also identified **Environmental Quality** as a top challenge
        - Walkers and bikers said that **Unsafe Walking and Biking Facilities** was also a top challenge

- Overall **Transit Crowding** was identified as the most significant regional challenge
    - This was consistent among respondents across the region: Transit crowding was the top challenge among respondents in all three sub-regional areas (regional core, inner suburbs, and outer suburbs).
    - Transit crowding was also identified as the top challenge across users of all modes of transportation, except transit-users who identified roadway congestion as slightly more significant.

- Overall, **Pedestrian and Bicyclist Safety** and **Development Around Metrorail** were rated as the least significant challenges.

- A similar percentage of respondents gave a rating of four for each challenge. The main difference in the responses was the rating of 5.

Figure 2: Transportation Challenge Ratings
Regional Averages

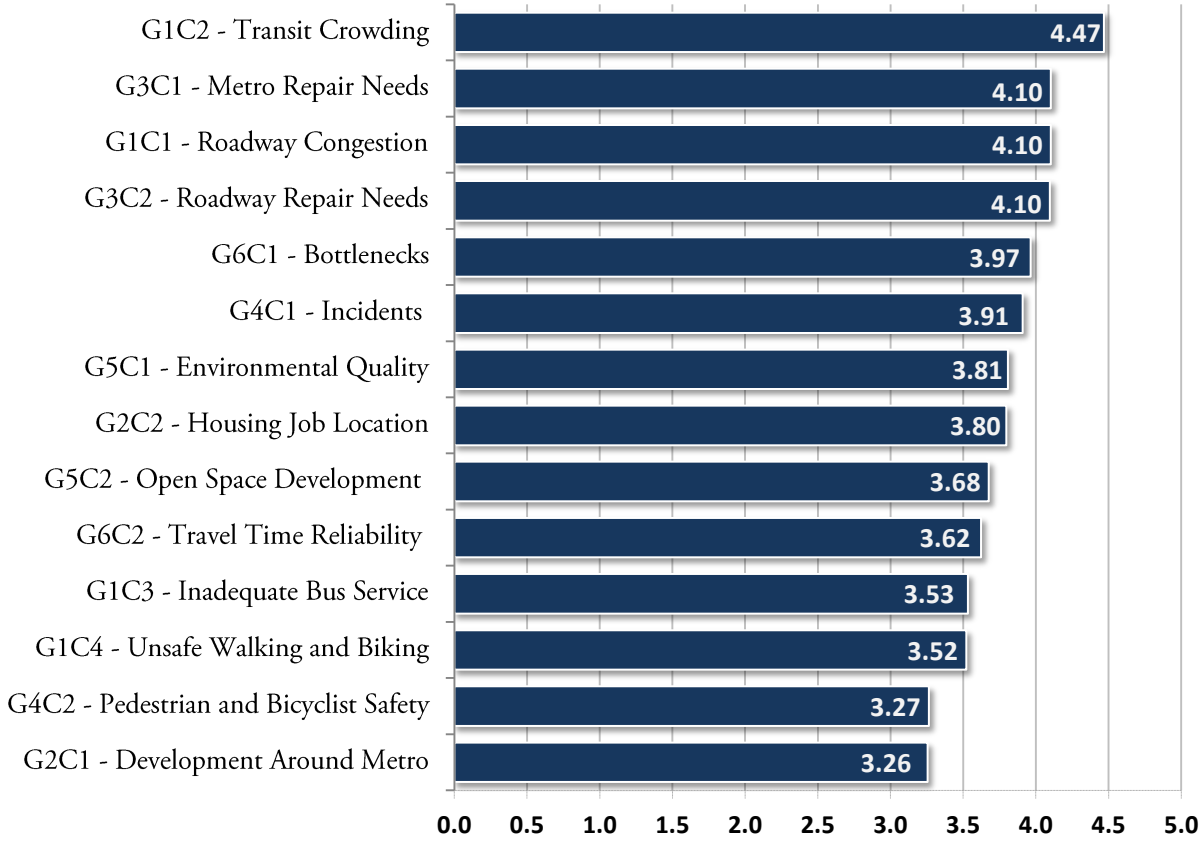


Figure 3: Tranportation Challege Ratings
Regional Distribution of Responses

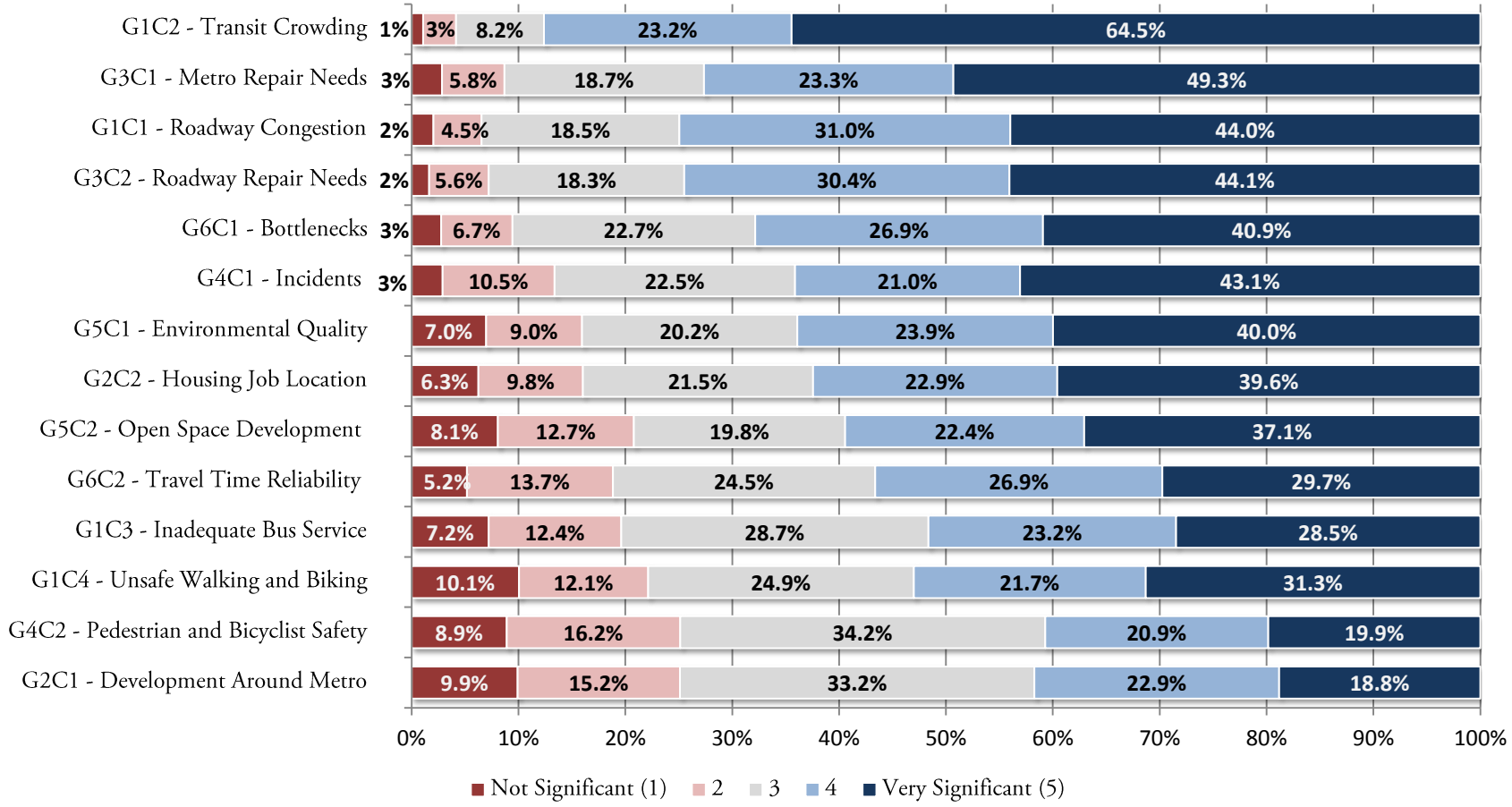


Table 9: Transportation Challenge Ratings: Regional Averages

(Question asked: on a scale of 1-5 rate how significant each challenge is to achieving regional goals?)

		Frequency Distribution					Avg. Rating by Sub-Regional Area			Avg. Rating by Primary Commute Mode				
Challenge:	**Overall Avg.**	1 (Not significant)	2	3	4	5 (very significant)	**Core**	**Inner**	**Outer**	**Drive Alone**	**Carpool**	**Transit**	**Walk/bike**	**Other**
G1C2 - Transit Crowding	**4.47**	1.1%	3.1%	8.2%	23.2%	64.5%	**4.3**	**4.5**	**4.5**	**4.6**	**4.4**	**4.3**	**4.2**	**4.6**
G3C1 - Metro Repair Needs	**4.10**	2.9%	5.8%	18.7%	23.3%	49.3%	**4.3**	**4.2**	3.8	4.0	**4.0**	**4.4**	**4.1**	**4.0**
G1C1 - Roadway Congestion	**4.10**	2.1%	4.5%	18.5%	31.0%	44.0%	**4.3**	**4.1**	3.9	3.9	3.8	**4.5**	**4.1**	**4.0**
G3C2 - Roadway Repair Needs	**4.10**	1.6%	5.6%	18.3%	30.4%	44.1%	**3.9**	**4.2**	**4.0**	**4.2**	4.0	4.0	3.8	**4.2**
G6C1 - Bottlenecks	**3.97**	2.8%	6.7%	22.7%	26.9%	40.9%	3.8	4.0	**4.2**	**4.0**	3.7	3.9	3.8	3.8
G4C1 - Incidents	**3.91**	2.9%	10.5%	22.5%	21.0%	43.1%	3.6	4.0	**4.0**	**4.0**	3.7	3.8	3.4	3.6
G5C1 - Environmental Quality	**3.81**	7.0%	9.0%	20.2%	23.9%	40.0%	3.8	3.8	3.8	3.7	**4.3**	**4.0**	3.9	3.8
G2C2 - Housing Job Location	**3.80**	6.3%	9.8%	21.5%	22.9%	39.6%	3.9	3.8	3.8	3.7	3.8	4.0	4.1	3.4
G5C2 - Open Space Development	**3.68**	8.1%	12.7%	19.8%	22.4%	37.1%	3.7	3.7	3.7	3.6	**4.1**	3.7	3.5	3.6
G6C2 - Travel Time Reliability	**3.62**	5.2%	13.7%	24.5%	26.9%	29.7%	3.6	3.6	3.8	3.7	3.2	3.7	3.7	3.5
G1C3 - Inadequate Bus Service	**3.53**	7.2%	12.4%	28.7%	23.2%	28.5%	3.5	3.5	3.6	3.4	3.4	3.9	3.2	3.8
G1C4 - Unsafe Walking and Biking	**3.52**	10.1%	12.1%	24.9%	21.7%	31.3%	3.3	3.6	3.5	3.5	3.4	3.6	**4.1**	3.5
G4C2 - Pedestrian and Bicyclist Safety	**3.27**	8.9%	16.2%	34.2%	20.9%	19.9%	3.3	3.3	3.2	3.2	3.2	3.4	4.0	3.1
G2C1 - Development Around Metro	**3.26**	9.9%	15.2%	33.2%	22.9%	18.8%	3.3	3.3	3.2	3.2	3.3	3.3	3.6	3.4

BOLD RED numbers indicate four most significant challenges in each category

BOLD RED UNDERLINED numbers indicate the most significant challenge for each category

Strategies

For each near-term, on-going, and long-term strategy, respondents were asked whether or not they supported the strategy, and if they supported it, how they would pay for it. For the question of support, respondents could choose from strongly oppose, oppose, neutral, support, and strongly support. For the question on funding, respondents were given the options of "additional dedicated funding," "compete for existing funds," or "don't fund/support."

NOTE: *The observed number of respondents for carpool, walk/bike, and other transportation mode users is very low. Information that is reported for each of these modes is meant to be illustrative.*

Findings:

- Each of the near term, on-gong, and long-term strategies were supported by a majority of the survey respondents. Total support (the sum of those who support and strongly support a strategy) ranged from 61% to 91%.

- The top four supported strategies region-wide were, in order, **Metro Maintenance**, **Highway Maintenance**, **Alleviate Bottlenecks**, **Improve Transit Access**, and **Roadway Management**.
    - Though the top four supported strategies varied by geography, residents of the regional core, inner suburbs, and outer suburbs all identified **Metro Maintenance** and **Highway Maintenance** in their top for supported strategies.
    - In addition, users of all modes also identified **Metro Maintenance** and **Highway Maintenance** in their top four supported strategies.

- The strategies with the lowest overall support were **Bus Priority**, **Scenario A**, **Update Traffic Regulations**, **Alternative Fuel Vehicles**, and **Bicycle Infrastructure**.
    - Even though these were the lowest on the list, they still were supported by 61% or more of survey respondents.

- Support for additional dedicated funding varied by strategy
    - Support for additional dedicated funding was highly correlated with overall support – usually, the greater overall support for a strategy, the greater support there was for identifying additional funding
    - 60% of all respondents said that they would support identifying an additional dedicated funding source for **Metro Maintenance**
        - This is substantially higher than those who would support additional funding for highway maintenance – 44% – even though the overall support for both strategies is quite similar.
    - The smallest portion of respondents supported additional funding for updating traffic regulations.

- All of the long-term strategies overall had support from 65% or more of the respondents.
    - Of the three long term scenarios, **Scenario A + B** had the most support, followed by **Scenario B** and finally **Scenario A**
- Support for the long-term strategies varied by geography
    - In the core jurisdictions **Scenario B** was the most supported
    - In the Inner suburbs **Scenario A + B**

    - In the outer suburbs **Scenario A**
    - Overall, the long term strategies we all were least supported in the outer suburbs

- There was substantially less willingness to identify a new, dedicated funding source for **Scenario A** than for the other two long term strategies
    - Only 28% of survey respondents supported additional dedicated funding, compared to 41% for **Scenario B** and **Scenario A + B**

Figure 4: Near-Term, Ongoing, and Long-Term Strategies

Regional Support and Opposition

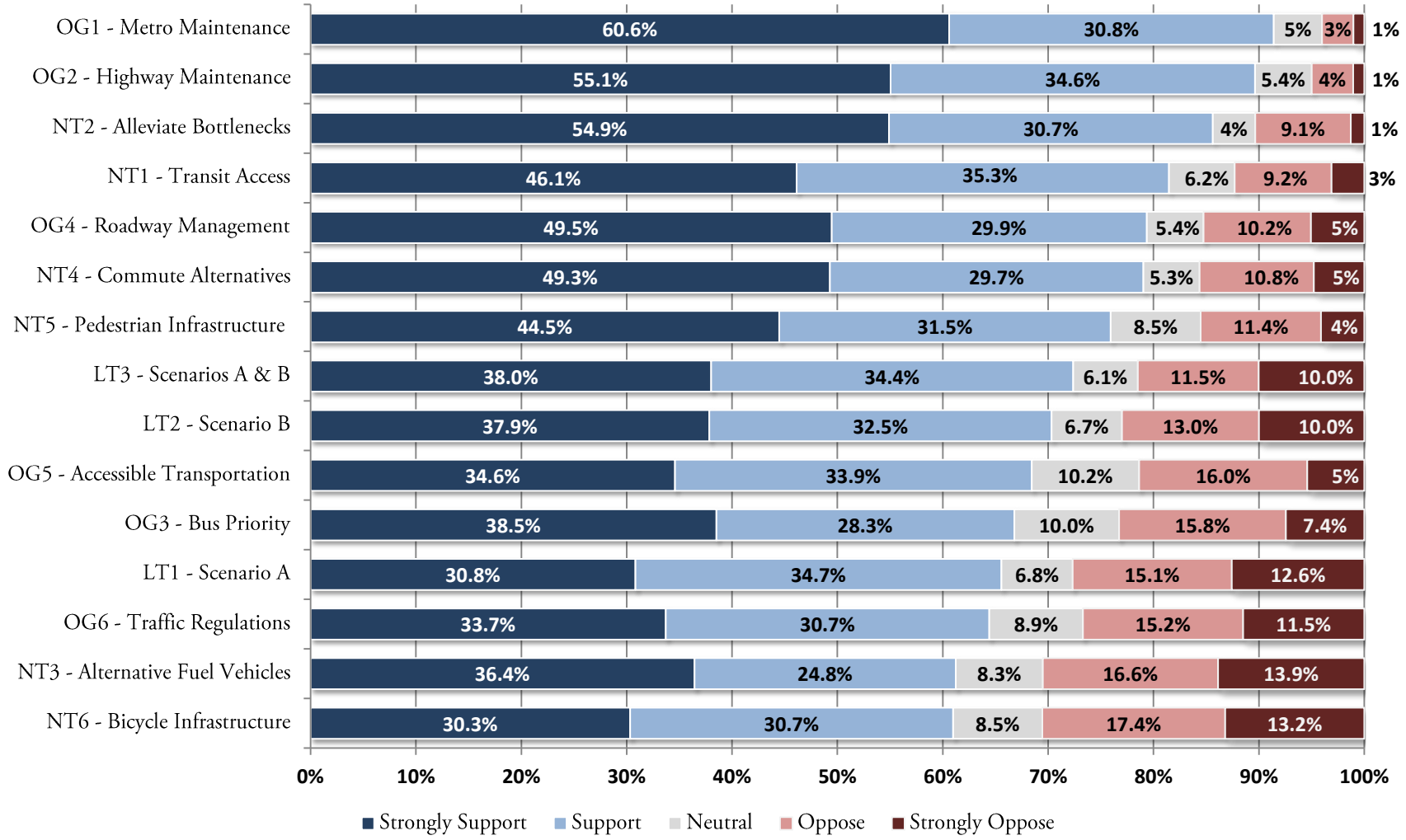


Figure 5: Near-Term, Ongoing, and Long-Term Strategies
% Respondents Who Support Additional Dedicated Funding

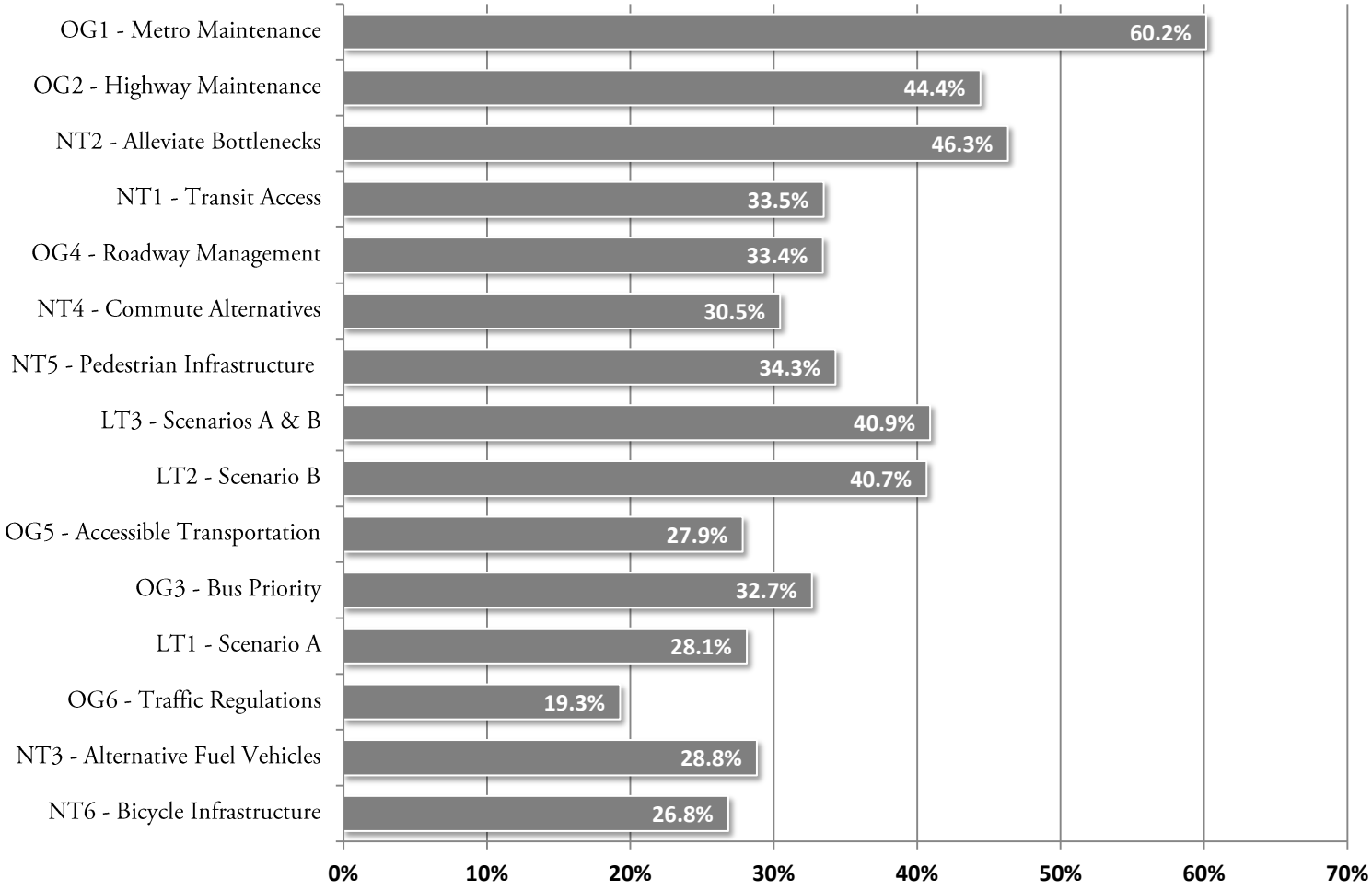


Table 2: Support and Opposition for Near Term, On-Going, and Long Term Strategies

(Question asked: Do you support this strategy?)

		Regional Support/Opposition							Total Support by Sub-Regional Area			Total Support by Primary Commute Mode				
	Strategy:	Total Oppose	*Strongly Oppose*	*Oppose*	Neutral	*Support*	*Strongly Support*	Total Support	Core	Inner	Outer	Drive Alone	Carpool	Transit	Walk bike	Other
High Support	OG1 - Metro Maintenance	**4.0%**	*1.0%*	*3.0%*	**4.6%**	*30.8%*	*60.6%*	**91.4%**	**96%**	**92%**	**84%**	**88%**	**85%**	**98%**	**90%**	**99%**
	OG2 - Highway Maintenance	**5.0%**	*1.0%*	*4.0%*	**5.4%**	*34.6%*	*55.1%*	**89.6%**	**86%**	**91%**	**91%**	**91%**	**92%**	**86%**	81%	**100%**
	NT2 - Alleviate Bottlenecks	**10.4%**	*1.3%*	*9.1%*	**4.0%**	*30.7%*	*54.9%*	**85.6%**	76%	**88%**	**91%**	**89%**	82%	82%	70%	77%
	NT1 - Transit Access	**12.3%**	*3.1%*	*9.2%*	**6.2%**	*35.3%*	*46.1%*	**81.5%**	80%	**85%**	73%	**77%**	**83%**	**90%**	80%	**79%**
	OG4 - Roadway Management	**15.2%**	*5.1%*	*10.2%*	**5.4%**	*29.9%*	*49.5%*	**79.4%**	**80%**	78%	**82%**	**78%**	**88%**	79%	78%	**92%**
Middle Support	NT4 - Commute Alternatives	**15.6%**	*4.8%*	*10.8%*	**5.3%**	*29.7%*	*49.3%*	**79.0%**	78%	**79%**	**79%**	73%	**86%**	**85%**	**85%**	**94%**
	NT5 - Pedestrian Infrastructure	**15.5%**	*4.1%*	*11.4%*	**8.5%**	*31.5%*	*44.5%*	**76.0%**	**82%**	78%	62%	69%	62%	**89%**	**92%**	75%
	LT3 - Scenarios A & B	**21.5%**	*10.0%*	*11.5%*	**6.1%**	*34.4%*	*38.0%*	**72.4%**	76%	74%	63%	68%	66%	77%	**87%**	77%
	LT2 - Scenario B	**23.0%**	*10.0%*	*13.0%*	**6.7%**	*32.5%*	*37.9%*	**70.3%**	**80%**	69%	62%	62%	63%	**83%**	**93%**	72%
	OG5 - Accessible Transportation	**21.4%**	*5.4%*	*16.0%*	**10.2%**	*33.9%*	*34.6%*	**68.4%**	70%	69%	66%	63%	73%	77%	59%	68%
Lower Support	OG3 - Bus Priority	**23.3%**	*7.4%*	*15.8%*	**10.0%**	*28.3%*	*38.5%*	**66.8%**	71%	66%	65%	60%	59%	80%	63%	70%
	LT1 - Scenario A	**27.7%**	*12.6%*	*15.1%*	**6.8%**	*34.7%*	*30.8%*	**65.6%**	62%	68%	64%	65%	60%	60%	65%	68%
	OG6 - Traffic Regulations	**26.7%**	*11.5%*	*15.2%*	**8.9%**	*30.7%*	*33.7%*	**64.4%**	65%	66%	60%	62%	62%	71%	64%	55%
	NT3 - Alternative Fuel Vehicles	**30.5%**	*13.9%*	*16.6%*	**8.3%**	*24.8%*	*36.4%*	**61.2%**	66%	59%	61%	59%	54%	68%	71%	56%
	NT6 - Bicycle Infrastructure	**30.6%**	*13.2%*	*17.4%*	**8.5%**	*30.7%*	*30.3%*	**61.0%**	66%	62%	51%	57%	75%	66%	77%	60%

BOLD RED numbers indicate top five supported strategies for each category

BOLD RED UNDERLINED numbers indicate the top supported strategy for each category

Table 11: Funding for Near-Term, Ongoing Strategies, and Long-Term Strategies:

(Question asked: If you support this strategy, how would you fund it?)

	Strategy	Respondents	Identify Add 'l Funds	Compete For Existing Funds	Don't Fund
High Support	OG1 - Metro Maintenance	644	60.2%	36.9%	3.0%
	OG2 - Highway Maintenance	636	44.4%	52.2%	3.4%
	NT2 - Alleviate Bottlenecks	624	46.3%	44.9%	8.7%
	NT1 - Transit Access	633	33.5%	55.4%	11.2%
	OG4 - Roadway Management	634	33.4%	50.2%	16.4%
Middle Support	NT4 - Commute Alternatives	633	30.5%	49.6%	19.9%
	NT5 - Pedestrian Infrastructure	632	40.9%	35.6%	23.5%
	LT3 - Scenarios A & B	633	40.7%	38.5%	20.9%
	LT2 - Scenario B	623	34.3%	48.4%	17.3%
	OG5 - Accessible Transportation	638	27.9%	54.9%	17.2%
Lower Support	OG3 - Bus Priority	641	32.7%	46.4%	20.9%
	LT1 - Scenario A	638	28.1%	45.1%	26.8%
	OG6 - Traffic Regulations	646	19.3%	52.0%	28.7%
	NT3 - Alternative Fuel Vehicles	624	28.8%	35.4%	35.7%
	NT6 - Bicycle Infrastructure	639	26.8%	42.3%	30.9%

Additional Polling Questions

Survey respondents were asked to answer three additional polling questions on topics that did not fit nicely into the discrete strategies that were presented in the survey. Each question had a unique set of possible responses that can be found in the tables below.

1. Confidence in Transportation Agencies

In order to pay for future construction and maintenance of the region's highway and transit systems, state and local governments are developing ways to increase government revenue, including increasing gas taxes or sales taxes, and building toll lanes.

How confident are you that the transportation agencies serving the region will make good use of the resources available to them?

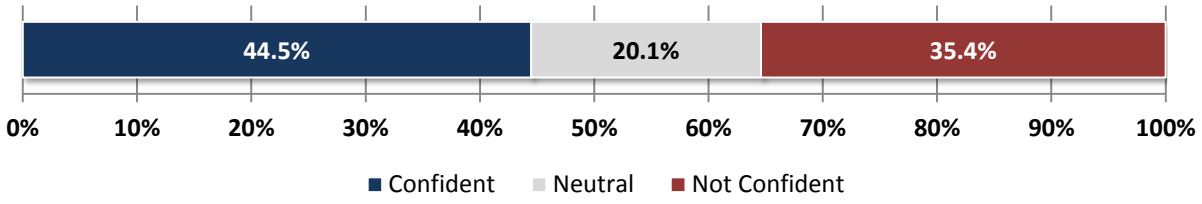
- Only 45% of respondents were confident that transportation agencies would make good use of resources, 35% were either not confident or not confident at all, and 20% were neutral on the issue.
    - This means that a majority of the respondents are not confident that our transportation agencies will make good use of funding if made available to them

Table 12: Confidence in Transportation Agencies

(Question: How confident are you that the transportation agencies serving the region will make good use of the resources available to them?)

Reponses	Frequency
Not confident at all	13.6%
Somewhat Not Confident	21.9%
Neutral	20.1%
Somewhat Confident	34.7%
Very Confident	9.8%

Figure 6: Confidence in Transportation Agencies



2. Public Information Campaigns

Public information campaigns can help raise the public's awareness about key transportation issues, such as safety and transportation funding.

How important do you think public information campaigns are?
And, ***What topics would you like to see more campaigns on?*** (options: bicycle safety, pedestrian safety, funding for transportation, alternative commutes, and suggest your own)

- 75% of survey respondents answered that they believe public information campaigns were either somewhat or very important, and only 9% said that they are either not important or not important at all
- Of the topic areas that were suggested, information campaigns on alternative commuting (61%) and transportation funding (59%) were the most popular. Bicycle and pedestrian safety information campaigns were much less supported.
-

Table 13: Public Information Campaigns

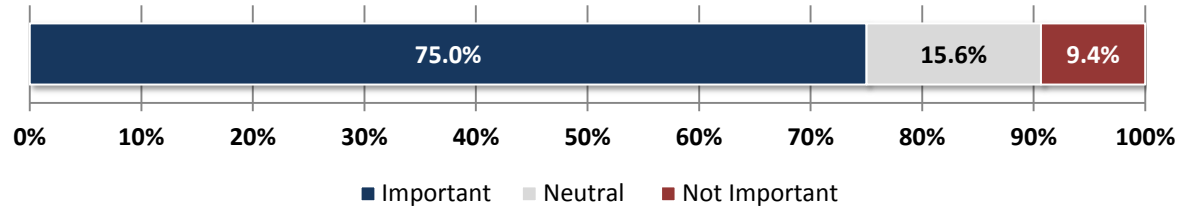
(Question: How important do you think public information campaigns are?)

Response	Frequency
Not Important At All	2.9%
Not Important	6.5%
Neutral	15.6%
Somewhat Important	35.0%
Very Important	40.0%

(Follow-up Question: What topics would you like to see more campaigns on?)

Topic	Answered "yes"
Bicycle Safety	29.1%
Pedestrian Safety	35.3%
Transportation Funding	59.3%
Alternative Commuting	60.9%

Figure 7: Public Information Campaigns



3. Opposition to Higher Density Development

Two of the long-term strategies we've presented propose more development near transit stations throughout the region.

Do you think opposition from current residents and business owners would be an obstacle to increasing development in these areas?

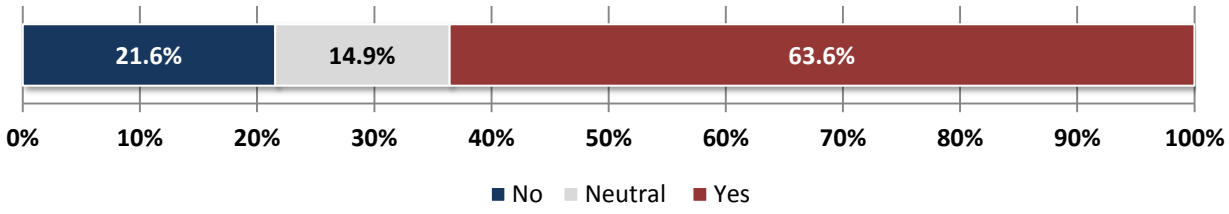
- 64% of respondents said that opposition from current residents and business owners would either probably or definitely be an obstacle toward increasing development.
- 22% said that opposition would probably or definitely not be an obstacle, and 15% were undecided on the issue

Table 14: Opposition to High Density Development

(Question: Do you think opposition from current residents and business owners would be an obstacle to increasing development in these areas?)

Reponses	Frequency
Definitely Not	1.9%
Probably Not	19.7%
Neutral	14.9%
Probably	42.3%
Definitely	21.3%

Figure 8: Opposition to Development



CHAPTER 5
RECOMMENDATIONS

The Regional Transportation Priorities Plan (RTPP) process conducted over the past two years has been designed to define the key challenges the Washington region is facing with respect to achieving the six major policy goals articulated in the TPB Vision, and to identify regional strategies that the public can support that offer the greatest potential contributions toward addressing those challenges. The six policy goals are:

- Provide a comprehensive range of transportation options for everyone
- Promote a strong regional economy, including a healthy regional core and dynamic Regional Activity Centers
- Ensure adequate maintenance, preservation, and safety of the existing system
- Maximize operational effectiveness and safety of the existing system
- Enhance environmental quality, and protect natural and cultural resources
- Support international and inter-regional travel and commerce

The region's Financially-Constrained Long-Range Transportation Plan (CLRP) identifies regionally significant transportation projects and programs planned in the Washington metropolitan area through 2040. When coupled with accompanying forecasts of land use patterns through 2040, the CLRP provides a baseline of information that can be used to assess the challenges our region continues to face in achieving our adopted regional goals. Chapter 2 of this document reviews each of the six TPB Vision goals in turn, summarizing "where we are now" and "where we are headed" under the assumptions and forecasts contained in the CLRP, and characterizing the most significant challenges the region faces in achieving each of the six goals.

Chapter 3 of the report outlines a set of regional strategies, each designed to address one or more of the challenges. The strategies are presented in three distinct categories corresponding to the time frame over which they would be implemented: near term (could be completed in one to five years), ongoing (should be conducted on a continuing basis), and long-term (would take several years to accomplish). Chapter 3 briefly describes each strategy ("what we should do"), and presents the case for pursuing the strategy ("why we should do it") in terms of the potential benefits relative to the costs.

The list of challenges characterized in Chapter 2, fourteen in all, and the list of strategies outlined in Chapter 3, fifteen in all, are shown in matrix form in Table 15, along with indications as to which strategies can be expected to contribute significantly to addressing which challenges. For convenience in reading the table and referencing sections in earlier chapters, each challenge is labeled with a simple identifier code including the goal number and challenge number: the code G3C2 refers to goal 3, challenge 2, for example. Similarly, each strategy is labeled with an identifier code including the time frame category and strategy number: the code OG3 refers to ongoing strategy number 3, for example.

A major focus of the RTPP work effort over the past year has been on communicating the goals, challenges and strategies to representative groups of the public in the region, and seeking their comments and responses. As described in Chapter 1, a citizens forum was held on June 2, 2012,

Table 15: Relationship Between Challenges and Strategies

Challenges \ Strategies	NT1 - Transit Access	NT2 - Alleviate Bottlenecks	NT3 - Electric Vehicles	NT4 - Commute Alternatives	NT5 - Pedestrian Infrastructure	NT6 - Bicycle Infrastructure	OG1 - Metro Maintenance	OG2 - Highway Maintenance	OG3 - Bus Priority	OG4 - Roadway Management	OG5 - Accessible Transportation	OG6 - Traffic Regulations	LT1 - Scenario A	LT2 - Scenario B	LT3 - Scenarios A & B
G1C1 - Roadway Congestion		X		X				X		X		X	X		X
G1C2 - Transit Crowding				X			X							X	X
G1C3 - Inadequate Bus Service									X		X		X		X
G1C4 - Unsafe Walking and Biking					X	X								X	X
G2C1 - Development Around Metro	X													X	X
G2C2 - Housing Job Location	X													X	X
G3C1 - Metro Repair Needs							X								
G3C2 - Roadway Repair Needs								X							
G4C1 - Incidents										X					
G4C2 - Pedestrian and Bicyclist Safety					X	X					X	X		X	X
G5C1 - Environmental Quality			X	X	X	X								X	X
G5C2 - Open Space Development														X	X
G6C1 - Bottlenecks		X								X			X		X
G6C2 - Travel Time Reliability		X					X	X	X	X		X	X		X

in which the non-profit public outreach organization America Speaks facilitated an in-person discussion of the goals, challenges, and strategies. The discussion was conducted with 41 people selected to constitute a fairly representative sample of the region in terms of home jurisdiction, race and ethnicity, gender, and other important characteristics. Based on the information obtained at this citizens forum, a web-based survey was designed to solicit input on the goals, challenges, and strategies from a representative sample of 660 people from throughout the region using Metro Quest public engagement software. The survey was designed to be visually engaging and educational, and was conducted between April and July of 2013. Findings from this survey are described in Chapter 4 of this document.

SETTING REGIONAL PRIORITIES

The results of the web-based survey reported in Chapter 4 provide a valuable starting point for assessing the challenges facing the region and prioritizing the strategies that offer the greatest potential for addressing them. Public response to pilot testing of the web-based survey and to the full regional survey of 660 residents suggested that members of the public understood the descriptions of goals, challenges, and strategies presented to them, and provided meaningful responses to the questions asked. The survey results provide a valuable indication of how the region's residents rank the relative importance of the challenges and strategies presented.

As reported in Chapter 4 of this document, the four challenges that were identified by survey respondents as the most significant region-wide were, in order: transit crowding, Metro repair needs, roadway congestion, and roadway repair needs. Perhaps the most striking finding was that transit crowding was identified as the most significant regional challenge overall among respondents in all three sub-regional areas (regional core, inner suburbs, and outer suburbs) and across users of all modes of transportation (except that transit users identified roadway congestion as slightly more significant). Further, Metro repair needs was identified as a top challenge by residents throughout the region and by users of all modes. The top five strategies identified by survey respondents were, in order, Metro maintenance, highway maintenance, alleviate bottlenecks, improve transit access, and roadway management. The Metro maintenance and highway maintenance strategies were strongly supported by residents throughout the region and by users of all transportation modes.

A review of the goals and challenges described in Chapter 2, the strategies described in Chapter 3, and the results of the web-based public opinion survey reported in Chapter 4 of this document suggests that the strategies can be grouped into three priority categories, as follows:

Priority One: Strategies that Address Metro and Highway Repair Needs

Priority Two: Strategies that Address Transit Crowding and Roadway Congestion

Priority Three: Strategies that Address Other Significant Challenges

Priority One: Strategies that Address Metro and Highway Repair Needs

The mapping between regional challenges and strategies illustrated in Table 15 shows that Metro and highway repair needs are addressed by just two specific strategies: Metro maintenance and highway maintenance. Implementation of these strategies is the responsibility of the transportation agencies that own and operate the region's transit and highway facilities, and are accomplished through adequate funding of and management by those agencies.

A new focus on "state of good repair" of transit and highway facilities was signed into law on July 6 of 2012 in the form of a two-year reauthorization of the federal surface transportation program entitled "Moving Ahead for Progress in the 21st Century (MAP-21)." State transportation agencies, federally assisted transit agencies, and metropolitan planning organizations (MPOs) like the TPB will be required under this new law to adopt a performance-based planning and programming approach to addressing state of good repair of transit and highway facilities, including establishment of performance measures by the Secretary of the US Department of Transportation (USDOT), setting of performance targets by states, transit agencies, and MPOs, and regular reporting on progress in achieving targets. The US Department of Transportation is expected to provide proposed performance measures for transit and highway state of good repair, along with other goals like safety and system reliability, toward the end of 2013.

The new MAP-21 performance based planning and programming requirements currently under development by the USDOT provide an excellent opportunity for the TPB, the state transportation agencies, and the region's transit agencies to significantly increase the region's focus and attention on this first category of strategies dealing with Metro and highway repair needs. As work begins throughout the region to develop a major four-year update to the CLRP in 2014, Metro and highway maintenance should be given the highest priority in program development and allocation of funding.

Priority Two: Strategies that Address Transit Crowding and Roadway Congestion

The mapping between regional challenges and strategies illustrated in Table 15 shows that transit crowding and roadway congestion are addressed by a number of different strategies that can and should be applied in combination. Some of these strategies are concerned with the supply side of the transit and roadway systems: Metro and highway maintenance as discussed under Priority One; near-term roadway improvements to alleviate bottlenecks; ongoing roadway management and efficiency programs to smooth traffic flow and minimize delays; and long-term investments in increased capacity of the rail and bus network, including eight-car Metro trains, station enhancements, and bus rapid transit on express toll lanes. Other strategies are concerned with the demand side: near-term commute alternative programs and long-term concentration of more growth in mixed-use activity centers that can be served efficiently by high capacity rail and bus transit and that will promote more bicycling and walking in place of vehicle trips.

Respondents to the web-based survey indicated strong support for both supply and demand side strategies, including them all in the top eight ranked strategies. It is notable that of the three long-term strategies presented in the survey, integration of the concentrated land use, transit, toll lanes and bus rapid transit in strategy LT3 received the strongest support, and the express toll lanes with bus rapid transit in strategy LT1, which did not include greater concentration of land use, received the lowest support.

Review of the goals and challenges described in Chapter 2, the strategies described in Chapter 3, and the results of the web-based survey presented in Chapter 4 suggest that an integrated approach incorporating both supply and demand side strategies needs to be taken to addressing the twin challenges of transit crowding and roadway congestion. Neither supply side nor demand side strategies should be adopted in isolation; only the effective integration of both supply and demand side strategies can produce significant long-term improvements in travel conditions throughout the region. And on the

supply side, a multi-modal approach is essential. The top ranking ascribed to the transit crowding challenge by respondents across the region and by users of all transportation modes, many of whom are probably infrequent users of the transit system, demonstrates that the public recognizes and appreciates the inter-connected nature of the roadway, transit, pedestrian, and bikeway systems. For the system to function well overall, all of the component parts must function well.

Priority Three: Strategies that Address Other Significant Challenges

The web-based survey results reported in Chapter 4 rated all of the regional challenges identified in the survey as being significant issues standing in the way of achieving our regional goals. The top four challenges of transit crowding, Metro repair needs, roadway congestion, and roadway repair needs and the strategies that address them have been grouped and address above as Priority One and Priority Two recommendations for the Regional Transportation Priorities Plan. The other challenges and the strategies that address them are presented as Priority Three recommendations: significant issues and drawing strong support, but receiving lower levels of support than the Priority One and Priority Two categories.

The relatively lower levels of support for strategies in this category may reflect the fact that they tend to be focused on challenges that are less apparent to the regional community as a whole. Nevertheless, meeting the mobility needs of people with disabilities, providing bus priority, expanding bicycle infrastructure, encouraging alternative fuel vehicles, and updating and enforcing traffic laws to make roadways safer for all users all received significant support in the survey, and all deserve continuing attention in the regional transportation planning process.

Other Considerations Addressed in the Web-based Survey

The web-based survey included three additional polling questions designed to assess the public's views about the following topics: confidence in transportation agencies; the importance of public information campaigns; and potential opposition to higher density development near transit stations. The responses to these questions are reported in Chapter 4, and suggest that implementation of the priority strategies discussed above should: provide sufficient transparency to inspire confidence in the actions of the implementing agencies; make maximum use of public information campaigns; and provide opportunities for involvement of all affected parties when high density development is being considered.

SUMMARY

The discussion of goals, challenges, and strategies provided in this document, along with the responses to a web-based survey of 660 persons throughout the Washington region, suggest three categories of priority strategies:

(1) Strategies that Address Metro and Highway Repair Needs;

(2) Strategies that Address Transit Crowding and Roadway Congestion; and

(3) Strategies that Address Other Significant Challenges

Strategies in the first category will be the responsibility of the agencies that own and operate the region's transit and roadway systems, and will be subject to a great deal of policy, planning, and programming attention under the new MAP-21 legislation. Strategies in the second category need to be applied in an integrated manner that incorporates both supply and demand considerations and that takes a multi-modal approach to improving the transportation system. Strategies in the third category received high levels of support in the web-based survey, and deserve continuing attention in the regional transportation planning process.

ITEM 17 - Notice
July 17, 2013

Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for the Construction of a Replacement Interchange on MD 4 at Suitland Parkway and for the Reconstruction of US 1 in College Park, as Requested by the Maryland Department of Transportation (MDOT)

Notice is provided that the Maryland Department of Transportation (MDOT) has requested an amendment to include funding in the FY 2013-2018 TIP for the replacement of an at-grade intersection at MD 4 and Suitland Parkway with a grade-separated interchange and for the reconstruction of US 1 between College Avenue and Sunnyside Avenue in College Park. The Board will be asked to approve this amendment at the September 18 meeting.

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

July 10, 2013

The Honorable Scott York, 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 York:

The Maryland Department of Transportation (MDOT) requests two amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board (TPB) FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments are needed to reflect additional funding that has been programmed for several projects in the National Capital Region. These projects are either exempt from the requirement to determine conformity or have been included in the currently approved air quality conformity analysis. These funds have been made available by the Maryland Transportation Infrastructure Improvement Act of 2013.

MDOT requests that this amendment be released for a 30 day public comment period, be placed on the July 17, 2013 TPB agenda as a Notice Item, and be placed on the September 18, 2013 TPB agenda for approval.

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.

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. Of course, please feel free to contact me directly.

Sincerely

Michael W. Nixon

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*

SHA State Highway Administration
Maryland Department of Transportation

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

MEMORANDUM

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

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson

FROM: Mary Deitz, Chief MD
Regional and Intermodal Planning Division

DATE: July 9, 2013

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

The State Highway Administration (SHA) hereby requests to amend the FY 2013 TIP. Specifically these two projects are requested to be added to the September, 2013 TPB agenda with Citizens Advisory Committee Review in July, 2013. The amendment is needed to reflect additional funding that has been programmed for projects in the National Capital Region, as summarized in the table on the following pages and attached.

The funds have been made available by the Maryland Transportation Infrastructure Investment Act of 2013. The MDOT is focusing on short-term and long-term strategies for building and restoring our transportation system, beginning with short-term priorities and key investments delayed by the recession. The MDOT's priorities for evaluating short-term investments include: safety and system preservation projects, public transportation, the quality of our environment, and the movement of cargo and freight.

The following represents the total amount of funding being added to FY 2013 with this amendment request:

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY13-FY18	Comment
3547, MC #13-59, 4/24/2013	MD 4 at Suitland Parkway	RW, CO	$2,409,000	$154,155,000	9/2013 TPB & 7/2013 CAC - Add $34,055,000 to RW and $120,100,000 to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. CO is 100% State.
3108	US 1, College Avenue to Sunnyside Avenue	RW	$8,300,000	$19,600,000	9/2013 TPB & 7/2013 CAC - Add $19,600,000 to RW. - Maryland Transportation Infrastructure Improvement Act of 2013. RW is 100% State.

The revised funding status of these projects 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.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP. If you have any questions, please do not hesitate to contact Mr. Vaughn Lewis, Regional Planner, SHA at 410-545-5673 or via email at vlewis@sha.state.md.us and/or Mr. John Thomas, Regional Planner, SHA at 410-545-5671 or via email at jthomas10@sha.state.md.us.

cc: Mr. Matt Baker, Assistant Regional Planner, SHA
Ms. Felicia Haywood, Deputy Director of Planning and Preliminary Engineering, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Mr. David Rogers, Assistant Regional Planner, SHA
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

MDOT/State Highway Administration

Primary

MD 4, Pennsylvania Avenue

TIP ID: **3547** Agency ID: **PG6181** Title: **Suitland Parkway Interchange** Complete: **2016**

Facility: MD 4 Pennsylvania Avenue Interchange
From: Suitland Parkway
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Earmark	100/0/0			7,040 b	1,179 b				8,219
HPP	80/20/0			2,000 b	10,821 b	7,929 b			20,750
NHPP	80/20/0					4,071 b	3,055 b		7,126
NHS	80/20/0	3,210 a 585 b	400 a	9 a					409
State/DC	0/100/0				12,700 c	35,700 c	40,900 c	30,800 c	120,100
								Total Funds:	***156,604***

Description: This project will replace the at-grade intersection at Suitland Parkway with a grade-separated interchange, and widen MD 4 to a 6 lane freeway.

Amendment: Additional Right-of-Way Funding for MD 4/Suitland Parkway Interchange **Approved on:** 4/5/2013

Amendment to add $2,000,000 in HPP funds for the purchase of the Fort Foote Road Property for mitigation for National Park Service Property and for right-of-way for the MD 4/Suitland Parkway Interchange project ($2,000,000 in FY14).

Amendment: Additional Right-of-Way and Construction Funding **Requested on:** 7/11/2013

Add an additional $154.2 million in NHPP, HPP, State, and Earmark funds for the right-of-way and construction phases. Funds for the right-of-way phase include $7.1 million in NHPP funds ($4.1 million in FY16 and $3 million in FY17), $18.8 million in HPP funds ($10.8 million in FY15 and $8 million in FY16), and $8.2 million in Earmark funds ($7 million in FY14 and $1.2 million in FY15). Funds for construction include $120.1 million in State funds ($12.7 million in FY15, $35.7 million in FY16, $40.9 million in FY 17, and $30.8 million in FY18).The $8.2 million in "Earmark" funding includes earmarks from various annual Federal appropriation bills: FY05 ($3.2M PLH); FY06 ($2.0M STP); FY08 ($2.3M PLH) and FY09 ($2.3M PLH).

US 1, Baltimore Avenue

TIP ID: **3108** Agency ID: **PG2531** Title: **Baltimore Avenue from College Avenue to Sunnyside Avenue** Complete: **2020**

Facility: US 1 Baltimore Avenue
From: College Avenue
To: Sunnyside Avenue

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
NHS	80/20/0		800 a	800 a	5,040 a				6,640
State/DC	0/100/0			5,880 b	9,800 b	3,920 b			19,600
STP	80/20/0	4,337 a	200 a	200 a	1,260 a				1,660
								Total Funds:	***27,900***

Description: Reconstruct US 1 from College Avenue to Sunnyside Avenue. Sidewalks and wide curb lanes will be included where appropriate. Engineering to begin for the segment from MD 193 to College Avenue.

Amendment: Additional Right-of-Way Funding **Requested on:** 7/11/2013

Add an additional $19.6 million in State funds for the right-of-way phase ($5.9 million in FY14, $9.8 million in FY15, $3.9 million FY16).