



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: April 14, 2016

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: April 14, 2016

At its meeting on April 1, the TPB Steering Committee approved the following resolutions:

- SR18-2016: an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the US 15 Catocin Mountain Highway Bridge Replacement and for the resurfacing of I-595/US 50, as requested by the Maryland Department of Transportation (MDOT)
- SR19-2016: to amend the FY16 Unified Planning Work Program (UPWP) to modify project budgets in the Virginia Technical Assistance Program
- SR20-2016: to amend the FY16 UPWP to modify project budgets in the Maryland Technical Assistance Program

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.”

The Steering Committee was briefed on a draft amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 TIP proposed by MDOT to update the project cost and add funding for the Purple Line. The Steering Committee recommends approval of this amendment which will be considered for action under Item 8 of the April 20 TPB agenda.

The Steering Committee was also briefed on the project selection process for the TLC Technical Assistance program.

Attachments

- SR18-2016
- SR19-2016
- SR20-2016
- Memo: TLC Technical Assistance Process

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE
AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE
US 15 CATOCTIN MOUNTAIN HIGHWAY BRIDGE REPLACEMENT IN FREDERICK COUNTY
AND FOR THE RESURFACING OF I-595/US 50 IN PRINCE GEORGE'S COUNTY,
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 Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of March 24, MDOT has requested that the FY 2015-2020 TIP be amended to add \$69,000 in Bridge Replacement and Rehabilitation (BR) funding in FY 2016 and \$1.8 million in state funding in FY 2016 through FY 2018 for the US 15 Catoclin Mountain Highway Bridge Replacement project; and to add \$748,000 in National Highway Performance Program (NHPP) funding in FY 2015 through FY 2017, \$1.885 million in state funding in FY 2017 and 2018, and remove \$251,000 in Surface Transportation Program (STP) funding for the I-595/US 50 Resurfacing (Eastbound); and to add \$12.572 million in state funding and \$357,000 in STP funding for the I-595/US 50 Resurfacing (Westbound) project in, as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$69,000 in BR funding in FY 2016 and \$1.8 million in state funding in FY 2016 through FY 2018 for the US 15 Catoclin Mountain Highway Bridge Replacement project; and to add \$748,000 in NHPP funding in FY 2015 through FY 2017, \$1.885 million in state funding in FY 2017 and 2018, and remove \$251,000 in STP funding for the I-595/US 50 Resurfacing (Eastbound) project; and I-595/US 50 Resurfacing (Westbound) project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 1, 2016.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

March 24, 2016

The Honorable Timothy B. Lovain, 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 Lovain:

The Maryland Department of Transportation (MDOT) requests the following amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) FY 2015-2020 Transportation Improvement Program (TIP) for two existing projects and one new project as described below and in the attached memo. The additional funds are available due to programmed State funds and an increase in federal-aid obligational authority. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6481	US 15 Catoctin Mountain Highway Bridge Replacement	PE CO	\$86,000 \$1,784,000	Add funding for preliminary engineering and construction.
6180	Eastbound I-595/US 50 Resurfacing	CO	\$2,660,000	Add funding for Construction.
6514	Westbound I-595/US 50 Resurfacing	PE CO	\$457,000 \$12,472,000	Add funding for preliminary engineering and construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its April 1, 2016 meeting.

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

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

The Honorable Timothy B. Lovain
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Lyn Erickson,
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Mr. Eric Beckett, Chief, Regional and Intermodal Planning Division (RIPD), SHA
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
MDOT

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor



Pete K. Rahn, Secretary
Gregory C. Johnson, P.E., Administrator

MEMORANDUM

TO: MS. HEATHER MURPHY
DIRECTOR
PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION

FROM: ERIC BECKETT, CHIEF *EB*
REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FISCAL YEARS 2015-2020 NATIONAL CAPITAL
REGION TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: MARCH 23, 2016

PURPOSE OF MEMORANDUM

To request you approve and forward to the TPB for its approval the following TIP amendment.

SUMMARY

The State Highway Administration (SHA) hereby requests amendment of the FY 2015-2020 National Capital Region TIP. The SHA is amending the funding for two existing projects and adding funding to one breakout project in the National Capital Region as in the attached table and detailed in the attached TIP reports.

ANALYSIS

This amendment reflects:

- 1) The addition of \$1.87 million in preliminary engineering and construction funding for existing project, US 15 Catoctin Mountain Highway Bridge Replacement, for US 15 bridge 1009701 over MD 26 (TIP 6481). Additional construction funding is required for expanded resurfacing limits on US 15 and an increase in bid prices.
- 2) The addition of \$2.7 million in funds for construction and the reduction of total funds for preliminary engineering from \$0.3 million to \$0.036 million in funds for existing project, Eastbound I-595/US 50 Resurfacing (TIP 6180). Additional funding is needed to complete construction. The reduction in preliminary engineering is needed to reflect the current funding as shown in the 2016-2021 Consolidated Transportation Program. The project is currently under construction and on schedule.

My telephone number/toll-free number is 410-545-5675 or 1-888-204-4828
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Ms. Heather Murphy
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- 3) The addition of \$12.9 million in funds for preliminary engineering and construction funding for breakout project from parent Resurfacing and Rehabilitation Area-wide projects (TIP ID: 3082), Westbound I-595/US 50 Resurfacing (TIP 6514).

The additional funds are available due to programmed State funds and an increase in federal-aid obligational authority. The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

After your review, please forward this request to the National Capital Region Transportation Planning Board. Upon approval of this requested TIP amendment, please amend the FY 2014-2017 Statewide TIP using the funding information provided in the attachment. If you have any questions, please contact SHA Regional Planner, Ms. Samantha Biddle, at 410-545-5560 or via email at sbiddle@sha.state.md.us.

ATTACHMENTS

- Table 1
- FY 2015-2020 TPB TIP (6481) project FR1301 report
- FY 2015-2020 TPB TIP (6180) project PG1290 report
- FY 2015-2020 TPB TIP (6514) project PG9792 report

cc: Ms. Samantha Biddle, Regional Planner, SHA
Ms. Meredith Hill, Assistant Regional Planner, SHA
Mr. David Rodgers, Regional Planner, SHA
Mr. Brian Young, District 3 Engineer, SHA

Table 1

TIP	Project	Phase	New Funding	Comments
6481	US 15 Catoctin Mountain Highway Bridge Replacement	PE CO	\$86,000 \$1,784,000	Increasing funds for preliminary engineering and construction. Adding an additional \$86,000 in funds for the preliminary engineering phase, including \$69,000 (BR) in FY 16 and \$17,000 (State) in FY 16. Adding an additional \$1.78 million in funds for the construction phase, including adding \$1.17 million (State) in FY 17, and adding \$1.02 million (State) in FY 18. (*Note: included in the construction total is an adjustment from \$1.0 million (State) to \$619,000 (State) in FY 16).
6180	Eastbound I-595/US 50 Resurfacing	CO	\$2,660,000	Add an additional \$2.7 million in funds for construction (\$0.065 million in NHPP funds for FY 16, \$1.605 million in State funds for FY 16, and \$0.990 million for FY 17). Reduce total funds for preliminary engineering from \$0.3 million in NHPP and State funds (\$0.021 in State funds for FY 16, \$0.084 in NHPP funds for FY 16, \$0.021 in State funds for FY 17, \$0.084 in NHPP funds for FY 17, \$0.021 in State funds for FY 18, \$0.083 in NHPP funds for FY 18) to \$0.036 million in funds which includes \$0.027 million in NHPP funds for FY 15 and \$0.009 million in State funds for FY 15.
6514	Westbound I-595/US 50 Resurfacing	PE CO	\$457,000 \$12,472,000	Breakout from parent Resurfacing and Rehabilitation Areawide projects (TIP ID: 3082). Add \$12.9 million in STP and State funds to FY 15–FY 20 TIP for the preliminary engineering and construction phases. These funds include \$0.357 million in STP funds for preliminary engineering (\$0.194 million for FY 15, \$0.050 million for FY 16, \$0.050 million for FY 17, \$0.050 million for FY 18, and \$0.013 million for FY 19), \$0.100 million in State funds for preliminary engineering (\$0.060 million for FY 15, \$0.013 million for FY 16, \$0.012 million for FY 17, \$0.012 million for FY 18, \$0.003 million for FY 19), and \$12.472 million in State funds for construction (\$4.376 million for FY 16, \$6.561 million for FY 17, and \$1.535 million for FY 18).

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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MDOT/State Highway Administration

**Other
System Preservation Projects**

TIP ID: 6481	Agency ID: FR1301	Title: US 15 Catoctin Mountain Highway Bridge Replacement	Complete: 2017	Total Cost:	\$3,530
Facility: US 15 at MD 26	BR	100/0/0	170 a	309 a	479
From:	State	0/100/0	48 a	89 a 619 c	5,921
To:					
Total Funds:					6,400

Description: Replacement of US Catoctin Mountain Highway bridge 1019701 over MD 26. The existing bridge is structurally deficient.

Amendment: Additional funding for Preliminary Engineering and Construction **Approved on: 9/4/2015**
 Add an additional \$0.5 million in funds for the preliminary engineering phase (\$0.2 million in BRR funds for FY15, \$0.2 million in BRR funds for FY15, \$0.05 million in State funds for FY15, and \$0.07 million in State funds for FY16). Add an additional \$3.0 million in funds for the construction phase (\$0.8 million in State funds for FY16 and \$2.2 million in State funds for FY17).

Modification: Additional Construction Funding **Approved on: 10/30/2015**
 Add an additional \$1,000,000 in funds for the construction phase (\$250,000 in State funds for FY 2016 and \$750,000 in State funds for FY 2017).

Amendment: Additional Funding for Preliminary Engineering and Construction **Approved on: 4/1/2016**
 Increase funds for preliminary engineering and construction. Add an additional \$86,000 in funds for the preliminary engineering phase including \$69,000 (BR) in FY16 and \$17,000 (state) in FY16. Add an additional \$1.78 million in funds for the construction phase including reducing from \$1.0 million (state) to \$619,000 (state) in FY16, adding \$1.17 million (state) in FY17, and adding \$1.02 million (state) in FY18.

TIP ID: 6180	Agency ID: PG1291	Title: I-595/US 50 Resurfacing (Eastbound)	Complete: 2017	Total Cost:	\$13,500
Facility: I 595	NHPP	100/0/0	93 a	27 a 4,470 c	11,200
From: Lottsford Vista Road	State	0/100/0	49 a	9 a 1,261 c	4,896
To: Anne Arundel County Line					
Total Funds:					16,096

Description: Resurfacing of eastbound I-595/US 50 from Lottsford Vista Road to the Anne Arundel County line.

Modification: Additional PE Funding **Approved on: 7/23/2015**
 Add an additional \$0.3 million in funding for the PE phase. This funding includes \$0.08 million in STP funds for FY 2016, \$0.08 million in STP funds for FY 2017, and \$0.08 million in STP funds for FY 2018. This funding also includes \$0.02 million in State funds for FY 2016, \$0.02 million in State funds for FY 2017, and \$0.02 million in State funds for FY 2018.

Amendment: Add Construction Funds and Reduce PE Funds **Approved on: 4/1/2016**
 Add an additional \$2.7 million in funds for construction (\$0.065 million in NHPP funds for FY16, \$1.605 million in State funds for FY16, and \$0.990 million for FY17). Reduce total funds for preliminary engineering from \$0.3 million in NHPP and State funds (\$0.021 in State funds for FY16, \$0.084 in NHPP funds for FY16, \$0.021 in State funds for FY17, \$0.084 in NHPP funds for FY17, \$0.021 in State funds for FY18, \$0.083 in NHPP funds for FY18) to \$0.036 million in funds which includes; \$0.027 million in NHPP funds for FY15 and \$0.009 million in State funds for FY15.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 6514 Agency ID: PG9792		Title: I-595/US 50 Resurfacing (Westbound)					Complete: 2019		Total Cost: \$12,929		
Facility: I 595	State	0/100/0		60 a	13 a	12 a	12 a	3 a		12,572	
From: Lottsford Vista Road					4,376 c	6,561 c	1,535 c				
To: Anne Arundel County Line											
	STP	100/0/0		194 a	50 a	50 a	50 a	13 a		357	
Total Funds:										12,929	

Description: Resurfacing of westbound I-595/US 50 from Lottsford Vista Road to the Anne Arundel County line.

Amendment: US 50/I-595 - Resurfacing (Westbound) **Approved on: 4/1/2016**

Breakout from parent Resurfacing and Rehabilitation Area-wide projects (TIP ID: 3082). Add \$12.9 million in STP and State funds to FY2015 - FY2020 TIP for the preliminary engineering and construction phases. These funds include \$0.357 million in STP funds for preliminary engineering (\$0.194 million for FY15, \$0.050 million for FY 16, \$0.050 million for FY17, \$0.050 million for FY18, and \$0.013 million for FY19), \$0.100 million in State funds for preliminary engineering (\$0.060 million for FY15, \$0.013 million for FY16, \$0.012 million for FY17, \$0.012 million for FY18, \$0.003 million for FY19), and \$12.472 million in State funds for construction (\$4.376 million for FY16, \$6.561 million for FY17, and \$1.535 million for FY18).

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

**RESOLUTION TO AMEND THE FY 2016 UNIFIED PLANNING WORK PROGRAM (UPWP) TO
MODIFY PROJECT BUDGETS IN THE VIRGINIA TECHNICAL ASSISTANCE PROGRAM**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2016 UPWP for the Washington Metropolitan Area was approved by the TPB on March 28, 2015; and

WHEREAS, the FY 2016 UPWP for the Washington Metropolitan Area was amended by the TPB on November 18, 2015; and

WHEREAS, the Virginia Department of Transportation (VDOT) has found it necessary to periodically reallocate portions of the funding in the Virginia Technical Assistance Program in the UPWP to meet current priorities; and

WHEREAS, VDOT has requested a modification to its Technical Assistance Program to amend four project budgets as follows: reprogram \$10,000 from project C-4. Regional and Sub-regional Studies to project C-1. Program Development and Data Documentation / Processing; reprogram \$110,000 from project C-3. Travel Demand Modeling -to project C-2. Travel Monitoring / Surveys; reprogram \$10,000 from project C-4. Regional and Sub-regional Studies to project C-2. Travel Monitoring / Surveys; reprogram the entire budget of \$30,000 for project C-6. Other Tasks to be Defined to project C-2. Travel Monitoring / Surveys

NOW, THEREFORE, BE IT RESOLVED THAT the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2016 UPWP to change the budget amounts in the Virginia Technical Assistance Program for project C-1. Program Development and Data Documentation / Processing to \$25,000, project C-2. Travel Monitoring / Surveys to \$270,000, project C 3. Travel Demand Modeling to \$10,000, project C 4. Regional and Sub-Regional Studies to \$99,899, and C 6. Other Tasks to be Defined to \$0.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 1, 2016.

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

**RESOLUTION TO AMEND THE FY 2016 UNIFIED PLANNING WORK PROGRAM (UPWP) TO
MODIFY PROJECT BUDGETS AND WORK STATEMENTS IN THE MARYLAND TECHNICAL
ASSISTANCE PROGRAM**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2016 UPWP for the Washington Metropolitan Area was approved by the TPB on March 28, 2015; and

WHEREAS, the FY 2016 UPWP for the Washington Metropolitan Area was amended by the TPB on November 18, 2015; and

WHEREAS, the Maryland Department of Transportation (MDOT) has found it necessary to periodically reallocate portions of the funding in the Maryland Technical Assistance Program in the UPWP to meet current priorities; and

WHEREAS, MDOT has requested a modification to its Technical Assistance Program to amend one project work statement and two project budgets as follows: reprogram the entire budget of \$20,000 from project B-7. Human Services Transportation Study Follow-on and Support to project B-4. Transportation Performance Measures, and amend the work statement for project B-4. Transportation Performance Measures to include the following language after the end of the existing text: "Furthermore, traffic volume, occupancy data, and travel time data will be collected to measure the performance of HOV facilities in the I-270 and U.S. 50 corridors."

NOW, THEREFORE, BE IT RESOLVED THAT the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2016 UPWP to change the budget amounts in the Maryland Technical Assistance Program for project B-4. Transportation Performance Measures to \$100,000 and project B-7. Human Services Transportation Study Follow-on and Support to \$0, and to change the work statement for project B-4. Transportation Performance Measures to include the following language after the end of the existing text: "Furthermore, traffic volume, occupancy data, and travel time data will be collected to measure the performance of HOV facilities in the I-270 and U.S. 50 corridors."

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 1, 2016.



MEMORANDUM

TO: TPB Steering Committee
FROM: Lamont Cobb, TPB Transportation Planner
SUBJECT: TLC Technical Assistance Selection Process
DATE: April 1, 2016

The TPB's Transportation/Land Use Connections (TLC) Technical Assistance program strengthens the coordination between local land use and transportation planning. The TLC program offers short-term technical assistance through consultant teams to local jurisdictions to advance their planning activities. Technical assistance is awarded through an annual competitive application process.

The FY 2017 solicitation is the eleventh round of TLC technical assistance since 2007. Applications are reviewed by a selection panel, and their recommendations are submitted to the Board for approval. This document details the application review process for TLC technical assistance projects.

APPLICATION PROCESS

On February 1st, 2016, the TPB issued a solicitation of project for FY 2017 TLC technical assistance. The deadline for project submissions is April 1, 2016. Applicants had the opportunity to submit an optional abstract to consider project ideas for funding under the TLC program or the Urban Land Institute's Technical Assistance Panel (ULI-TAP) program. Through the abstract, TPB staff could review projects and give applicants recommendations on developing a stronger TLC application. TPB staff also advised the applicant if the project is better suited for ULI-TAP and forward such project abstracts to ULI staff.

The FY 2017 UPWP includes \$260,000 in regional funds for TLC technical assistance and an additional \$160,000 for Maryland projects from the state's technical assistance account. For FY 2017, the TPB offers \$30,000 - \$80,000 in technical assistance for individual planning and design projects. The TPB prioritizes applications that support regional goals as stated in the *Regional Transportation Priorities Plan* and *Region Forward*, regional Activity Centers, access to transit stations, and cross-jurisdictional collaboration.

SELECTION PANEL

The selection panel has been convened by the officers of the TPB based on staff recommendations. The panel is composed of TPB staff and representatives of professional area organizations including the American Institute of Architects, American Planning Association, National Capital Planning Commission, Transportation Research Board, and the Washington Area Metropolitan Transportation Authority. The panel chair, represented by the NCPC, is a nonvoting member of the TPB.

REVIEW PROCESS

The selection panel will individually review project applications and meet at the end of April to discuss and develop a list of recommended projects. Panel members will evaluate the projects based on TLC program priorities criteria and their own professional assessment of the projects

strengths and weaknesses. Applications can earn a total score of 100pts, divided between the TLC Program Priorities section (max of 50pts) and Project Assessment section (max of 50pts). The applications are then ranked based on the total score as “high”, “medium” or “low” priority for funding.

TLC Program Priorities Evaluation (50pts)	+	Project Assessment (50pts)	=	Total Score (100 pts)	Ranking (High, Medium, Low)
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TLC Program Priorities

The TLC Program Priorities section will be governed by the following objectives. Project details provided in the application will be used to review the project against these objectives.

- **(5pts) Multimodal Transportation Options:** *The project enhances transportation across different modes, including bicycle and pedestrian facilities, access or safety improvements to transit stops/stations, streetcars, bus rapid transit and other transit alternatives, Complete Streets improvements, transit service optimization, freight planning, and Safe Routes to School improvements*
- **(15pts) Project is located near, or directly involves one or more transit stations**
- **(5pts) Dynamic, Mixed-Use Communities:** *The project supports established neighborhoods through compact, mixed-use and transit oriented development, improves local residents’ quality of life, and/or promotes a diversified, stable, and competitive regional economic economy*
- **(15pts) Project is located in, or directly involves one or more regional Activity Centers.**
- **(5pts) Equitable and Inclusive Development:** *The project concentrates on access to affordable housing, employment, or multimodal transportation for disadvantaged groups, incorporates ongoing local public participation, and/or addresses social disparities through transportation and land-use planning.*
- **(5pts) Cross-Jurisdictional Collaboration:** *The project encourages participation and coordination among different jurisdictions or agencies at various levels of government.*

The TLC FY 2017 solicitation documents emphasize these criteria in the application based on COG/TPB policy goals in the *Regional Transportation Priorities Plan* and *Region Forward*, past application review criteria, and recommendations from the 2016 TLC Program evaluation.

Project Assessment

The Project Assessment section will be governed by the knowledge and experience of panel members. The assessment will give careful consideration to factors such as: whether the project has a clear scope, demonstrates viability, provides lessons to the region, shows clear benefits to the local community, and reflects creative and forward-thinking solutions to planning challenges. Panel members’ assessments will be grounded in these factors, as well as their knowledge and experience in the region.

Ranking

The application rankings are based on the total scores. The following describes how the rankings will reflect the selection panel's score-based recommendations.

- **HIGH:** Panel members gave the project high scores. The panel has an overall positive assessment of the project and finds that it meets several of the program priorities criteria. The panel strongly recommends application for funding.
- **MEDIUM:** Panel members gave the project moderate scores. The panel has some reservations about the project in assessment, but finds it strong and meeting many of the program priorities criteria. The panel recommends funding based on availability and/or addressing specific concerns.
- **LOW:** Panel members gave the project low scores. The panel finds the application is weak and/or does not satisfy enough of the program priorities criteria. The panel recommends the application be considered as last priority for funding or revised and resubmitted in a future TLC cycle.

SELECTION PANEL MEETING

At the April Selection Panel meeting, the group will discuss their individual project rankings. Grouping projects as high/medium/low enables the selection panel to efficiently identify the top projects for available funding. The panel will consider innovation, transferable lessons, local capacity, geographic balance, and available funding in their discussion of all the applications. The end result of the panel meeting is a slate of project recommendations that the panel endorses as meeting program priorities, providing the most local and regional benefits, and reflecting geographic balance. The Selection Panel will discuss every project and provide staff with feedback intended to help applicants further refine selected projects, or assist unsuccessful applicants in improving future proposals.

Staff plan to submit the panel's project recommendations to the TPB for approval at the May 18, 2016 meeting. Upon approval of the projects, staff will 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 soon after consultant contracts are signed. The projects will be scheduled for completion by June 30, 2017.

For More Information

Please contact Lamont Cobb at 202-962-3234 or lcobb@mwkog.org with any questions or comments.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: April 14, 2016

The attached letters were sent/received since the last TPB meeting.



**National Capital Region
Transportation Planning Board**

April 12, 2016

The Honorable Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Mr. Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by the Virginia Railway Express (VRE) for the FY16 Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program for VRE Station Improvements, which includes the Alexandria Union Station, Brooke Station and Leeland Road Station in Virginia.

The project as outlined by VRE is the construction of station platform and access improvements at three VRE Fredericksburg Line stations within the CSXT rail corridor between Fredericksburg, VA and Washington, DC. The three stations are among a set of six stations and rail infrastructure improvements which will enable the opening of a new VRE Potomac Shores station in Prince William County, VA. TPB understands that funding to implement improvements at three of the locations has been committed and the TIGER grant funds are being solicited to complete construction of improvements at the remaining three locations – Alexandria, Brooke and Leeland Road stations. The FY16 TIGER grant will facilitate completing all needed improvements and allow the initiation of VRE revenue service to the Potomac Shores station, expanding VRE Fredericksburg Line station capacity and supporting operational flexibility in the rail corridor.

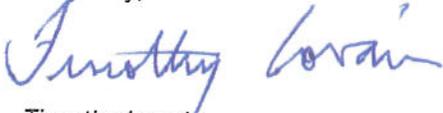
The TPB understands that completion of the improvements addressed in this grant application will expand VRE system capacity, enhance movement of freight and passenger trains within the CSXT rail corridor, strengthen pedestrian access and safety at the stations, and enhance travel choice and access to employment centers for workers within the Washington, DC metropolitan region.

The TPB supports these goals as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and appreciates your strong consideration of this application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

The Honorable Anthony Foxx
April 12, 2016

I urge your favorable consideration of the TIGER funding request for the VRE Station Improvements Project.

Sincerely,



Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Doug Allen, Chief Executive Officer VRE



National Capital Region
Transportation Planning Board

April 12, 2016

The Honorable Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Mr. Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for Fairfax County's application to the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program.

The TPB understands that widening Virginia State Route 7, together with access management improvements, turn lane lengthening, and the construction of shared-use paths on both sides of the road will decrease congestion, increase capacity, improve safety, and expand mobility for cyclists and pedestrians along this important Northern Virginia transportation corridor.

The proposed project is an important improvement to better link the northern and western portions of Fairfax County. This section of Virginia State Route 7 is an integral part of Northern Virginia's transportation network that connects multiple regional activity centers particularly the rapidly developing Activity Centers in the Tysons area Urban Center.

The TPB supports the goal of connecting regional Activity Centers as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and appreciates your strong consideration of this application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

I urge your favorable consideration of the FASTLANE funding request for the Virginia State Route 7 Improvement project.

Sincerely,

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Tom Biesiadny, Director, Fairfax County Department of Transportation



National Capital Region
Transportation Planning Board

April 12, 2016

The Honorable Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Mr. Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by Fairfax County, Virginia for the FY16 Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program for the Frontier Drive Extension project.

The proposed Frontier Drive Extension project is included in the Fairfax County's Comprehensive Plan and is intended to support active mixed use employment, retail, residential centers and a Transit Oriented Development (TOD) environment. The Frontier Drive Extension would facilitate traffic and improve access to the Franconia-Springfield Metrorail Station as well as pedestrian and bicycle facilities.

The TPB understands that extension of Frontier Drive is a critical component of Fairfax County's plans to transform the Franconia-Springfield Area into an active, mixed-use employment, retail, and residential center that can support growth in the area brought on by the BRAC action and corresponding Comprehensive Plan amendments.

The TPB supports the goals of mixed-use TOD and access to transit stations as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and appreciates your strong consideration of this application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

I urge your favorable consideration of the TIGER funding request for the Frontier Drive Extension project.

Sincerely,

A handwritten signature in blue ink that reads "Timothy Lovain".

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Tom Biesiadny, Director, Fairfax County Department of Transportation



National Capital Region
Transportation Planning Board

April 8, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for Prince William County's application to the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program.

The TPB understands that the US Route 15 Improvements with Railroad Overpass project will enable the County to improve safety, reduce congestion, and improve reliability on an important National Highway System (NHS) arterial. This project will widen a 0.6 mile section of US Route 15 from 2 lanes to 4 lanes and build an overpass over the existing Norfolk Southern tracks. This new 4 lane section will include a median and an asphalt shared use path, consistent with and connecting the sections north and south of the tracks. This project is anticipated to improve the transportation network for commuters, commercial traffic, freight, pedestrians, bicyclists, and the Virginia Railway Express (VRE) commuter rail service.

The TPB supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funds, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Thomas Blaser, Director, Department of Transportation, Prince William County, Virginia



National Capital Region
Transportation Planning Board

April 8, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for Prince William County's application under the FY 2016 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The TPB understands that the US Route 15 Improvements with Railroad Overpass project will enable the County to improve safety, reduce congestion, and improve reliability on an important National Highway System (NHS) arterial. This project will widen a 0.6 mile section of US Route 15 from 2 lanes to 4 lanes and build an overpass over the existing Norfolk Southern tracks. This new 4 lane section will include a median and an asphalt shared use path, consistent with and connecting the sections north and south of the tracks. This project is anticipated to improve the transportation network for commuters, commercial traffic, freight, pedestrians, bicyclists, and the Virginia Railway Express (VRE) commuter rail service.

The TPB supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funds, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Thomas Blaser, Director, Department of Transportation, Prince William County, Virginia



National Capital Region
Transportation Planning Board

April 8, 2016

The Honorable Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Mr. Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the National Park Service's (NPS) application to the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program, for the Arlington Memorial Bridge Reconstruction Project.

The TPB recognizes the Arlington Memorial Bridge as a critical multimodal link between the District of Columbia and the Commonwealth of Virginia. The TPB understands that today, the bridge is structurally deficient and its poor condition has already begun to constrain regional movement. Without assistance, a project of this magnitude poses a nearly impossible challenge to the National Park Service's transportation budget.

The NPS informs that without a major overhaul, the bridge will be closed to all vehicular traffic in 2021. A weight limit, which disrupts freight flows in the region, has already been instituted. Closing the bridge entirely would have an even larger cascading effect on all modes of transportation within the region. The TPB understands Arlington Memorial Bridge Reconstruction Project would completely rehabilitate Arlington Memorial Bridge, protecting its memorial character while improving safety and preventing disruption to freight flows on other Potomac River crossings.

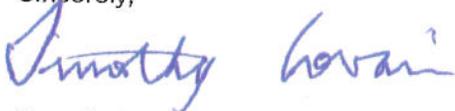
This project supports the Department of Transportation's emphasis on economic growth; transportation safety; and federal, state and local partnerships. The project is an also a good example of regional cooperation between the Federal Highway Administration, the National Park Service, and the U.S. Department of the Interior. It also reflects the calls for addressing infrastructure bottlenecks and improving safety in your department's *National Freight Strategic Plan*.

The TPB supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

I urge your favorable consideration of the FASTLANE funding request for the Arlington Memorial Bridge Reconstruction Project.

The Honorable Anthony Foxx
April 8, 2016

Sincerely,



Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Charles Borders, National Park Service, Arlington Memorial Bridge Project Manager



**National Capital Region
Transportation Planning Board**

April 8, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the Virginia application to the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program.

The TPB understands that Virginia's Atlantic Gateway project will relieve regional highway and rail congestion, connect the Northeast and Southeast national rail networks, and provide significant, long term economic benefits to the National Capital Region and the nation as a whole. This grant will leverage private investments and Virginia transportation funds to implement the following projects in the National Capital Region planning area:

- Construction of a new fourth main line track on the CSX line between Alexandria and the George Washington Parkway;
- Construction of a new third main line track on the CSX line between Franconia and the Occoquan River;
- I-395 extension of the Express Lanes north to the Pentagon;
- I-395 General Purpose Improvements southbound between Duke Street and Edsall Road;
- Improvements to enhance ingress and egress at the Pentagon; and
- Corridor wide technology improvements.

This project is anticipated to expand, enhance, and create additional freight and personal mobility choices in one of the Nation's most congested multi-modal corridors, and combine efforts by private, local, state, regional, and national stakeholders to improve the overall multi-modal transportation system. These projects will also expand access to employment opportunities and increase commuter rail, Metrorail, highway (HOV, SOV, and Express) and bus choices for freight and passenger traffic along the corridor. These improvements to the corridor will accelerate key freight movements along the East Coast, strengthen traffic moving between East Coast ports and the U.S. Midwest, and create the foundation to link the Northeast and Southeast high speed rail corridors.

The TPB supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funds, the region's transportation improvement program (TIP) will be amended to include the various elements of this project.

Mr. Anthony Foxx
April 8, 2016

Sincerely,



Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Charles A. Kilpatrick, P.E., Commissioner, Virginia Department of Transportation
Jennifer Mitchell, Director, Virginia Department of Rail and Public Transportation



National Capital Region
Transportation Planning Board

March 28, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for Montgomery County's application under the FY 2016 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The TPB understands that the County's US 29 Bus Rapid Transit (BRT) project will enable the County to improve current transit travel times and frequencies while also addressing current and future bus ridership demands through this new higher speed, high frequency, premium transit service in the corridor. The project is anticipated to reduce single occupant vehicular travel, improve safety and reduce travel times for motorists, cyclists, and pedestrians; and will improve transit mobility and accessibility to high density housing and employment centers, including major private and government job centers, and education centers in the County.

The TPB supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, Montgomery County will provide the required local funding and operating match for this project and the region's transportation improvement program (TIP) will be amended to include the grant funding.

Sincerely,

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

C: Mr. Al Roshdieh, Montgomery County Department of Transportation, Director



National Capital Region
Transportation Planning Board

March 29, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for an application under the FY 2016 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The United States Institute of Peace (USIP) Headquarters Pedestrian Access Project would provide improved accessibility to its new campus for visitors and pedestrians. The USIP Headquarters has a prominent position adjacent to the National Mall, and is in need of pedestrian improvements to safely connect its 50,000 annual visitors to its renovated training facilities on Navy Hill overlooking the Potomac River. This project is consistent with the National Capital Planning Commission's efforts to improve pedestrian connections in the Northwest Rectangle Sector of Washington, DC. The major institutions in this sector include USIP, the Kennedy Center, the U.S. State Department's new Diplomacy Center, the Vietnam Veterans Memorial Education Center, and the Lincoln Memorial.

The Transportation Planning Board supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, the region's transportation improvement program (TIP) will be amended to include the grant funding.

Sincerely,

A handwritten signature in blue ink that reads "Timothy Lovain".

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

C: David L. Winstead, Esq., Ballard Spahr LLP



National Capital Region
Transportation Planning Board

March 29, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the City of Alexandria's application under the FY 2016 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Potomac Yard Metrorail Station project will construct a new station on the existing Metrorail Blue and Yellow Lines between the Ronald Reagan Washington National Airport Metrorail Station and the Braddock Road Metrorail Station. The TPB understands that this additional rapid transit access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of Potomac Yard, which will include a major transit-oriented, mixed-use activity center of more than 12 million square feet. The station will provide a rail transit option to residents, employees, and customers while helping to preserve open space and productive agricultural land on the outskirts of the region.

The project supports the City of Alexandria's growth strategy of accommodating new development and redevelopment in a mixed-use, transit-oriented development. The TPB supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, The City of Alexandria will provide the required local funding match for this project and the region's transportation improvement program (TIP) will be amended to include the grant funding.

Sincerely,

A handwritten signature in blue ink that reads "Timothy Lovain".

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

C: Mr. Yon Lambert, AICP, Transportation & Environmental Services, Director



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: April 14, 2016

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



MEMORANDUM

TO: Transportation Planning Board
FROM: Robert Griffiths, TPB Planning and Programming Director
 Nicole McCall, Transportation Planner, Department of Transportation Planning
SUBJECT: Differences in Economic Industry and Local Land Use Definitions of Retail Employment
DATE: April 13, 2016

During the presentation on the Round 9.0 Cooperative Forecasts at the March 16, 2016 Transportation Planning Board meeting, a question was raised about the relatively small amount of future growth projected for the Trade Sector of the region’s economy compared to the projected 28% increase in the region’s population. The purpose of this memo is to explain the differences in the definition of “retail jobs” categorized by the industry classification system used for reporting national economic statistics and “retail jobs” categorized by local land use type. From a local land use perspective, retail jobs in the region grew by 19% between 2000 and 2014 while population increased by 22%. Similarly, the draft Round 9.0 Cooperative Forecasts project retail jobs (land use definition) to increase by 31% between 2015 and 2040 relative to a total population increase of 28% in this period.

ECONOMIC INDUSTRY CLASSIFICATION OF RETAIL EMPLOYMENT

The IHS US Economic Services econometric model used by COG to develop 30-year regional benchmark employment projections utilizes the North American Industrial Classification System (NAICS) to categorize employment by industry type. NAICS provides a consistent national framework for the collection, reporting and analysis of employment statistics for different industrial sectors within the U.S economy. More information about NAICS is available from the US Census Bureau at: <http://www.census.gov/eos/www/naics/>

Employment projections from the econometric model by NAICS industry groupings, called “Supersectors”, are used by staff and the members of COG’s Cooperative Forecasting Subcommittee to examine how employment for different groups of industries in the region are projected to change in the future. Table 1 shows how different industries are grouped within NAICS Supersectors. Retail Trade is grouped within the NAICS Trade, Transportation, and Utilities Supersector.

Table 1 NAICS Supersector Industry Groupings

Super-sector	Sector
1011 Natural Resources and Mining	Sector 11 Agriculture, forestry, fishing and hunting Sector 21 Mining
1012 Construction	Sector 23 Construction
1013 Manufacturing	Sector 31-33 Manufacturing
1021 Trade, Transportation, and Utilities	Sector 42 Wholesale Trade Sector 44-45 Retail Trade Sector 48-49 Transportation and Warehousing Sector 22 Utilities

1022 Information	Sector 51 Information
1023 Financial Activities	Sector 52 Finance and Insurance
	Sector 53 Real Estate and Rental and Leasing
1024 Professional and Business Services	Sector 54 Professional, Scientific and Technical Services
	Sector 55 Management of Companies and Enterprises
	Sector 56 Administrative and Waste Services
1025 Education and Health Services	Sector 61 Educational Services
	Sector 62 Health Care and Social Assistance
1026 Leisure and Hospitality	Sector 71 Arts, Entertainment, and recreation
	Sector 72 Accommodation and Food Services
1027 Other Services	Sector 81 Other Services (Except Public Administration)

RETAIL EMPLOYMENT WITHIN THE TRADE, TRANSPORTATION, AND UTILITIES SUPERSECTOR

The Trade, Transportation, and Utilities Supersector includes business establishments performing wholesale trade, transportation, warehousing and utility operations and activities in addition to retail trade. Retail Trade within this Supersector is largely limited to businesses primarily engaged in selling merchandise, such as department and clothing stores, furniture and home furnishing stores, hardware stores, grocery stores, automobile dealers, gas stations and other sellers of miscellaneous goods. Retail Trade was the only industry within this Supersector where employment increased in the region between 2000 and 2014 as shown in Table 2.

Table 2 Trade, Transportation, and Utilities Supersector

NAICS Code	Industry	2000	2010	2014	Growth 2000-2014	Percent Growth 2000-2014
42	Wholesale Trade	51,822	49,101	46,092	-5,730	-11%
44-45	Retail Trade	235,413	230,100	242,309	6,896	3%
48-49	Transportation & Warehousing	51,208	37,754	44,744	-6,464	-13%
22	Utilities	6,473	4,507	5,239	-1,234	-19%
Total		355,546	331,741	344,436	-11,110	-3%

Source: Bureau of Labor Statistics' (BLS) Quarterly Census for Employment and Wages (QCEW)

Note: Sectors do not sum to total for Supersector because of BLS nondisclosure restrictions.

CLASSIFICATION OF RETAIL EMPLOYMENT BY LOCAL LAND USE

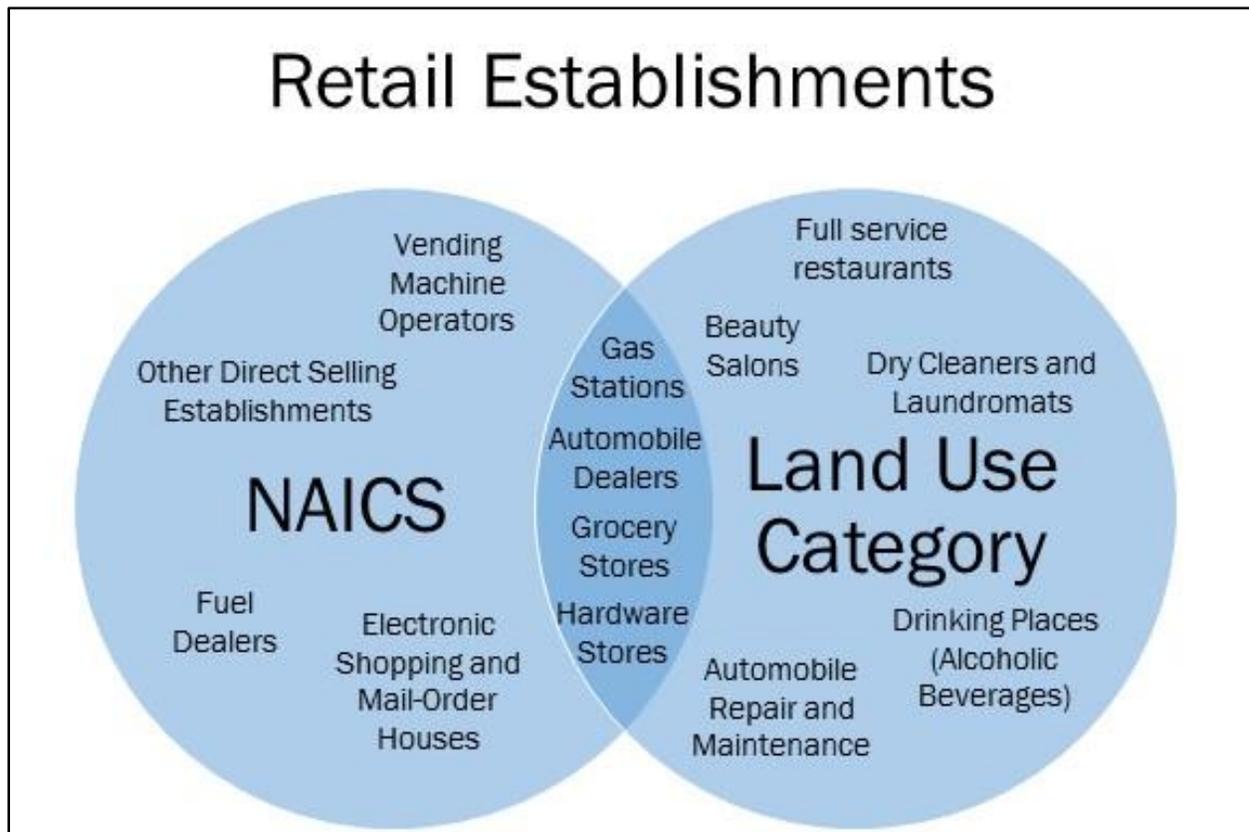
COG member jurisdictions develop Cooperative Forecasting employment forecasts by land use categories that are different from NAICS industry classifications. These land use categories are: Office, Industrial, Retail, and Other. Each of these four categories represent a type of land use that is important for transportation modeling purposes because of the differences in the intensity of daily trip making these different types of land use generate. Descriptions of the types of employment

included within Cooperative Forecasting land use categories are provided in Table 3. Retail employment by land use classification include many more types of business establishments compared to the more narrowly defined NAICS Retail Trade classification as shown in Figure 1.

Table 3 Land Use Categories

Land Use Category	Description
Office	All general office, administrative and service functions which do not require production or distribution activity
Industrial	Production, distribution (non-retail), and manufacturing activities including warehousing and storage
Retail	All business and personal service sales and related activities that are not wholesale in nature
Other	Facilities such as military bases, universities, schools, hospitals and special health facilities, including nursing home, churches, museums, and sporting, recreation and entertainment venues,

Figure 1



EXPLANATION OF DIFFERENCES IN NAICS AND LAND USE “RETAIL” EMPLOYMENT

Although both the NAICS and the land use classification systems define some types of business establishment as retail in nature, the exact definitions used by each are different as shown in Table 4.

Table 4 Two Definitions of Retail

Land Use Category	NAICS Industry
<p>All business establishments engaged in the selling of goods and/or personal services at physical locations open to the general public that are not wholesale in nature.</p> <p>Descriptions include:</p> <ul style="list-style-type: none"> • Stores • Shopping Centers • Eating and Drinking Establishments • Personal Care Services • Other Consumer Services • Gas Stations, Auto Repair, Automobile Dealers, and Auto and Truck Rentals • Repair Services 	<p>Establishments engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.</p> <p>The buying of goods for resale is a characteristic of retail trade establishments that particularly distinguishes them from establishments in the agriculture, manufacturing, and construction industries. Wholesalers also engage in the buying of goods for resale, but they are not usually organized to serve the general public.</p> <p>Two types of retailers:</p> <ul style="list-style-type: none"> • Store retailers - operate at fixed point-of-sale locations, located and designed to attract a high volume of walk-in customers. • Non-store retailers - organized to serve the general public but point of sale occurs via a mail or other direct sales operation, door-to-door solicitation, in-home demonstration, selling from portable stalls or distribution through vending machines

NAICS AND LAND USE DEFINITIONS OF RETAIL EMPLOYMENT

Employees working for businesses that are considered retail from a local land use perspective can be reported in the employment statistics for other NAICS industry classifications. In particular, employees working in eating and drinking establishments would be reported in the NAICS Leisure and Hospitality Supersector and workers in auto and other repair establishments and in businesses providing grooming and other personal care service would be reported in the NAICS Other Services Supersector classification. Similarly, persons working for non-store retailers, such as mail order houses or web-retailers would be classified as retail employees by NAICS, but would not generally be considered retail employment for land use and transportation modeling purposes. As shown in Table 5, when NAICS employment by industry is translated to a comparable local land use definition of retail employment, total retail employment (by land use) is seen to have increased by 19% between 2000 and 2014, with most of this employment growth occurring in eating and drinking establishments businesses.

*Table 5 NAICS Industry Employment Translated to Local Land Use Retail Employment Definition
COG/TPB Planning Region*

NAICS Industry	Example of Establishments	2000	2010	2014	Growth 2000- 2014
Retail Trade	Retailers (Automobile Dealers, Furniture and Home Furnishings Stores, Grocery Stores, Gasoline Stations, Miscellaneous) <u>except for non-store retailers.</u>	232,610	227,119	238,165	2%
Food Services and Drinking Establishments	Drinking places (alcoholic beverages), restaurants and other eating places	122,131	156,893	185,603	52%
Other Services, including: Automotive Repair and Maintenance, Personal Care Services, and Dry Cleaning and Laundry Services	Automotive oil change and lubrication shops, automotive transmission repair, automotive glass replacement shops, car washes, barber shops, beauty salons, nail salons, coin-operated laundries and drycleaners, linen and uniform supply	31,268	33,208	35,619	14%
Total		386,009	417,219	459,387	19%

Source: Derived by COG from BLS' QCEW

GROWTH IN RETAIL EMPLOYMENT BY LAND USE RELATIVE TO POPULATION GROWTH

Below is a comparison of the growth in retail employment (land use definition) and population for the COG/TPB Planning Region. This table shows that from a land use perspective retail jobs grew roughly in proportion to overall population and employment growth between 2000 and 2014. Similarly, the draft Round 9.0 Cooperative Forecasts project total population in the region to increase by 28% between 2015 and 2040 and retail jobs (land use definition) to increase by 31%.

Table 6 Comparison of Retail Employment and Population Growth in the Region, 2000-2014

	2000	2014	Growth
Retail Employment (NAICS Industry Translated to Local Land Use Retail Definition)	386,009	459,387	19%
Population ¹	4,413,400	5,388,700	22%

Source: COG Cooperative Forecast and BLS' QCEW



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, Senior Transportation Planner
SUBJECT: Update on the TPB's Street Smart Program
DATE: April 14, 2016

BACKGROUND

To help raise public awareness of pedestrian safety the National Capital Region Transportation Planning Board (TPB) runs a regional pedestrian and bicycle safety campaign known as Street Smart. Street Smart is an educational campaign, directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. It consists of Fall and Spring waves of TV, transit, outdoor, internet advertising, with supporting law enforcement carried out by partner agencies. The Spring 2016 campaign wave launched on Monday, April 11, and will run through May 8.

SPRING 2016 STREET SMART PRESS EVENT

The *Street Smart* campaign kickoff took place on Monday, April 11 at the Paul S. Sarbanes Silver Spring Transit Center, a multi-modal transit hub, serving pedestrians, bicyclists, bus riders, and train passengers. Transportation officials from the District of Columbia, Maryland, and Virginia gathered to urge drivers, pedestrians, and bicyclists to exercise caution, watch out for each other, and follow traffic safety laws.

The Silver Spring Metrorail Station serves about 13,000 rail customers each weekday, and 24 bus routes serve the Transit Center, providing transportation service to more than 70,000 riders per day in Maryland and the District.

“Every Metro rider is a pedestrian at some point in their journey,” said Robert Potts, Metro’s Assistant General Manager for Metrobus Services. “We work to keep customers safe during every part of their trip, and that includes their ways to and from our rail stations and bus stops.”

In addition to Monday’s press event there will be seven “Street Team” walking billboard outreach events across the region, and three “Enforcement Activation” media events, in which the press will be encouraged to observe the police carrying out pedestrian safety enforcement.

To learn more about Street Smart, visit BeStreetSmart.net and follow on twitter.com/COGStreetSmart.



OVERVIEW

Spring is here, and more people are out walking and biking. *Street Smart* is launching their spring safety campaign to remind Washington area drivers, bicyclists, and pedestrians to remain alert and obey traffic laws.

A NATIONAL PROBLEM

- In 2014, 4,884 pedestrians and 726 bicyclists died in traffic crashes nationwide, accounting for 17.2 percent of all traffic fatalities.¹
- The Governors Highway Safety Association estimates a 10 percent increase nationwide in pedestrian traffic fatalities in 2015 compared with 2014.²
- An estimated 65,000 pedestrians were injured in traffic crashes across the country.¹

¹ National Highway Traffic Safety Administration's 2014 Motor Vehicle Crashes: Overview, published March 2016

² Governors Highway Safety Administration's Pedestrian Traffic Fatalities by State, published March 2016

REGIONAL FACTS

- In 2015, there were 69 pedestrian and 6 bicyclist fatalities in the Washington area, accounting for 28.7 percent of the 261 region's traffic fatalities.³
- While pedestrian fatalities have been increasing on the national level, the numbers in the Washington region have remained essentially flat.
- Law enforcement will conduct increased enforcement from April 11 through May 8, ticketing drivers, pedestrians and bicyclists who break traffic safety laws. Fines range from \$40 to \$500.

³ Preliminary data compiled from DDOT, MSHO, and VHSO

2015	Alexandria City	Arlington Co.	Charles Co.	Fairfax City	Fairfax Co.	Falls Church City	Frederick Co.	Loudoun Co.	Manassas City	Manassas Park City	Montgomery Co.	Prince George's Co.	Prince William Co.	DC	TOTALS
<i>Pedestrian fatalities</i>	1	1	1	0	13	0	1	2	0	0	13	20	2	15	69
<i>Bicyclist fatalities</i>	0	0	0	0	1	0	0	0	0	0	3	1	0	1	6
<i>All traffic fatalities</i>	4	5	15	0	30	0	21	11	0	0	47	91	11	26	261

CAMPAIGN COMPONENTS

- Campaign kickoff media event in Silver Spring, Maryland
- "Enforcement Activations" with police departments across the region.
- English and Spanish exterior bus ads, interior bus cards, transit shelter ads, digital ads on YouTube, Facebook, and Twitter, and "pumptopper" ads at gas stations across the region.
- *Street Smart Safety Zone* street team outreach with "walking billboards" in DC, Maryland, and Virginia.

STREET SAFETY TIPS

If you're driving...

- Slow down and obey the speed limit.
- Look twice for people in crosswalks and yield to pedestrians and bicyclists.
- Be careful when passing stopped vehicles.
- Yield to pedestrians and cyclists at intersections when you're turning.
- Allow three feet when passing bicyclists.
- Look for cyclists and cars before you open your door.
- Avoid using your cell phone and never text while driving.

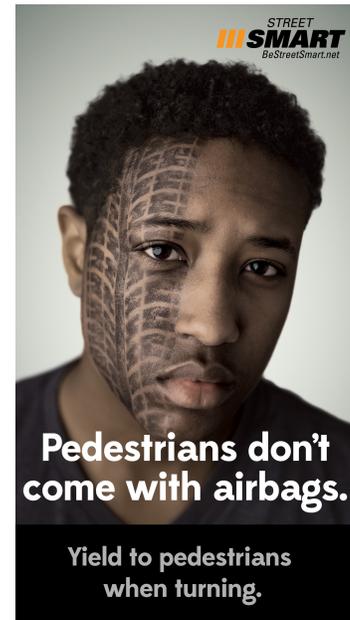


If you're walking...

- Cross the street at the corner and use marked crosswalks when they're available.
- Wait for the "Walk" signal to cross the street.
- Watch for turning vehicles. Before crossing look left, right, and left again.
- Be seen! If you're walking after dark or in bad weather, make it easier for drivers to see you by wearing light clothing or something reflective.
- Don't text while you're crossing the street.
- If you're on an off-street trail, obey all posted signage and approach intersections with caution.

If you're biking...

- Obey all traffic signs and traffic signals.
- Ride in the direction of traffic, at least a car door width away from parked cars.
- Use hand signals so drivers, bicyclists, and pedestrians know what you're going to do.
- Always wear a helmet.
- Use lights if you're riding at times of darkness.
- If you're on an off-street trail, obey all posted signs and approach intersections with caution.
- Slow down and watch for pedestrians on sidewalks, trails and in crosswalks.



*Laws and regulations differ between jurisdictions.
Visit www.BeStreetSmart.net for more information.*



MEMORANDUM

TO: Transportation Planning Board
FROM: Ben Hampton, TPB Transportation Planner
SUBJECT: Launch of new TPB e-newsletter and digital news site
DATE: April 20, 2016

OVERVIEW

On April 13, TPB staff launched a new e-newsletter and digital news site. Together, the newsletter and news site will provide TPB members, stakeholders, and interested members of the public with important, up-to-date information about the TPB and its work. The newsletter and news site replace two previous news publications, *TPB Weekly Report* and the print version of *TPB News*.

WHAT'S IN THE NEWSLETTER

The new newsletter retains the name *TPB News* but features key content elements from both of the TPB's previous news publications.

- **Featured Article:** Highlighting recent TPB research, analysis, outreach, or planning (previously *TPB Weekly Report*)
- **More News:** Other news items, including board meeting previews and recaps and announcements of upcoming events, funding opportunities, and public comment periods.
- **Upcoming Events:** Three featured upcoming meetings with a link to the full calendar of all upcoming TPB meetings and events (previously included in *TPB News* print edition)

The new e-newsletter has also been redesigned to reflect the new COG and TPB brand. It is visually attractive and easy to read across digital platforms, especially mobile devices. And it provides enhanced opportunities for engagement via social media.

HOW TO GET AND READ "TPB NEWS"

- Sign up to get TPB News delivered to your email inbox. Go to www.mwcog.org/subscribe. (Note: TPB members have been automatically subscribed)
- Read all current and past articles online at www.mwcog.org/TPBnews.
- Follow the TPB on [Facebook](#) or [Twitter](#) (@NatCapRegTPB) for regular updates