



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEETING NOTICE

Date: April 15, 2015
Time: 12 noon
Place: COG Board Room

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman Mendelson
- 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 encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of March 18 meeting**
..... Chairman Mendelson
- 12:25 pm 3. **Report of Technical Committee**
..... Mr. Rawlings
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizens Advisory Committee**
..... Mr. Summersgill
Chair, Citizens Advisory Committee
- 12:40 pm 5. **Report of Steering Committee**
..... Mr. Srikanth
Director, Department of
Transportation Planning (DTP)
- 12:45 pm 6. **Chair's Remarks**
.....Chairman Mendelson

ACTION ITEMS

- 12:50 pm 7. **Approval of Regional Bike to Work Day 2015**
.....Ms. Moretz,
TransIT Services of Frederick County
In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at seventy-nine locations in the region for Friday May 15. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.
- Action:** Approve the enclosed Bike to Work Day 2015 Proclamation.
- 12:55 pm 8. **Approval of an Updated Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP to use MOVES2014**
.....Ms. Posey, DTP
At its February 18 meeting, the Board approved the scope of work for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020 TIP. The scope of work will be updated to use the MOVES2014 mobile emissions model in the conformity analysis instead of the MOVES2010a model.
- Action:** Approve the enclosed updated scope of work to use the MOVES2014 mobile emissions model for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020.
- 1:00 pm 9. **Approval of Projects for Funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Virginia**
.....Mr. Swanson, DTP
A portion of Virginia MAP-21 Transportation Alternatives Program (TAP) funds is sub-allocated to the TPB for project selection in Northern Virginia. The Board will be briefed on the projects recommended by a technical review panel for funding as part of the FY 2016 TAP project solicitation conducted by the Virginia Department of Transportation, and asked to approve the recommended projects.
- Action:** Adopt Resolution R20-2015 to approve projects for funding under the Virginia MAP-21 Transportation Alternatives Program for FY 2016.
- 1:05 pm 10. **Approval of Policy Principles on the Reauthorization of the Moving Ahead for Progress in the 21st Century Act (MAP-21)**
..... Mr. Srikanth
The authorization of MAP-21, which provides federal funding for all surface transportation programs, expires on May 31. The Board will be briefed on suggested policy principles for the reauthorization of MAP-21 and asked to approve a resolution to approve the principles.
- Action:** Approve Resolution R21-2015 to approve TPB policy principles regarding the reauthorization of MAP-21.

INFORMATION ITEMS

- 1:10 pm 11. **Briefing on COG/WMATA Actions subsequent to the January 12, 2015 Metrorail smoke incident near the L'Enfant Plaza train station**
.....Mr. Freudberg,
COG Deputy Executive Director
Robert Troup, Deputy General Manager, WMATA
The Board will be briefed on the actions taken by COG and a number of its public safety committees and by WMATA subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.
- 1:40 pm 12. **Briefing on the Activities of the Transportation Sector Group of the COG Multi-Sector Working Group to Examine Greenhouse Gas Reductions**
.....Mr. Griffiths, DTP
At its December 17 meeting, the Board committed to supporting a COG multi-disciplinary professional working group to develop a multi-sector action plan to reduce greenhouse gas emissions and criteria pollutants. The Board will be briefed on the activities of the COG working group and the transportation sector group.
- 1:50 pm 13. **Briefing on a Study to Identify Pedestrian/Bicycle Access Improvements at Select Rail Stations in the Washington Region**
.....Mr. Swanson
The Board will be briefed on the final report of a study funded by a grant from the FHWA's Transportation, Community, and Systems Preservation (TCSP) Program to develop an inventory of pedestrian and bicycle improvements near 25 rail stations that currently have capacity to accommodate more riders and are anticipating ridership growth.
- 1:55 pm 14. **Other Business**
- 2:00 pm 15. **Adjourn**

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

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

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
March 18, 2015**

Members and Alternates Present

Marcel Acosta, NCPC
Charles Allen, DC Council
Bob Brown, Loudoun County
Ron Burns, Frederick County
Rick Canizales, Prince William County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County/DOT
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, Gaithersburg City Council
Konrad Herling, City of Greenbelt
Cathy Hudgins, Fairfax County
Shyam Kannan, WMATA
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Mark Rawlings, DDOT
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Elissa Silverman, DC Council
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Tammy Stidham, NPS
Todd M. Turner, Prince George's County
Jonathan Way, City of Manassas

Victor Weissberg, Prince George's County/DPW&T
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Robert Griffiths
Nicholas Ramfos
Andrew Meese
Eric Randall
John Swanson
Rich Roisman
Mark Moran
Anant Choudhary
Michael Farrell
Andrew Austin
Daivamani Sivasailam
C. Patrick Zilliacus
Wendy Klancher
Dan Sonenklar
Ben Hampton
Bryan Hayes
Sergio Ritacco
Lamont Cobb
Debbie Leigh
Deborah Etheridge
Stuart Freudberg COG/EO
Paul DesJardin COG/DCPS
Bill Orleans Resident
Stewart Schwartz CSG
Jameshia Peterson DDOT
Gregory Matlesky Chairman Mendelson
Andrew Beacher VDOT
Norman Whitaker VDOT
John Hartline Tri-County Council for Southern Maryland
Nat Bottigheimer Fehr & Peers DC
Matthew Ridgway Fehr & Peers DC
Amy Cavaretta Cambridge Systematics
Malcolm Watson Fairfax County DOT
Pierre Holloman City of Alexandria
Rob Kiernan The Northeast MAGLEV
Nancy Abeles Resident
Tina Slater Purple Line NOW

Tamara Vatnick	DC/Office of Planning
Norman Whitaker	VDOT
Marie Sinner	VDOT
Andy Beacher	VDOT
Betsy Massie	PRTC

1. Public Comment on TPB Procedures and Activities

Vice-Chair Lovain filled in for Chair Mendelson, who was not immediately available.

The Board received no public comments at the meeting.

2. Approval of Minutes of February 18 Meeting

A motion was made to approve the February TPB Meeting Minutes. The motion was seconded and approved.

3. Report of the Technical Committee

Mr. Rawlings referred to the mailout material and summarized the March 6 Technical Committee meeting. He said that the committee discussed four agenda items, including: the final draft FY 2016 budgets of the Unified Planning Work Program (UPWP) and Commuter Connections Work Program (CCWP); a staff review of amendments for carryover funds from the FY 2015 UPWP budget to FY 2016; and a final report of a planning study regard commuter bus parking and staging in the District of Columbia and Arlington County.

Mr. Rawlings said that the committee recommended staff present the draft FY 2016 UPWP and CCWP, with amendments for carryover funds from the FY 2015 UPWP budget, for Board approval.

Mr. Rawlings also noted that the committee discussed the following informational items: the results of a study to analyze pedestrian and bicycle improvements for 25 select transit stations; the first meeting of the Multi-Sector Working Group on Greenhouse Gas Emissions Reduction; a 2014 triennial aerial survey of peak period freeway congestion; the latest updates from USDOT regarding MAP-21 performance measures regulations; and the development of a regional unfunded projects list.

4. Report of the Citizen Advisory Committee

Mr. Summersgill said the CAC met on March 12. Referring to the CA report, he said that COG staff briefed the CAC on the regional cooperative forecasts on population, households, and jobs. He said the group agreed to create two subcommittees to develop recommendations for the regional list of unfunded projects and public outreach. They discussed other topics for potential committee action this year, including promoting better data gathering and analysis to promote safety, and the need to coordinate transit data trip planning among the Washington region's transit providers.

5. Report of Steering Committee

Mr. Srikanth referred to the mailout and handout material. He said that the Steering Committee met on March 6 and approved three amendments to the FY 2015-202 TIP. None of the three amendments affected the air-quality conformity analysis. The first amendment included a request from the Maryland Department of Transportation to add funding for four highway projects in Frederick, Montgomery and Prince George's Counties for two resurfacing and systems preservation projects along I-95 and I-495, one reconstruction project along US 15 and US 40 and a planning project involving segments of I-495, I-270, and the I-270 spur. The second amendment included a request from the Virginia Department of Transportation regarding funding for two road maintenance projects and an intersection improvement project in Fauquier County. The third amendment, also from VDOT, included funding for rail construction projects at rail stations and crossings.

Mr. Srikanth noted an error in the mailout packet for Board members regarding VDOT's TIP amendments. He said that staff had corrected the error and posted the updated documents on the TPB website.

Mr. Srikanth reported on the letters received and sent on behalf of the Board. He said that the TPB received a letter from the Federal Railroad Administration informing the Board that the Virginia Department of Rail and Public Transportation will begin a Tier II NEPA environmental impact study on the development of a high-speed rail corridor from Washington to Richmond. He said that the FRA has invited the TPB to participate in the Tier II study. Mr. Srikanth noted that staff has attended past informational meetings on the project and will continue to participate.

Mr. Srikanth also informed the Board on a second memo regarding updates to the Board on the January 12 WMATA incidents. He said that the memo responds to direction to staff to look into a briefing to the Board on the matter of the Jan. 12, 2015 Metrorail smoke incident near L'Enfant Plaza station. He said that the ongoing NTSB recommendation has not yet provided new information regarding the incident or its investigation. Both COG and WMATA staffs were available and willing to brief the Board at the April meeting on actions initiated that they are involved in, actions particularly related to WMATA safety and communications internally and with various regional emergency management service agencies.

Mr. Srikanth referred to the memo and noted that COG staff will be able to provide information about work among its various committees, including the fire chiefs' committee and rail safety subcommittee, with WMATA and public safety communications agencies on fire radio testing, corrective action protocols, and first responder training and radio communications. He noted that WMATA staff would be able to provide information on their actions since January 12, including ten early action safety items and their response to the NTSB's February 11 urgent safety recommendations.

Vice-Chairman Lovain responded that the Board looks forward to the April meeting.

Ms. Hudgins asked if EMS-related agencies were involved in COG and WMATA work regarding the January 12 incident.

Mr. Srikanth responded that EMS groups are involved.

6. Chair's Remarks

Chair Mendelson requested an update on the TPB's plans to commemorate its 50-year anniversary.

Mr. Srikanth reported that staff would present a proposal to the Board in April. He said the proposal would have a three-pronged approach using the *TPB News*, *TPB Weekly Report*, and *The Region* magazine to describe the Board's accomplishments over the past 50 years. He mentioned that the anniversary events provide an opportunity to look back at how the Board has addressed past challenges in mobility and transportation access as well as look forward to the issues the Board may face in the future. Staff will produce a video showing the accomplishments over the past 50 years and future issues, including interviews of Board members, agency administrators and other officials. Mr. Srikanth said staff has tentatively planned two events for the end of the calendar year. The first will take place prior to the TPB meeting in November and the second will occur in conjunction with the COG Annual Meeting in December.

Mr. Srikanth also mentioned that the TPB would kick off the Street Smart pedestrian safety campaign on March 25 at the College Park City Hall. Prince's George's County Executive Rushern Baker and Maryland Governor's Highway Safety Representative Milton Chaffee were expected to attend the event. He encouraged Board members to attend.

ACTION ITEMS

7. Approval of Amendment to the FY 2015 Unified Planning Work Program (UPWP), and Approval of FY 2015 UPWP Carryover Funding to FY 2016

Mr. Srikanth referred to his presentation as he described two resolutions to carry over \$1.7 million in funding and activities from the FY 2015 Unified Planning Work Program (UPWP) to the FY 2016 UPWP. He said that the first action is to amend the current (FY 2015) Budget to downwardly revise the funding amounts and remove some activities for the current fiscal year. He said that the five planned activities for this fiscal year within the basic program totaling \$1.1 million would not be completed this fiscal year and a few additional activities under the States' Technical Work program, totaling \$629,000 would not be completed this fiscal year. The second action is to then carryover these funding amounts and the tasks into the proposed Budget and Work program for the next fiscal year – which is the subject of the next item on the agenda. He said that there was a separate resolution for each of these two items and that staff requests and recommends that the Board adopt both resolutions.

Mr. Fisette asked if it was a standard practice to carry over funding from one fiscal year to another.

Mr. Srikanth said that this was a standard practice per an agreement that the TPB has with the state DOTs.

Mr. Herling asked for a description of some of the activities that would be carried over to FY 2016.

Mr. Srikanth referred to page three of the memo that describes the specific activities that will be carried over, which include public participation, the establishment of performance measurements as required by MAP-21; activities to be carried out by the reconstituted Regional Public Transportation Subcommittee; and travel condition monitoring. He added that \$925,000 of the \$1.1 million carried over for planning activities would be used to conduct household travel surveys starting in 2016. He said that page 11 of the memo describes the carry over activities related to the technical assistance program for the state DOTs and WMATA.

Mr. Herling asked if these projects would have a high priority in FY 2016.

Mr. Srikanth said that these activities would be moved to start the new fiscal year.

Mr. Turner made a motion to approve R15-2015 to amend the FY 2015 UPWP.

The motion was seconded and was approved unanimously.

Mr. Turner made a motion to approve R16-2015 to carry over FY 2015 UPWP funding to FY 2016 UPWP. The motion was seconded.

Mr. Emerine asked that page 68 of the FY 2016 UPWP indicate that the household travel surveys will now be completed in 2016 instead of 2015.

Mr. Srikanth noted that the document and the text Mr. Emerine was referring to will be discussed under Item 8, but that this discussion was about Item 7. He said that some of the geographically focused household surveys are being done in the current fiscal year. He said that there was money to conduct additional surveys, which would not be completed in FY 2015, and those surveys would be conducted in FY 2016. Additionally the second bullet on page 68 is referring to the analysis of the data that will be collected in the current fiscal year.

The motion to approve R16-2015 was approved unanimously.

8. Approval of FY 2016 Unified Planning Work Program (UPWP)

Mr. Srikanth said that a draft of the Unified Planning Work Program (UPWP) was released for public comment on February 18. He said that no comments were submitted by the public, but that the document was reviewed by the TPB's Technical Committee, the three state DOTs, and WMATA. Based on comments provided by these groups, the UPWP was updated to include: carryover funding and activities that were approved by the Board in Item 7; updates to the states' planning and resource program descriptions; and descriptions for the technical assistance programs

for each of the state DOTs and WMATA.

Mr. Kannan referring to page 58 of the FY 2016 UPWP asked which section of TPB oversight is contained for any of the elements under the regional studies and specifically the Unfunded Project list work. He also asked staff to provide a little bit more clarity into the work program, even at the conceptual level that is proposed for the Unfunded Project list work activity. .

Mr. Srikanth responded that the typically, activities under regional studies, is under the oversight of the Board as these tasks are generally initiated by the Board. H said that based on discussion to date the approach for this task would be in two parts. The first part compiles the region-wide listing of all of the projects for which funding has not been identified. He said staff is currently working with the members of the local jurisdictions in compiling that list and we would bring that back to the Board. The second part is taking what we suspect will be a rather long list of projects needing probably billions of dollars. The discussions at the Board meeting has been to take that rather large list with very high dollar value and see if we can identify a handful of regionally significant multimodal projects, that this Board can collectively get behind and explore innovative means of finding new monies to implement the projects.

Mr. Schwartz asked if TPB staff could create a table that shows the recipients of the \$15 million in UPWP program.

Mr. Srikanth said that page 23 of the UPWP provides a detailed allocation of the UPWP funding. He said that the monies in the UPWP are spent by the staff of the planning board, except for the money set aside for technical assistance. He explained that there is no sub-allocation of money to other agencies.

Mr. Schwartz asked if the TPB conducts an internal evaluation of annual spending at the end of a year to satisfy ourselves and satisfy the board that that was money well spent.

Mr. Srikanth said that relevant sections of the United States Code 23 and 49 outline all of the required MPO activities, which are outlined in the UPWP. He said that money provided by the federal agencies to execute UPWP activities is approved by the FHWA and the FTA. One major focus of the TPB's work is to develop the TIP, which the states use to develop their statewide STIPs. The federal approval of the statewide TIP is required before federal funds for transportation projects would be released to the states. Federal approval of the TIPs is evidence that the TPB is doing good work. He said that if the FHWA or FTA did not approve the STIP that would mean that something that the TPB or state DOT's has done is not acceptable. This region has had no incidents so far.

Mr. Srikanth also noted that the FHWA and FTA conduct a three-day audit once every four years to assess how the MPO has performs in regards to the federally required activities. He said that the TPB concluded its most recent federal audit in 2014, and that staff is waiting for a report by the FHWA and the FTA in the next month or two.

Mr. Schwartz said he understood that the TPB's work is not necessarily done because it is good for the region but because it is required. He further said it seemed that the TPB does not evaluate its own activities, but rather it relies on external evaluations.

Mr. Srikanth said that the TPB's work under Regional Studies was a good example of regional planning work that has been good for the region. He referenced the TPB's Vision Document and the Regional Transportation Priorities Plan documents as examples of regional planning. These documents lay out the principles and priorities the TPB has adopted to help guide the types of transportation improvements projects that are selected and funded by the various jurisdictions in this region. Mr. Srikanth also referenced the TPB's significant role that brought focus on funding needs for the Metro system, which resulted in the US Congress, adopting the PRIIA Act providing the region about \$3B in funding for Metro planning work at a regional level.

Mr. Schwartz thanked Mr. Srikanth for his explanation, and encouraged the TPB to consider conducting an internal evaluation to assess whether the money that the region is spending on planning is achieving the information and analysis that is needed to help the region.

Mr. Fisette referenced the Unfunded Project list proposed in the FY 2016 UPWP and said that based on his work in Virginia that there are limitations on how the new funds can be used, which are not necessarily understood. He suggested that as part of this work a matrix that explains the sources of those funds and limitations are on the use of those funds.

Mr. Srikanth agreed and noted that with regard to the new funds in Northern Virginia he has been talking with the executive director of the Northern Virginia Transportation Authority about briefing the Board on this funding and opportunities. He said it would be useful to incorporate similar information about funding in Maryland and the District of Columbia in the TPB's development of the regional list of unfunded projects.

Ms. Erickson addressed Mr. Schwartz and said that the TPB outperforms the other MPOs in Maryland in terms of spending its funding and creating the data and the information that are needed to execute projects on a daily basis. She said that an internal evaluation might be helpful, but added that TPB members might benefit from learning more about the work of the TPB.

Mr. Snyder asked to be associated with comments made by Fairfax and Arlington County TPB representatives in regards to the I-66 inside the beltway study during the February 18 meeting. He also asked why the Route 7 study in Virginia is not included in the UPWP.

Mr. Srikanth said that he can have the table amended to include this study, but also said that this study is not currently receiving any planning funds through the TPB.

Mr. Snyder also asked about the \$78,400 in the UPWP for emergency preparedness. He said that number seems insufficient.

Mr. Srikanth said that there are other public safety and emergency committees at COG. He said that

these groups have funding and provide oversight of emergency preparedness for the region. He said that the money in the UPWP only reflects TPB's contribution to the overall effort and is money for coordination and planning as it relates to TPB staff's involvement with those committees.

A motion was made to adopt R17-2105 to approve the final FY 2016 UPWP. The motion was seconded and approved unanimously

9. Approval of FY 2016 Commuter Connections Work Program (CCWP)

Mr. Ramfos said that the FY 2016 Commuter Connections Work Program (CCWP) was released for public comment on February 12. He said there was no comment from the public. He said that the Commuter Connections subcommittee and the state DOTs have reviewed and approved the work program.

A Board member asked how Commuter Connections markets its services and whether or not there is an effort to engage media.

Mr. Ramfos said that Commuter Connections has a mass-marketing initiative that includes year-round marketing, additional special events like Bike to Work Day and Car-Free Day, and co-branding with local transit providers in the Washington area. He explained that Commuter Connections works with both COG's Office of Communications and consultants to get the message out to the media.

A motion was made to approve R18-2015 to approve the FY 2016 CCWP. The motion was seconded and approved unanimously.

10. Approval of an Amendment to Update Projects and Funding in the District of Columbia Section of the FY 2015-2020 Transportation Improvement Program (TIP)

Mr. Zimbabwe said that the District of Columbia is requesting an amendment to the 2015-2020 TIP to include funding for 18 new projects based on the District of Columbia's capital planning. He added that the amendment does not remove any projects from the TIP.

A motion was made to approve R19-2105 to approve an amendment to update projects and funding in the District of Columbia section of the FY 2015-2020 TIP. The motion was seconded and approved unanimously.

INFORMATION ITEMS

11. Briefing on the COG Cooperative Forecasting Process

Mr. Desjardin briefed the Board, referring to an on-screen presentation. He provided an overview of the Cooperative Forecasting process as well as the results of the Round 8.4 Cooperative Forecasts. He explained that Arlington County, the City of Alexandria, and Fairfax County updated their

population and household growth forecasts slightly in this latest round, and that Prince William County updated its population, household, and employment growth forecasts. His presentation also included information on differences in growth forecasts between the inner and outer jurisdictions, and by individual jurisdiction.

Chair Mendelson opened the floor to questions.

Mr. Elrich expressed concern that policymakers and decision-makers might misunderstand the forecasts and put pressure on local planning departments to zone for more residential and commercial development than they need. He drew attention to the fact that the forecasts are actually based on development patterns that have already been planned at the local level.

Mr. Desjardin concurred with Mr. Elrich's point that the forecasts are based on what is already planned.

Mr. Herling asked whether staff can say how much of the forecast growth is anticipated to occur near mass transit, and whether staff can provide a breakdown on the types of employment that are forecast in each jurisdiction.

Mr. Desjardin said that an analysis of the forecasts shows that more than half of residential growth and three-quarters of all new jobs will be located in Activity Centers, more than half of which have transit access. He also said that staff has a breakdown of the employment growth by sector, but only at the regional level. He said that the next major round of forecasts, Round 9.0, could try to look more closely at employment growth broken down by sector at the jurisdictional level.

Mr. Harris asked whether staff had studied the accuracy of past forecasts.

Mr. Desjardin explained that staff had studied the accuracy of past forecasts on a few occasions. He said that employment has tended to be underestimated, that the number of households has been accurate, and that population has tended to be overestimated. He said that the variance in population has been due to unexpected shifts in fertility, international immigration, and other demographic factors.

Mr. Erenrich echoed Mr. Elrich's concern about how the forecasts might be used. He asked whether it would be possible for the local planning departments that provide the forecasts to note how much of the anticipated growth is already in the "pipeline" – that is, for which permits have been issued – versus how much is only spelled out in local plans and could conceivably be changed.

Mr. Kannan highlighted one aspect of the forecasts that makes them especially useful to local and regional planners: that they can often better predict employment growth than private-sector firms can do, since they work directly with local planning departments.

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

Mr. Randall briefed the Board on the Implementation of the Regional Priority Bus Project, funded by a \$58.8 million TIGER grant the TPB received in 2010. He stated there are 16 project components currently in implementation by five state and local agencies, with TPB staff assisting with project coordination and federal reporting. Mr. Randall noted that major projects completed include the Alexandria portion of the Potomac Yard Transitway and new buses for the Potomac and Rappahannock Transportation Commission. Projects slated for completion this year include the Takoma-Langley bus transfer center and the installation of real-time information displays at bus stops across the region. Projects beginning this year include transit signal priority systems, improvements at the Franconia-Springfield and Pentagon Metrorail stations, and capital improvements for bus-only lanes in the District of Columbia and Virginia. Mr. Randall recommended that agencies complete all projects in 18 months. This schedule allows time for invoicing before the September expiration of the funds and the beginning of performance monitoring requirements.

More information on the Regional Priority Bus Project and individual projects can be found in the Item 12 presentation and seven-page memo.

Chair Mendelson asked why the TPB and participating agencies needed five years to complete the project.

Mr. Randall responded that the completion of the project required new staff, design and procurement to facilitate new technologies not yet used in the region. Many of the projects fall under the jurisdiction of several different agencies across the region, each with varying levels of internal capacity. He said that coordination among the agencies has been challenging, but the goal of the grant was to create an incentive for the agencies to work together.

Chair Mendelson confirmed with Mr. Randall that the TPB was the sub-recipient of the grant, receiving funding from the Federal Transit Administration, and would be responsible for maintaining quality. The Chair asked whether the participating agencies are completing quality work and if the project will finish on time.

Mr. Randall remarked that all the unfinished projects are on track for completion and monitored through an extensive project management plan that details agency responsibilities. TPB staff has signed sub-grantee agreements and has assistance through the FTA for project management oversight. He also said that there is a monthly overall project meeting and additional meetings every month with each agency.

Chair Mendelson commented that TPB staff relies on the self-reporting of agencies for quality monitoring.

Mr. Randall confirmed that quality assurance and control are part of the project management plan. The TPB has additional reporting responsibilities to the federal government after the project is completed. He said as a planning organization, the TPB facilitates the work of the participating agencies, each having its own administrative processes. The TPB works collectively with the agencies to ensure project management and completion.

Chair Mendelson remarked that the District of Columbia contracted out funds for signal optimizations in the past, and the region had discussed signal optimization up to ten years ago as a Transportation Emissions Reduction Measure for air quality conformity. He asked about the length of time to complete optimization, when it would occur, and referred a third question to Mr. Randall presentation about optimization occurring in the spring.

Mr. Zimbabwe mentioned that the signal optimization projects are based on different implementation schedules. The District has specific zones with their own implementation schedules not tied to the season, but to project readiness. He also noted there are several components to the optimization project as part of a larger effort not completed in some time. He also remarked he would provide more information on these questions for the Chair.

Chair Mendelson asked if optimization is part of the TIGER grant for the District.

Mr. Randall said that part of the District's network optimization is critical to helping buses move through congested corridors, and looks toward efficiency for riders. TIGER is paying for a smaller segment of the District's larger signal optimization plan.

Mr. Kannan added that several agencies have been working to coordinate the new optimization technology across all the jurisdictions with separate power systems, different fleet requirements, and then implementation. He noted that length of time to complete the projects has not been due to any lack of effort, ill will, or malfeasance among the participating agencies.

Ms. Hudgens agreed that project coordination is difficult. As TPB staff encounters challenges, she asked at what point the TPB should consider elevating its concerns to higher-level decision makers for resolution.

Mr. Randall responded that WMATA has been the TPB's primary partner in elevating the project. The relationship with other agencies has been administrative, with WMATA taking primary responsibility for the transit signal priority project and improvements to Franconia-Springfield and Pentagon stations. He also stated the other projects have been handled on a case-by-case basis.

Ms. Hudgens requested that the Board get more information on progress, to help identify ways to move the project forward if things are stuck.

Mr. Snyder requested the Bus Priority Project be a regular agenda item for each TPB meeting over the next three to four months. He said it appears that deadlines are not going to be met, and the Board should be prepared to ask for extension if needed. He also suggested regular updates from

participating agencies in addition to TPB staff.

A member asked for clarification on the deadline for the funding and performance.

Mr. Randall responded that the grant expires in September 2016, and the last day to submit an invoice is September 20. He also confirmed for Chair Mendelson that the working deadline is June 2016, to allow time for the processing of invoices.

Mr. Snyder asked if the June 2015 report would be sufficient if the project is not running smoothly.

Mr. Srikanth commented that TPB staff plans to brief the Board every two to three months on the balance of projects.

Chair Mendelson recommended a shorter project briefing in May and a longer briefing in July.

Mr. Srikanth added that staff would brief the board on pending projects on the stated months.

13. Briefing on Regional Bus Staging, Layover, and Parking Location Study

Mr. Roisman briefed the Board, referring to an on-screen presentation. He also provided printed copies of a summary memo and a link to the full report online. He noted that the District Department of Transportation (DDOT) had submitted some comments on the final report after it had been posted and mailed out to Board members.

In his presentation, Mr. Roisman explained the purpose and need for the study, pointing out that more than 1,000 buses enter the District and Arlington every day, most of them commuter buses or tour buses. He said the study found that commuter buses need more on-street staging locations in the afternoon, to avoid driving around waiting to pick up passengers, while tour buses need more long-term, mid-day off-street parking closer to the National Mall and other tourist sites. He explained that the study evaluated a number of potential sites based on size, availability, and location, among other factors, and identified 14 potential on-street staging locations and 15 potential off-street parking locations for further study.

Chair Mendelson opened the floor to questions.

Mr. Allen asked why the study did not find a need for more off-street parking for commuter buses. He also expressed concern that several of the on-street parking locations identified in the study were near schools, libraries, parks, or other sensitive community sites, and he said that the identification of potential staging and parking locations did not seem to be coordinated with existing development plans in the District.

Mr. Roisman responded to Mr. Allen by explaining that most commuter buses do not need off-street, mid-day parking because they return to their garages for maintenance and drive swap-out before coming back into the core in the afternoon to pick passengers up again. He also

acknowledged the critical importance of the location and coordination issues that Mr. Allen raised and said they would be considered as part of the post-study follow-up.

Mr. Way emphasized the importance of the study to the commuter bus operators from his and other jurisdictions. He also emphasized the importance of coordination between DDOT and the bus operators to take follow-up actions to the study and to implement a solution in the future. He noted the willingness of the commuter bus operators to compensate DDOT or other agencies for lost parking revenues that might occur from using on-street parking spaces for bus staging areas.

Mr. Emerine asked if post-study follow-up activities were included in the TPB's FY 2016 Unified Planning Work Program (UPWP) discussed earlier in the meeting.

Mr. Srikanth explained that the scope of the current study ended with identifying sites for further study and that follow-up actions currently are not part of the UPWP for next year. He said that the next steps are for the appropriate agencies within the District government to work with the commuter bus operators to study the sites more closely and identify next steps. He said that TPB staff would be happy to assist in that effort, if requested, but that no plans currently exist to do so.

Mr. Roisman reiterated Mr. Srikanth's point in response to a request from Chair Mendelson for further clarification on who is responsible for follow-up action. He said that it is primarily up to DDOT and the bus operators to carry out next steps.

Ms. Stidham emphasized the importance of including the National Park Service in follow-up study of the potential parking and layover sites. She expressed concern that commuter and tour buses are already interfering with visitors' experience of several Park Service sites in the District, and that some of the potential parking and layover sites identified in the study are on or adjacent to Park Service property.

Mr. Canizales echoed Mr. Way's comments, noting the importance of providing commuter buses with adequate staging areas in the downtown core and the willingness of the commuter bus operators to negotiate with the District government to find a solution. He also encouraged further study of the potential sites identified in the study in order to deal with issues raised earlier by Mr. Allen.

Mr. Brown thanked TPB staff for facilitating the study, emphasizing its importance to commuters in Loudoun County, too.

Mr. Snyder asked that staff provide future updates to the Board on follow-up activities to the study, noting the importance of an efficient commuter bus system in achieving the kinds of transit ridership goals the region has set for itself.

Mr. Srikanth said that staff could look into providing an update at the May or June TPB meeting.

OTHER ITEMS

14. Other Business

No other business was brought before the Board.

15. Adjourn

The meeting adjourned at 2:15 p.m.

TPB Technical Committee Meeting Highlights

April 15, 2015

The Technical Committee met on April 3 at the Ronald F. Kirby Training Center at COG. Seven items were reviewed for inclusion on the TPB agenda for April 15.

- TPB agenda Item 7

Staff briefed the committee on regional Bike to Work Day events being organized at 79 locations for Friday, May 15. The committee recommended that the Bike to Work Day proclamation be presented to the TPB for approval at its April 15 meeting.

- TPB agenda Item 8

Staff briefed the committee on an update to the scope of work for the air quality conformity analysis of the 2015 CLRP and the FY2015-2020 TIP. Under this updated scope, TPB staff will use the MOVES2014 mobile emissions model in the conformity analysis instead of the MOVES2010a model. The briefing included a detailed technical presentation of the staff's work preparing and testing the new model. Upon discussion of the process and the test results, the committee supported staff's recommendation to update the scope of work.

- TPB agenda Item 9

Staff briefed the committee on projects that a review panel has recommended for funding in Northern Virginia as part of the FY 2016 Transportation Alternatives Program (TAP) project solicitation conducted by the Virginia Department of Transportation. A portion of TAP funds is sub-allocated to the Metropolitan Planning Organization for the Washington region. The committee had no comments on the project recommendations that will be presented to the TPB for approval at its April 15 meeting.

- TPB agenda Item 13

Staff briefed the committee on the TLC Program, which provides TPB member jurisdictions with consultant-provided, short-term technical assistance to catalyze or enhance local planning efforts. The FY 2016 TLC solicitation was launched on April 3 with an application deadline of June 3. The application this year encourages applications focused on Activity Centers, projects linked to the TPB's recently completed TCSP study, and cross-jurisdictional projects. The committee recommended that an announcement of the TLC Program be made at the TPB's April 15 meeting.

- TPB agenda item 6

Staff presented the committee with a set of draft principles on the reauthorization of MAP-21, the federal surface transportation that expires on May 31, 2015. The draft principles will be presented to the TPB for approval on April 15, 2015. The committee provided comments on the draft and supports the TPB adopting the principles and communicating them to the Congressional leadership.

- TPB agenda item 7

Staff reviewed the Feb. 18, 2015 memo to the Board outlining the actions taken by COG and a number of its public safety committees and by WMATA in response to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident. Staff informed the committee that this memo would be updated with activities undertaken since the February TPB meeting. The committee was also informed of the planned briefing by COG and WMATA staffs to the Board on April 15, 2015.

- TPB Agenda Item 8

Staff reviewed the activities of the transportation sector group of the COG multi-disciplinary professional working group to develop a multi-sector action plan to reduce greenhouse gas emissions and criteria pollutants. In December, the TPB committed to support this working group. The committee recommended that the TPB receive a briefing on this topic at its April 15 meeting.

Three items were presented for information and discussion:

- The Committee was briefed on a multi-year strategic plan that is currently under formulation to refine the TPB staff's existing travel forecasting methods and practices. Several supporting activities have been recently undertaken, including a survey of technical stakeholders in the region and a national survey of travel modeling practices at peer MPOs. Staff reviewed how the plan is currently being formulated and shared preliminary results of the surveys.
- In November, in response to a request from the TPB, the Committee was briefed on the development of a list of transportation projects which could not be included in the CLRP because funding has not been identified. The TPB jurisdictions and agencies have been requested to provide recognized priority transportation projects and their cost estimates for inclusion in the regional list. The Committee was updated on the project inputs received to date for the development of this list.
- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – April 3, 2015**

DISTRICT OF COLUMBIA

DDOT -----
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County Ron Burns
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County -----
Prince George's County Victor Weissberg
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Mike Nixon
Matt Baker
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County -----
City of Fairfax -----
Fairfax County Mike Lake
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA -----
NVTC Claire Randall
Prince William County James Davenport
PRTC -----
VRE Sonali Soneji
VDOT Norman Whitaker
VDRPT Tim Roseboom
NVPDC -----
VDOA -----

WMATA

Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, MWCOG
Robert Griffiths, DTP
Ron Milone, DTP
Andrew Meese, DTP
John Swanson, DTP
Andrew Austin, DTP
Bill Bacon, DTP
Lamont Cobb, DTP
Michael Farrell, DTP
Bryan Hayes, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Erin Morrow, DTP
Dzun Ngo, DTP
Jinchul Park, DTP
Jane Posey, DTP
Wenjing Pu, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Daivamani Sivasailam, DTP
Daniel Son, DTP
Jeff King, DEP
Sophie Mintier, DCPS

OTHER

Alexandra Krempasanka, Maryland
Department of the Environment
Bill Orleans



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

April 9, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on April 3, 2015, the TPB Steering Committee approved the following resolution:

- SR16-2015: 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 two I-95/I-495 bridge replacement projects in Prince George's County, as requested by the Maryland Department of Transportation (MDOT)

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

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR TWO I-95/I-495 BRIDGE REPLACEMENT
PROJECTS 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 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of March 25, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to include \$13.992 million in National Highway Performance Program (NHPP) and matching state funds for the I-95/I-495 Suitland Road Bridges Replacement project; and \$11.44 million in NHPP and matching state funds for the I-95/I-495 Suitland Parkway Bridges Replacement project, 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 include \$13.992 million in NHPP and state matching funds for the I-95/I-495 Suitland Road Bridges Replacement project; and \$11.44 million in NHPP and matching state funds for the I-95/I-495 Suitland Parkway Bridges Replacement project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 3, 2015.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd Rutherford
Lt. Governor

Pete K. Rahn
Secretary

March 25, 2015

The Honorable Phil Mendelson, 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 Mendelson:

The Maryland Department of Transportation (MDOT) requests two amendments to the State Highway Administration (SHA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. The additional funds for these projects are available due to an increase in federal aid obligational authority. Both projects are bridge replacement system preservation projects and do not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6437	I-95/I-495 (Capital Beltway) Suitland Road Bridges 16062 Replacement, Forestville/Westphalia	PE CO	\$2,552,000 \$11,440,000	This is a bridge replacement system preservation project. Due to the project cost, this project has been broken out of the grouped projects section and is now a stand alone project.
6438	I-95/I-495 (Capital Beltway) Suitland Parkway Bridges 16060 Replacement, Morningside	CO	\$11,440,000	This is a bridge replacement system preservation project. Due to the project cost, this project has been broken out of the grouped projects section and is now a stand alone project.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its April 3, 2015 meeting.

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 Phil Mendelson
Page Two

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. Thank you.

Sincerely,



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

Attachment

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

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



Pete K. Rahn, *Secretary*
Melinda Peters, *Administrator*

MEMORANDUM

TO: Mr. Don Halligan
Director
Office of Planning and Capital Programming
Maryland Department of Transportation (MDOT)

ATTN: Ms. Lyn Erickson
Mr. Mike Nixon

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division
State Highway Administration (SHA)

DATE: March 25, 2015

SUBJECT: Request to Amend the Fiscal Years 2015-2020 National Capital Region
Transportation Improvement Program (TIP)

The State Highway Administration hereby requests amendment of the FY 2015-2020 National Capital Region Transportation Improvement Program. SHA is programming additional funding for two projects in the National Capital Region as summarized below and detailed in the attached TIP report. This amendment reflects:

- 1) The addition of \$14.0 million in design and construction funding for a new regionally significant system preservation project, I-95/I-495 (Capital Beltway) Suitland Road Bridges 16062 Replacement (TIP 6437); and,
- 2) The addition of \$11.5 million in construction funding for a new regionally significant system preservation project, I-95/I-495 (Capital Beltway) Suitland Parkway Bridges 16060 Replacement (TIP 6438).

The additional funds for these projects are available due to an increase in federal aid obligational authority.

My telephone number/toll-free number is [410-545-5675](tel:410-545-5675)/[1-888-204-4828](tel:1-888-204-4828)

Maryland Relay Service for Impaired Hearing or Speech [1.800.735.2258](tel:1-800-735-2258) Statewide Toll Free

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

IP	Project	Phase	New Funding	Comments
6437	I-95/I-495 (Capital Beltway) Suitland Road Bridges 16062 Replacement, Forestville/Westphalia	PE CO	\$2,552,000 \$11,440,000	Adding design funding to reflect new regionally significant system preservation project including \$921,000 (NHPP) and \$231,000 (State) to FY 2015 and \$1.1M ((NHPP) and \$280,000 (State) to FY 2016. Adding construction funding to reflect new regionally significant system preservation project including \$4.6 million (NHPP) and \$1.1 million (State) to FY 2017 and \$4.6 million (NHPP) and \$1.1 million (State) to FY 2018.
6438	I-95/I-495 (Capital Beltway) Suitland Parkway Bridges 16060 Replacement, Morningside	CO	\$11,440,000	Adding construction funding to reflect new regionally significant system preservation project including \$4.6 million (NHPP) and \$1.1 million (State) to FY 2016 and \$4.6million (NHPP) and \$1.1 million (State) to FY 2017.

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 the requested TIP amendment, please amend the FY 2014 Statewide TIP (STIP) using the funding information provided in the attachment. If you have any questions, please do not hesitate to contact SHA Assistant Regional Planner, Matt Baker, at 410-545-5668 or via email at mbaker4@sha.state.md.us.

Attachment: FY 2015-2020 National Capital Region TIP projects 6437-6438 reports

cc: Ms. Felicia Alexander, Deputy Director, Office of Planning and Preliminary Engineering, SHA
 Mr. Matt Baker, Assistant Regional Planner, SHA
 Mr. Eric Beckett, Assistant Chief, Regional and Intermodal Planning Division, SHA
 Mr. David Rodgers, Regional Planner, SHA
 Mr. Brian Young, District Engineer, SHA

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

Source	Fed/St/Loc	Previous Funding	FY 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: 6437	Agency ID: PG6981	Title: I-95/I-495 Suitland Road Bridges Replacement	Complete: 2017					Total Cost: \$14,800	
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Facility: I 95 /I 495 at Suitland Road	NHPP	100/0/0	570 a	921 a	1,120 a	4,576 c			11,193
From:					4,576 c				
To:	State	0/100/0	1,543 a	231 a	280 a	1,144 c			2,799
					1,144 c				

Total Funds: 13,992


Description: Replacement of I-95/I-495 Suitland Road Bridges 16062. The existing bridges are structurally deficient and functionally obsolete. 

Amendment: Additional Design and Construction Funding **Approved on: 4/3/2015**
 Adding design funding to reflect new regionally significant system preservation project including \$921,000 (NHPP) and \$231,000 (State) to FY 2015 and \$1.1 million (NHPP) and \$280,000 (State) to FY 2016. Adding construction funding to reflect new regionally significant system preservation project including \$4.6 million (NHPP) and \$1.1 million (State) to FY 2016 and \$4.6 million (NHPP) and \$1.1 million (State) to FY 2017.

TIP ID: 6438	Agency ID: PG6982	Title: I-95/I-495 Suitland Parkway Bridges Replacement	Complete: 2018				Total Cost: \$11,500	
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Facility: I 95 /I 495 at Suitland Parkway	NHPP	100/0/0				4,576 c	4,576 c		9,152
From:									
To:	State	0/100/0				1,144 c	1,144 c		2,288

Total Funds: 11,440

Description: Replacement of I-95/I-495 Suitland Parkway Bridges 16060. The existing bridges are structurally deficient and functionally obsolete. 

Amendment: Additional Construction Funding **Approved on: 4/3/2015**
 Adding construction funding to reflect new regionally significant system preservation project including \$4.6 million (NHPP) and \$1.1 million (State) to FY 2017 and \$4.6 million (NHPP) and \$1.1 million (State) to FY 2018.



NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

April 9, 2015

TO: Transportation Planning Board

FROM: Kanti Srikanth *Kanti*
Director, Department of Transportation Planning

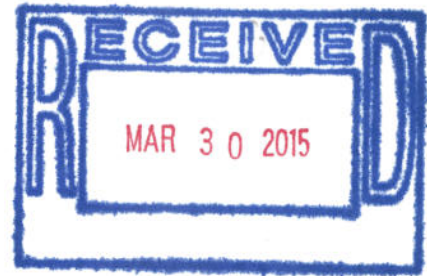
RE: Letters Sent/Received Since the March 18th TPB Meeting

The attached letters were sent/received since the March 18th TPB meeting. The letters will be reviewed under Agenda #5 of the April 15th TPB agenda.

Attachments

March 27, 2015

Kanathur Srikanth
Director
Transportation Planning Board
Washington Metropolitan Council of Governments
777 North Capitol Street, NE
Washington, DC 20002-4290



Dear Kanti:

I hope you are doing well and have gotten into the ebb and flow of your position.

I am concerned about a recent issue raised by the Northern Virginia Transportation Alliance in its March 17 website post. In that post, Bob Chase and staff called attention to what they believe was a misrepresentation of comments received on the I-66 project. They quote the TPB newsletter as saying *“a majority of the comments sought more details and greater commitments from VDOT that the multimodal aspects of the proposal, especially the new commuter and rapid bus services, would indeed be implemented.”*

The Alliance completed its own analysis of the 194 public comments that were submitted and posted to your website and reported:

- *“58% stressed the need for additional lanes and increased capacity in the corridor with no mention of concern regarding transit commitments, while*
- *31% (61 including 4 from one individual) expressed concern regarding transit services.”*

NVTA went on to declare that ***“the TPB newsletter’s failure to mention what clearly was a majority public sentiment is alarming: the TPB Board’s even more so.”***

Given the Board’s action at the Feb. 18 meeting adopting an Arlington resolution delaying any I-66 inside the Beltway widening until the tolling/transit/HOV-3 changes were in place and fully evaluated, the apparent distortion of the nature of the public comments prior to the vote is extremely troubling.

All of this is very concerning to us at AAA. We have long believed that the TPB has a strong anti-road/pro-transit bias. A bias is one thing, but a misportrayal of facts is quite another. For our region to make progress in mobility, the TPB needs to be an effective and honest broker to help advance the projects that will make a difference in our regional gridlock.

John Townsend, at my request, also reviewed the comments that were part of the Feb. 18 packet—the item 7 comments-- and found that NVTA’s analysis appeared to be on target—

Page 2

about two-to-one in favor of the roads portion. If you and your staff's further review of these comments does indeed find that their original portrayal was incorrect, I would hope you would address this with your staff, and also alert the Board of the improper characterization of the public comments which may have lead to Board action not supported by the comments. In that the Board likely gave strong weight to the public comments, or their portrayal, when it acted (or at least we hope its members did), the TPB may need to reconsider its action altogether.

Also worthy of note is the number of organizations with large memberships, such as the chambers of commerce and AAA, whose comments favored the roads. Should those of us with large memberships be given more weight or differentiated from, say the individual concerned about transit who submitted four sets of comments?

In any case, I believe that the issue raised by the NVTa, and borne out by our subsequent review of the comments, is a very serious concern, and we would be interested in your response. The region's transportation leaders who sit on the TPB have to know that the information you provide them, and upon which they base actions that can have a huge regional impact, is accurate. Transportation policy made based upon distortion serves no one well. I look forward to your response and appreciate your consideration of this important issue.

Sincerely,



Mahlon G. "Lon" Anderson
Managing Director, Public and Govt. Affairs

Cc: John Townsend, Manager, AAA P&GA
Robert Chase, NVTA
Richard Parsons, Executive Director, Suburban Maryland Transportation Alliance



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

April 9, 2015

Mr. Mahlon G. "Lon" Anderson
Managing Director, Public and Government Affairs
AAA Mid Atlantic
1405 G Street NW
Washington, DC 20005

Dear Mr. Anderson:

Thank you for your recent comments (in a letter dated March 27, 2015) noting a factual inaccuracy in the March 3 issue of *TPB Weekly Report*, the TPB's weekly news publication.

In the article, we stated that a majority of the public comments received on projects slated for the 2015 update of the region's Constrained Long-Range Transportation Plan (CLRP) focused on seeking more details and greater commitments from VDOT regarding multimodal aspects of two proposals to toll I-66 in Northern Virginia. As you pointed out in your letter, such sentiments did not in fact represent a majority of the public comments received by the TPB. They did, however, represent the other main point made by commenters, and reflected one of the primary points discussed by the Board at its meeting and conveyed to VDOT.

We sincerely regret our mischaracterization of the distribution of public comments and have taken steps to rectify it. We have corrected the permanent online version of the March 3 article, explicitly noted the correction at the end of the article, and will note the correction in an upcoming issue of *TPB Weekly Report*.

We couldn't agree with you more that the information and analysis we present to the leaders who sit on the TPB, as well as to the TPB's broader base of stakeholders, must always be factually accurate. This is especially true when that information could influence important decisions that the TPB makes. Fortunately, the article in question was published about two weeks after the Board voted to approve all of the projects proposed for the 2015 CLRP update, including the I-66 widening, so we can be sure that it did not affect the outcome of the Board's deliberations.

Again, we sincerely regret this error. We truly appreciate feedback from careful readers like you.

Sincerely,

Kanathur N. Srikanth

Director, Department of Transportation Planning



NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

March 26, 2015

Mr. Thomas H. Jacobs, Director
Center for Advanced Transportation Technology
Department of Civil & Environmental Engineering
University of Maryland
5000 College Avenue
College Park, Maryland 20742

Re: Connected Vehicle-Enabled Integrated Corridor Management (CV-ICM) Request for Applications – Baltimore-Washington Corridor

Dear Mr. Jacobs,

On behalf of the National Capital Region Transportation Planning Board (TPB), the officially-designated Metropolitan Planning Organization (MPO) for the Washington region, I would like to express support for the State of Maryland's application to the U.S. Department of Transportation's Connected Vehicle-Enabled Integrated Corridor Management Program. The purpose of the project is consistent with the TPB's Vision and its Regional Transportation Priorities Plan for an efficient and safe transportation system for the movement of goods and people. TPB staff will be happy to assist as necessary with information to be integrated into the effort. As the Baltimore-Washington corridor experiences significant congestion and safety issues, there are a number of opportunities for technological and procedural improvements among roadway, transit, public safety, and other entities involved in corridor operations.

Thank you to you and your staff for continuing to inform TPB staff on this effort. If you have any questions, please contact Andrew Meese of my staff at ameese@mwkog.org or 202-962-3789.

Sincerely,

Kanathur N. Srikanth

Director

Department of Transportation Planning


cc: Lyn Erickson, MDOT
Michael Zezeski, MSHA

METROPOLITAN WASHINGTON  COUNCIL OF GOVERNMENTS

One Region Moving Forward

DATE: April 1, 2015

TO: COG Board of Directors
Members & Alternates

FROM: Chuck Bean 

RE: COG Assistance Requested to Facilitate Formation of a Metro Safety Commission

District of Columbia
Bladensburg*
Bowie
Charles County
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

*Adjunct Member

Summary

Staff requests COG Board approval at the April 8, 2015 meeting to execute a memorandum of understanding with the District of Columbia, Maryland, and Virginia to facilitate the creation of a Metro Safety Commission (MSC) as an independent State Safety Oversight Agency to oversee the safety of WMATA Metrorail operations as called for in federal transportation law MAP-21, which requires similar state safety oversight bodies for rail transit agencies throughout the country.

COG will serve as the designated recipient of Federal Transit Administration (FTA) funds for this purpose. COG will not serve as the MSC; rather, COG's role will be to facilitate the creation of the MSC.

Background

The Metropolitan Washington Council of Governments (COG) was approached by representatives of the Federal Transit Administration (FTA), the Director of the District Department of Transportation, the Transportation Secretary for the State of Maryland, the Transportation Secretary of the Commonwealth of Virginia, and the Director of Virginia's Department of Rail and Public Transportation to serve as the designated recipient of FTA's State Safety Oversight (SSO) program funds. As FTA's designated recipient for the SSO funds and in accordance with the statutory requirements of federal law, Moving Ahead for Progress in the 21st Century (MAP-21), COG will be responsible to work with the three "states" (in this memo "states" shall refer to the District, Maryland, and Virginia) to establish a Metro Safety Commission (MSC) as an independent State Safety Oversight (SSO) Agency to oversee the safety of WMATA Metrorail operations, promulgate regulations as needed, hire and train qualified staff, enforce safety requirements and set consistent oversight policy for WMATA Metrorail.

Currently, the District of Columbia, Maryland, and Virginia jointly provide safety oversight of the Metrorail operations under the auspices of the Tri-state Oversight Committee (TOC) as per previous FTA rules of its State Safety Oversight program to promote rail safety. The TOC is staffed and funded by the three states. The TOC's tasks include investigating hazardous conditions and accidents and conducting reviews of safety and security plans at least on a triennial basis. The TOC however has no authority to enforce its findings with fines, civil actions or other penalties. The FTA intended the SSO program to function as a "cooperative" effort with the transit agencies and as such it was not designed to operate under the traditional regulatory framework of fines and penalties. COG serves as the fiscal agent for the TOC providing administrative contractual and procurement support. COG will continue this role with the TOC until the MSC established. The MSC, once established, will replace the TOC.

MAP-21 Calls for State Safety Oversight Agencies with Enforcement Authority

To overcome a long-standing weakness in the SSO program that allows corrective action plans to remain open for long periods of time (and for serious safety concerns to go potentially unaddressed) MAP-21 directs states to assume oversight responsibility for rail transit agencies in engineering and construction, as well as in revenue service.

It requires that each state provide its SSO program and SSO agency, such as the TOC, with enforcement authority to ensure 1) the safety of each rail transit agency in its program, and 2) the implementation of each agency's Safety Plan. States also must empower their SSO programs with investigative authorities. These requirements will enable States to compel action from the transit agency to address identified deficiencies.

To undertake this enhanced responsibility each state must ensure that its SSO program is managed by an SSO agency with staffing levels and qualifications commensurate with the number, size and complexity of the rail transit agencies in the program and that SSO program staff and contractors receive training and certification through FTA.

FTA will now provide grant funding to support the staffing and professional development of SSO programs under its Section 5329 (e) program.

Request to COG

For our region, COG is being asked to become the designated recipient of these funds and use the funds to facilitate the creation of the MSC by working with the three states.

Pursuant to discussions between the staffs of the FTA, COG and the three state transportation policy staffs a Memorandum of Understanding (MOU) between the three states and COG has been developed and was signed on March 11, 2015 by the transportation secretaries of Maryland, Virginia and the Director of the District of Columbia Department of Transportation.

COG will not serve as the MSC; rather COG will receive FTA SSO funds, under 49 U.S.C. Section 5329(e), and work with the three states to stand up the MSC.

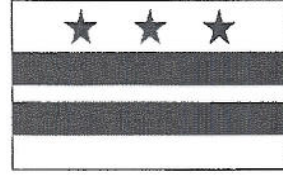
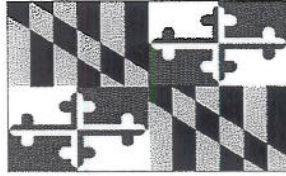
Recommendation

COG's legal counsel conducted a review of the potential liability for COG in becoming a designated recipient for the FTA SSO program funds. The review found that the only identifiable liability as COG becomes an interim designated recipient of federal funds is compliance with the federal reporting regulations applicable as a grant designee because COG itself will not be stepping into a regulatory role with respect to WMATA.

Staff recommends Board's approval for staff to enter into the MOU with the three states and proceed to become a designated recipient of FTA's SSO Program funds and assume the responsibility to facilitate the creation of the Metro Safety Commission.

Attachments

1. Memorandum from MWCOG General Counsel re: Analysis of the MOU.
2. Letter from the Transportation Secretaries of Maryland and Virginia and Director of the District of Columbia Department of Transportation.
3. MOU between District of Columbia, Maryland, Virginia and COG.



March 11, 2015

Mr. Chuck Bean
Executive Director
Metropolitan Washington Council of Governments
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Mr. Bean:

We, the Tri-State Oversight Committee (TOC) Executives, are writing to you to request your assistance in replacing the TOC with an independent State Safety Oversight (SSO) entity for WMATA in conformance with MAP-21 and the April 20, 2010 *White Paper on Optimizing State Safety Oversight of the WMATA Metro Rail System*.

As you know, following the 2009 Red Line accident near the Fort Totten Metro Rail station and issuance of the *White Paper*, we took steps to make the TOC as robust as possible—in the short and long-term—to strengthen safety on the WMATA Metrorail system. This included a commitment to creating a Metro Safety Commission (MSC), an independent organization that would assume the responsibilities of the TOC, using the *White Paper* as a guide.

With safety as our highest priority, we want to ensure that we are administering an effective TOC as we take the steps necessary to establish the MSC. This is why the enclosed MOU with the Metropolitan Washington Council of Governments (COG) is necessary. We have worked cooperatively with your staff to draft this MOU, and believe that it addresses key legal and operational issues. The TOC is not an independent legal entity, and thus, cannot serve as the recipient of federal SSO funds available under MAP-21 or as a SSO Agency for the purposes of administering the SSO formula grant program. Under the terms set forth in the MOU, COG will fulfill the federal requirements as the interim designated recipient of federal SSO funds until the MSC is established, and the Member Jurisdictions will provide the support required for COG to carry out its designated recipient duties. We request your signature in order to fully execute the MOU and have COG serve as administrator of TOC's federal SSO funds.

In addition, we also request that COG take the lead and work with designated policy and support staff from our agencies on an analysis for establishing the MSC as an independent, legal entity that meets the MAP-21 requirements. The analysis should provide a recommended path forward towards creation of a new standalone regional entity to carry out SSOA duties under MAP-21. It

Mr. Chuck Bean
Metropolitan Washington Council of Governments
Page 2 of 2

should detail the costs during and after the transition, and provide a schedule for MSC implementation. We request that you schedule a meeting with TOC policy staff that we will designate and identify to you, in order to develop the scope of work, timeline, and budget for this analysis.

We are pleased to have the opportunity to extend our partnership with COG through our efforts on this important project. We look forward to working together to promote a safe, performance-driven WMATA system that supports lifestyles, and economies, in the capital region.

Sincerely,



Pete K. Rahn
Secretary of Transportation
State of Maryland



Leif A. Dormsjo
Acting Director of DDOT
District of Columbia



Aubrey L. Layne
Secretary of Transportation
Commonwealth of Virginia



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Kanti Srikanth, Director, Department of Transportation Planning

SUBJECT: Announcements and updates

DATE: April 9, 2015

The following items are attached:

- Announcement that the Call for Projects for the Transportation Land-Use Connections (TLC) Program is now open for FY 2016. Applications are due June 3.
- Letter to the Board seeking participants for the TPB's Community Leadership Institute, which will be held on June 3, 10, and 17.
- Memo describing plans for the TPB's 50 anniversary activities, which will be held later this year.
- Flyer for the "Creating Pedestrian Spaces" workshop on April 28.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: John Swanson, Principal Transportation Planner

SUBJECT: Transportation Land-Use Connections (TLC) Program Call for Projects

DATE: April 9, 2015

At the Technical Committee meeting on April 3, TPB staff released the FY 2016 Call for Projects for the TLC Program. Any local jurisdiction that is a member of the TPB is eligible to apply. The application deadline is June 3, 2015.

The TPB initiated the 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. The program provides consultant assistance of \$30,000-\$60,000 for planning projects, and up to \$80,000 for conceptual design or preliminary engineering projects. Each year, the TPB typically funds 8-10 TLC projects. The program has funded 81 projects since its inception.

Technical assistance may include a range of services, such as:

- Transit corridor and station area planning
- Transit demand and feasibility assessments
- Pedestrian and bicyclist safety and access studies
- Streetscape improvement plans
- Design guidelines and roadway standards
- Trail design
- Safe Routes to School planning
- Complete Streets policy guidance
- Transit-oriented development studies

This year, the Call for Projects has placed a special focus on key TPB priorities, including projects that focus on Regional Activity Centers, projects that would improve access to rail stations with under-utilized capacity, and cross-jurisdictional projects. Applicants are strongly encouraged to submit an abstract of their project idea. Abstracts are due April 22.

The solicitation brochure and application are available on the TLC webpage: www.mwcog.org/tlc.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

April 8, 2015

Dear members of the TPB,

I am writing to ask your assistance with recruitment for the TPB's June 2015 Community Leadership Institute.

As you know, the TPB has hosted the Community Leadership Institute (CLI) since 2007. This year's session will occur on June 3, 10, and 17 at the MWCOC building in Washington, DC.

The CLI is an educational program that provides tools for community leaders to “think regionally and act locally” when they get involved in transportation decision making. Led by TPB staff, the CLI includes presentations and group activities that explore the relationship between land use and transportation, and options for dealing with the transportation impacts of regional growth. Over the course of the three-day workshop, the CLI provides opportunities for participants to connect their local interests with issues facing the region as a whole.

Attached please find a detailed description of the program and guidance on recruitment. Please feel free to circulate the attached flier or the information below to engaged community leaders in your jurisdiction who you think might be a good fit for the program. TPB staff is also reaching out to civic associations, chambers of commerce, nonprofits, and other organizations throughout the region.

You are also welcome to nominate individuals by emailing Bryan Hayes with their contact information so that he can follow up directly with the individuals. Please note that all interested and nominated candidates must submit a brief Statement of Interest by May 22, 2015.

You can contact Bryan Hayes (bhayes@mwkog.org, 202-962-3273) if you have any further questions.

Thank you for your help,

Kanathur N. Srikanth
Director, Department of Transportation Planning

COMMUNITY LEADERSHIP INSTITUTE

 National Capital Region Transportation Planning Board

Transportation Planning Board Community Leadership Institute

Wednesday, June 3, 5:30-9pm

Wednesday, June 10, 5:30-9pm

Wednesday, June 17, 5:30-9pm

at the COG offices in Washington, DC

June 2015 Community Leadership Institute flier:

Program Description

How are transportation decisions made in this region? How can community leaders make a difference?

The Transportation Planning Board's Community Leadership Institute (CLI) is designed to help community leaders figure those questions out. Over the course of three interrelated modules, the CLI aims to empower individuals to get involved in transportation decision-making whenever and where ever it occurs. Facilitated by Kathy Porter—current WMATA Board Member and former TPB Chair and Takoma Park Mayor—the CLI uses interactive group exercises and discussions to help participants better understand regional challenges, as well as opportunities for successful public involvement. At each step of the way, participants discuss ways in which the interests of their local communities connect with the planning issues facing the entire region. By providing this big-picture context, the CLI encourages participants to “think regionally and act locally.”

Registration Information

The CLI is a free program comprised of three interrelated modules, and interested candidates **must commit to attending all three sessions**. Interested candidates must submit a brief Statement of Interest between April 10 and May 22, 2015.

The statement of interested can either be submitted online (www.mwcog.org/cli) or by sending an email to Bryan Hayes (bhayes@mwcog.org). The Statement of Interest must include the following information:

- Name
- State of residence
- Mailing address
- Are you affiliated with a civic association or community group?
- Please describe your recent experiences or roles in community leadership.

- Why are you interested in participating in the TPB Community Leadership Institute?
- How did you hear about the CLI?
- Please write a 1-2 sentence bio to be shared with other members of the CLI.

Statements of Interest may also be mailed to:

Bryan Hayes
Metropolitan Washington Council of Governments
777 North Capital Street, NE Suite 300
Washington, DC 20002

Once the Statement of Interest is received, a member of the TPB staff will contact you regarding your registration status.

CLI participants represent a range of transportation interests and come from all corners of the Metropolitan Washington Region. In order for the CLI to be successful, it is important for participants to comprise a comprehensive group that is representative of the mosaic of interests and geographical diversity within our region. The TPB hosts the CLI multiple times annually, so if interested parties are unable to attend the CLI this spring, future opportunities will be available.

Further Information

For more information on the CLI, please view the attached brochure, or visit <http://www.mwcog.org/cli/>.

Contact Bryan Hayes, TPB staff, at 202-962-3273 or bhayes@mwkog.org with any additional questions.

COMMUNITY LEADERSHIP INSTITUTE

Wednesday, Jun. 3, 5:30-9pm

Wednesday, Jun. 10, 5:30-9pm

Wednesday, Jun. 17, 5:30-9pm



National Capital Region
Transportation Planning Board
777 N. Capitol St., NE
Washington, DC 20002



The Transportation Planning Board

The Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization charged with coordinating transportation planning and funding for the Washington region. Members of the TPB include representatives of local governments, state transportation agencies, state legislatures, and WMATA. Staffing for the TPB is provided by the Metropolitan Washington Council of Governments.

TPB Member Jurisdictions

Alexandria	Frederick County
Arlington County	Gaithersburg
Bowie	Greenbelt
Charles County	Loudoun County
College Park	Manassas
District of Columbia	Manassas Park
City of Fairfax	Montgomery County
Fairfax County	Prince George's County
Falls Church	Prince William County
Fauquier County	Rockville
City of Frederick	Takoma Park

Interested participants must commit to attending all three sessions of the Spring 2015 CLI.

Visit the Transportation Planning Board's CLI website: www.mwcog.org/cli

For more information, contact:

Bryan Hayes

202-962-3273 | bhayes@mwcog.org

Lamont B. Cobb

202-962-3234 | lcobb@mwcog.org

What is the TPB Community Leadership Institute (CLI)?

The CLI is an educational program that provides the tools for community leaders to “think regionally and act locally” when making decisions about transportation planning.

What do participants learn?

Over the course of three interrelated workshops, participants learn how, where, and when transportation decisions are made in the Washington region. The CLI includes information about the various planning processes at the state, regional, and local levels. CLI participants learn to be regional transportation leaders by connecting the interests of their local communities, constituencies, and elected officials with the planning issues facing the entire Washington region. By reviewing case studies and participating in interactive group activities, participants also learn about the relationship between land use, jobs, housing, and transportation, and the implications of growth in our region.

The CLI is facilitated by former TPB Chair Kathy Porter, a member of the WMATA Board of Directors and former Mayor of Takoma Park, Maryland.

Who participates in the CLI?

The TPB is committed to investing in the knowledge of community leaders across the National Capital Region. Participants will reflect a comprehensive group representing the diversity of communities and interests across the region.

How do I apply to participate?

Candidates should compose a brief Statement of Interest that includes: name, contact information (postal address, email, phone number), recent community leadership experience, reason for interest, how they heard about CLI and a 1-2 sentence bio (which will be shared with fellow members of the CLI class). Statements of Interest should be submitted to Bryan Hayes at bhayes@mwcog.org by **11:59pm on Friday, May 22** to be considered. Applications can also be submitted online at:

www.mwcog.org/cli

COMMUNITY LEADERSHIP INSTITUTE

STATEMENT OF INTEREST

The submission deadline for the Fall 2014 CLI Workshop is May 22, 2015.
Online applications are also available at www.mwcog.org/cli.

Name:

Street Address:

City:

State:

Zip:

Phone:

E-mail Address:

Recent Community Leadership Experience:

Reason for Interest:



Biography (one to two sentences):

How did you hear about CLI?:

Please submit your statement of interest to Bryan Hayes via e-mail at bhayes@mwkog.org or fax to 202-962-3201.

National Capital Region Transportation Planning Board
777 North Capitol St., N.E., Ste. 300 Washington, DC 20002
Bryan Hayes 202-962-3273 | bhayes@mwkog.org
Lamont B. Cobb 202-962-3234 | lcobb@mwkog.org



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Phil Mendelson
Chair, Transportation Planning Board

FROM: Kanti Srikanth
Staff Director, Transportation Planning Board

SUBJECT: Update on Staff Plans to Commemorate the TPB's 50th Anniversary

DATE: April 9, 2015

This year marks the Transportation Planning Board's 50th anniversary. At the request of the Board, this memo provides an update on current staff plans to commemorate this special occasion.

Background

The Transportation Planning Board was officially incorporated on June 30, 1965, in response to the Federal Aid Highway Act of 1962 requiring all metropolitan areas in the country to institute a "continuing, comprehensive transportation planning process carried out cooperatively by States and local communities." This year marks the 50th anniversary of the TPB's incorporation, providing an opportunity to reflect on the region's major transportation accomplishments over the last 50 years and to look ahead to what the next half-century might bring.

Planned Commemoration Activities

In order to commemorate this special occasion, staff are currently planning several activities (described below) to highlight the region's key transportation achievements over the last 50 years, with a focus on the role that regional planning and coordination played in making those achievements possible.

- 1) ***A short, documentary-style video*** featuring a combination of interviews with key TPB figures and regional leaders, and historic photographs, maps, audio, and/or video;
- 2) ***A ceremony immediately preceding the November 18 TPB meeting*** featuring guest speakers, refreshments, and the first public showing of the commemorative video;
- 3) ***A special event held in conjunction with the COG Annual Meeting in December***, possibly a more in-depth discussion of the region's major accomplishments and its future challenges and opportunities; and
- 4) ***Outreach via TPB and COG publications, social media, and the web***, including articles in TPB Weekly Report, TPB News, and a special section in The Region magazine.

**Update on Staff Plans to Commemorate the TPB's 50th Anniversary
April 9, 2015**

Current Work Status

Work is currently underway to secure a consultant to assist in producing the video described above. Once a consultant is hired, work will begin to identify key TPB figures to interview for the video. Staff will also begin their research to locate historic photographs, maps, audio, video, and other materials required for the video and related outreach.

Staff will soon send a "save the date" to Board members and stakeholders for the commemorative event immediately preceding the November 18 TPB meeting. Formal planning for the event will commence in the next couple of months.

Finally, staff will work with COG's Executive Office and COG's Office of Communications to plan the special event to be held in conjunction with the COG Annual Meeting in December. Staff will also coordinate with the Office of Communications to plan and carry out appropriate outreach to publicize the commemoration and related events.

Save the Date: Creating Pedestrian Spaces Workshop

April 28th, 2015

11 a.m. – 4 p.m.

Ronald Kirby Training Center
First Floor, MWCOG
777 North Capitol Street NE
Washington, DC

- Keynote Speaker: Sean Quinn, Director, Pedestrian Projects Group, New York City Department of Transportation
- Local Speakers: TBA
- Free Event
- Pre-Registration Required. Register [HERE](https://www.mwco.org/calendar/registration.asp?COMMITTEE_ID=103&EVENT_ID=9081)

– https://www.mwco.org/calendar/registration.asp?COMMITTEE_ID=103&EVENT_ID=9081



Sean Quinn
New York City DOT

Mr. Quinn has over nine years' of pedestrian planning, design, and implementation experience in New York and New Jersey. Over the past eight years at NYC DOT he has successfully implemented projects which redesigned city streets with an eye toward safety, mobility, and economic development. He has planned and implemented numerous projects in every borough, even seeing a few through to capital construction. He is currently a co-director of the Pedestrian Projects Group. Sean holds a Master of City Planning from Rutgers University.



ITEM 7 - Action

April 15, 2015

Approval of Regional Bike to Work Day 2015

Staff

Recommendation: Approve the Bike to Work Day 2015 Proclamation.

Issues: None

Background: In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at seventy-nine locations in the region for Friday May 15. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.



Proclamation

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

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

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

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

WHEREAS, Capital Bikeshare's regional bike sharing system has over 300 stations within the District of Columbia, Alexandria, Arlington, and Montgomery County.

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

WHEREAS, the week of May 11th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

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

1. Proclaims Friday, May 15, 2015 as Bike to Work Day throughout the Washington metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

Chair, National Capital Region Transportation Planning Board



Pit Stops

NORTHEAST

Edgewood – Met Branch Trail
Fort Totten
NoMa

NORTHWEST

Adams Morgan
Columbia Heights (Afternoon)
Freedom Plaza
Georgetown Waterfront Park Area
Glover Park
Golden Triangle – L Street
GoldenTriangle – Farragut Square
Mt. Vernon Triangle
National Geographic Society

SOUTHEAST

Anacostia
Capitol Hill at Eastern Market
Capitol Riverfront at Canal Park
Coast Guard HQ – Ward 8 SE

CHARLES

Indian Head

FREDERICK

Frederick City

MONTGOMERY

Bethesda
FDA White Oak
Friendship Heights
Gaithersburg
National Institutes of Health Bldg One
Naval Support Activity Bethesda
North Bethesda – US Nuclear Reg Commission
Rock Springs Business Park
Rockville – Falls Grove
Rockville – Town Center
Rockville – Twinbrook
Silver Spring – Discovery Place

PRINCE GEORGE'S

Bowie – Old Town
Bowie – Town Center
Capitol Heights
College Park – City Hall (Morning)
College Park – Metro (Afternoon)
Greenbelt
Hyattsville
Oxon Hill
Port Towns – Edmonston (Afternoon)
Port Towns – Edmonston (Morning)
Suitland

TAKOMA PARK

Takoma Park – Downtown/Old Takoma
Takoma Park – Sligo Creek Trail
Takoma Park – Takoma/Langley Crossroads

ALEXANDRIA

Alexandria – Carlyle
Alexandria – Del Ray
Alexandria – Mark Center
Alexandria – Old Town

ARLINGTON

Arlington – Ballston
Arlington – Columbia Pike/Penrose Square
Arlington – Crystal City Water Park
Arlington – East Falls Church Metro Station
Arlington – Rosslyn
Arlington – Shirlington

FAIRFAX

Burke VRE Station
Fair Lakes
Fairfax City Downtown
Fairfax County Government Center
Falls Church (Afternoon)
Falls Church (Morning)
Herndon
McLean
Merrifield – W&OD Trail
Mosaic
Mt. Vernon – Collingwood Park
Reston – Wiehle-Reston East Metrorail Station
Springfield/Metro Park at Walker Lane
Tysons Corner Center
Vienna

LOUDOUN

Leesburg
Sterling

PRINCE WILLIAM

Dumfries
Haymarket
Manassas – George Mason University
Manassas – Kelly Leadership Center
Manassas – VRE Station
Rippon Landing VRE Station
Woodbridge – Chinn Center
Woodbridge VRE

BIKE TO WORK DAY



National Capital Region Transportation Planning Board

April 15, 2015

Bike to Work Day

- Rolled out regionally in 2001 by Commuter Connections
- Friday May 15, 2015
- Celebrates bicycling as a clean, fun, and healthy way to get to work
- Substantial increases in participation each year



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15

Bike to Work Day Support for Bicyclists

- Cycling classes
- Bicycling to work guides
- 79 pit stops throughout region
- Guaranteed Ride Home
- Commuter Convoys



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15



Bike to Work Day Survey



- **Conducted every three years (2013)**
 - **Online survey to all event participants**
 - **Response rate of 29 percent**
 - **Measures impacts of bicycle commuting before and after event**
 - **Survey results used in TERM Analysis**

**BIKE TO
WORK
DAY**
FRIDAY 5.15.15

Bike to Work Day 2013 Survey

- Before Bike to Work Day 17% of respondents *never* commuted by bicycle
- After, 10% of respondents *started* bicycling to work avg. 1.4 days/week



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15

Bike to Work Day

- Coincides with National Bike to Work week
- 16,800 registrants in 2014
- Goal for 2015 is 19,000



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15



Growth by Year



of Registrants

of Pit Stops



Bike to Work Day Employers

- Encourages business community support
- Employers benefit through reduced parking and improved employee health & fitness
- Employer sponsored pit stops
- Employer Challenge



**BIKE TO
WORK
DAY**

FRIDAY 5.15.15

Employer Support for Bicycling

- **Bicycle racks**
- **Secure bike storage**
- **Showers and gym lockers**
- **Bicycling subsidy**
- **Discounted Capital Bikeshare memberships**



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15

Rain Policy

- **Bike to Work Day is a rain or shine regional event**
- **Pit stops are encouraged to have a contingency plan ready**
- **Pit stops however may determine to cancel their local pit stop event based on severe weather conditions.**



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15

Website





BIKE TO WORK DAY FRIDAY 5.15.15



HOME EMPLOYER RESOURCES EVENT INFO FIRST TIME RIDER INFO REGISTRATION SPONSORS

Bike to Work Day

On Friday May 15, 2015 Commuter Connections and the Washington Area Bicyclist Association invite you to join over 10,000 area commuters for a celebration of bicycling as a clean, fun, and healthy way to get to work. Attend one of 79 pit stops throughout D.C., Maryland, and Virginia to receive refreshments, and be entered into a raffle for bicycles being given away.

[Free Registration Click Here](#)

Pit Stops

Seventy nine pit stops will host Bike to Work Day events throughout D.C., Maryland and Virginia. Take a break at a pit stop on your way to work for lots of food, fun and prizes. Register now, it's free! There are also a few pit stops open for your afternoon commute back.
[Read More...](#)

Commuter Convoys

Bicycle commuter convoys are forming now for Bike to Work Day on May 15th. All bicyclists are welcome to join the free convoys and there's no need to sign up. Convoys are led by experienced bicycle commuters.
[Read More...](#)

Sponsors



Event Poster

A PDF of the new Bike to Work Day 2015 event poster is now available!
[Click here to see this year's event poster](#)

Find a Ride Buddy

Use the Washington Area Bike Forum to find a ride buddy for Bike to Work Day, or join an online discussion about bicycling in the Washington, D.C. area.
[Read More...](#)

Increase Bicycling Skills

WABA's adult bicyclist education opportunities are available throughout the Washington region for a wide range of skill sets, from beginners to advanced. There are also seminars for commuting to work.
[Read More ...](#)



**BIKE TO
WORK
DAY
FRIDAY 5.15.15**

11

Social Media

facebook.

Facebook page for Bike to Work Day. The page features a cover photo of a person on a bicycle with the text "BIKE TO WORK DAY 2015 FRIDAY 5.15.15" and contact information "800.745.RIDE www.biketoworkmetrodc.org". The profile picture is an orange square with a white outline of a city skyline and a bicycle. The page has 1,591 likes and 620 post reach this week.



Tweet from Commuter Connections (@BikeToWorkDay) dated Aug 14. The tweet text says: "Jason Vitale is one of the 2014 Bike to Work Day regional bike raffle winners! He won a bicycle from @bikevirginia". The tweet includes a photo of a man in a blue shirt standing next to a bicycle. The tweet has 134 retweets, 218 follows, 1,363 followers, and 2 lists.

Bike to Work Day Posters / Rack Cards

BIKE TO WORK DAY 2015
FRIDAY 5.15.15

COMMUTER CONNECTIONS WASHINGTON AREA BICYCLIST ASSOCIATION

Marriott **KREI** **ICF**

Bicycle SPACE **LOCAL MOTION** **Bike Arlington** **495** **95** **ExpressLanes**

GENERAL DYNAMICS **The JBG COMPANIES** **EARTHJUSTICE** **KIND**

BIKE ROLL **CRYSTALride**

goDcgo **AAA**

BIKES@VIENNA **KIMPTON** hotels & restaurants

ABUS **GREEN SOURCE** **JAMIS** **BicyclePASS** **ORTLIEB** **pdw**

BROMPTON

Pre-Register by May 8 for free T-shirt* and bike raffles!
FREE FOOD, BEVERAGES AND GIVEAWAYS at all LOCATIONS
Over 75 Bike to Work Day pit stops located in D.C., Maryland and Virginia
Visit biketoworkmetrodc.org for specific pit stop locations and times.

*T-shirts available at pit stops to first 14,000 who register.
Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Departments of Transportation.

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bike to work day 2015

BIKE TO WORK DAY 2015
FRIDAY 5.15.15

COMMUTER CONNECTIONS WASHINGTON AREA BICYCLIST ASSOCIATION

Marriott **KREI** **ICF**

Bike Arlington **ExpressLanes**

Bicycle SPACE **LOCAL MOTION** **The JBG COMPANIES** **EARTHJUSTICE** **KIND**

BIKE ROLL **CRYSTALride**

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BIKE TO WORK DAY 2015
FRIDAY 5.15.15

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Pre-Register by May 8 for free T-shirt* and bike raffles!

FREE FOOD, BEVERAGES AND GIVEAWAYS at all LOCATIONS

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

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

bike to work day 2015

Bike to Work Day Hispanic Outreach

DÍA DE LA BICICLETA PARA IR AL TRABAJO 2015
VIERNES 5.15.15



























Regístrese previamente antes del 8 de Mayo para una camiseta gratis*, y el sorteo de bicicletas.

COMIDA GRATIS, BEBIDAS Y OBSEQUIOS PROMOCIONALES EN TODAS LAS UBICACIONES.

Más de 75 ubicaciones de salida para el día de la bicicleta para ir al trabajo situadas en DC, Maryland, y Virginia.

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Día De La Bicicleta Para Ir Al Trabajo está financiado también por los Departamentos de transporte del Distrito de Columbia, Maryland, Virginia, y del gobierno federal.

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UNA PUBLICACIÓN DE *The Washington Post*

El Tiempo Latino

DÍA DE LA BICICLETA PARA IR AL TRABAJO
VIERNES 5.15.15



Más de 75 ubicaciones de salida para el día de la bicicleta para ir al trabajo situadas en DC, Maryland, y Virginia.

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Bike to Work Day Banner

ALEXANDRIA - OLD TOWN

Market Square at City Hall

301 King Street

6:30 am to 8:30 am



Register at www.BIKETOWORKMETRODC.org or call 800.745.7433

2015 **BIKE TO
WORK DAY**
FRIDAY 5.15.15

VIP Invitations

- WABA formally invited elected officials on the TPB via letter
- Officials asked to RSVP to the pit stop of their choice



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15



Elected Officials



**BIKE TO
WORK
DAY
FRIDAY 5.15.15**

Thank you

Q & A



**BIKE TO
WORK
DAY**
FRIDAY 5.15.15

ITEM 8 - Action
April 15, 2015

Approval of an Updated Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP to use MOVES2014

Staff

Recommendation: Approve the updated scope of work to use the MOVES2014 mobile emissions model for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020 TIP.

Issues: None

Background: At its February 18 meeting, the Board approved the scope of work for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020 TIP. The scope of work will be updated to use the MOVES2014 mobile emissions model in the conformity analysis instead of the MOVES2010a model.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

April 15, 2015

To: Transportation Planning Board

**From: Jane A. Posey
Transportation Engineer**

Subject: Revision to the Scope of Work to Perform the Air Quality Conformity Analysis of the 2015 CLRP and FY2015-2020 TIP – Using MOVES2014 Model Instead of MOVES2010a

The Environmental Protection Agency (EPA) released a new version of their mobile emissions model, MOVES2014, in July 2014, for use in transportation conformity and State Implementation Plan activities. The EPA encourages use of the latest model as expeditiously as possible, but also provided a two year grace period before the MOVES2014 model is required for use in regional conformity analyses. Transportation Planning Board (TPB) staff began working with the EPA and the region's state transportation and air agencies starting in July of 2014 to prepare the model for use in transportation conformity analyses. The TPB staff just successfully completed the model preparation and testing and reviewed the results for reasonableness and errors. TPB staff is satisfied with the model's preparatory work and believes it is ready for use in the region's upcoming air quality conformity analysis of the 2015 Constrained Long Range Plan (CLRP) and FY2015-2020 Transportation Improvement Program (TIP).

As part of the Interagency Consultation, staff shared the latest test results with the state air and transportation agencies in February and March. The group concurred that the test results were reasonable and acceptable, and that MOVES2014 is ready to be used in the air quality conformity analysis of the 2015 CLRP. Staff subsequently provided the same information to the TPB Technical Committee on April 3rd, and will brief the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) at its April 15 meeting.

Using MOVES2014 in the upcoming conformity analysis represents the use of the latest planning assumptions, as is required in the federal conformity regulations. It also provides the results of the conformity analysis for use in upcoming State Implementation Plan (SIP) and Maintenance Plan revisions. The TPB agreed to work with MWAQC and the state transportation agencies to revise the mobile emissions budgets contained in the Fine Particles (PM_{2.5}) Maintenance Plan using the MOVES2014 model this fall.

In February, the TPB approved the Scope of Work for the air quality conformity analysis of the 2015 CLRP and FY2015-2020 TIP. The Scope indicates the use of the MOVES2010a model. **In order to use the new emissions model, TPB will need to approve the attached revised Scope of Work reflecting the use of the MOVES2014 model in the upcoming conformity analysis.**

**AIR QUALITY CONFORMITY ASSESSMENT:
2015 CONSTRAINED LONG RANGE PLAN AND
FY2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

SCOPE OF WORK

I. INTRODUCTION

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

Projects solicited for the 2015 Constrained Long Range Plan (CLRP) and FY2015-2020 Transportation Improvement Program (TIP) were finalized at the February 18, 2015 TPB meeting. This scope of work reflects the tasks and schedule designed for the air quality conformity assessment leading to adoption of the plan on October 21, 2015. This work effort addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO_x) as ozone precursor pollutants), and fine particles (PM_{2.5}) standards (direct particles and precursor NO_x), as well as maintenance of the wintertime carbon monoxide (CO) standard.

The plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA/FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

II. FEDERAL REQUIREMENTS

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

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

The federal requirements governing air quality conformity compliance are contained in §93.110 through §93.119 of the Transportation Conformity Regulations (April 2012), as follows:

CONFORMITY CRITERIA & PROCEDURES	
All Actions at all times	
§93.110	Latest Planning Assumptions
§93.111	Latest Emissions Model
§93.112	Consultation
§93.113	TCMs
§93.114	Currently conforming Plan and TIP
§93.115	Project from a conforming Plan and TIP
§93.116	CO, PM10 and PM2.5 hot spots
§93.117	PM10 and PM2.5 Control Measures
§93.118 and/or §93.119	Emissions Budget and/or Interim Emissions

§ 93.110 Criteria and procedures: Latest planning assumptions - The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

§ 93.111 Criteria and procedures: Latest emissions model - The conformity determination must be based on the latest emission estimation model available.

§ 93.112 Criteria and procedures: Consultation – The Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

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

§93.114 Criteria and procedures: Currently conforming transportation plan and TIP - There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

§93.115 Criteria and procedures: Projects from a plan and TIP - The project must come from a conforming plan and program.

§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots) -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

§93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures -The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable Implementation Plan.

§93.118 Criteria and procedures: Motor vehicle emissions budget - The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

§93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets - The FHWA/FTA project must satisfy the interim emissions test(s).

Assessment Criteria:

- Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the most recently approved 8-hour ozone area VOC and NOx mobile emissions budgets. The 2009 Attainment and 2010 Contingency budgets were deemed adequate for use in conformity by EPA in February 2013. These budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).

- PM2.5 pollutants will be assessed by comparing the forecast year pollutant levels to the mobile budgets in the PM2.5 Maintenance Plan. The Maintenance Plan was approved by EPA effective November 5, 2014.

- Wintertime CO will be assessed by comparing the forecast year pollutant levels to the budgets in the CO Maintenance Plan. The Maintenance Plan was approved by EPA effective June 3, 2005.

III. TECHNICAL APPROACH

The table below summarizes the key elements of the Technical Approach:

	Ozone	Wintertime CO	Fine Particles
Pollutant	VOC, NOx	CO	Direct PM2.5, Precursor NOx
Emissions Model	MOVES2014 MOVES2010a		
Conformity Test	<u>Budget Test:</u> Using mobile budgets most recently approved by EPA. 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.	<u>Budget Test:</u> Using mobile budgets established with the Wintertime CO Maintenance Plan approved by EPA in 2005. All budgets set using Mobile6 emissions model..	<u>Budget Test:</u> Using mobile budgets established in the PM _{2.5} Maintenance Plan approved by EPA in 2014. All budgets set using MOVES 2010a emissions model.
Emissions Analysis Timeframe	Daily	Daily	Annual
Vehicle Fleet Data	NEW! 2014 vehicle registration data for all jurisdictions		
Geography	8-hour ozone non-attainment area	DC, Arlington, Alexandria, Montgomery Co., Prince George’s Co.	8-hour ozone non-attainment area less Calvert County
Network Inputs	Regionally significant projects		
Land Activity	NEW! Cooperative Forecasts Round 8.4		
Modeled Area	3,722 TAZ System		
Travel Demand Model	Version 2.3.57 or latest		

IV. CONSULTATION

The TPB adheres to the specifications of the consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998). The TPB will participate in meetings of MWAQC, its Technical Advisory Committee, and its Conformity Subcommittee to discuss the Scope of Work, TERMS development process, and other elements as needed. The TPB will discuss at meetings or forums, as needed, the following milestones:

- CLRP & TIP Call for Projects
- Scope of work
- TERM proposals
- Project submissions: documentation and comments
- Analysis of TERMS, list of mitigation measures
- Conformity assessment: documentation and comments
- CLRP Performance
- Process: comments and responses

V. WORK TASKS

The work tasks associated with the 2015 CLRP air quality conformity analysis are as follows:

1. Receive project inputs from programming agencies and organize into conformity documentation listings by:
 - Project type, limits, etc.
 - Phasing with respect to forecast years
 - Transit operating parameters, e.g. schedules, service
2. Update Travel Model Base Transit Service to reflect:
 - Service current to December 2014
 - Fares current to February 2014
3. Update Vehicle Fleet Data based on the 2014 VIN
4. Review and Update Land Activity files to reflect Round 8.4 Cooperative Forecasts with respect to:
 - Households by auto ownership, population, and employment
 - Coordination with agencies outside the MWCOG Cooperative Forecast area (BMC, FAMPO, etc.)
 - Zonal data files
 - Employment Data Census Adjustment
 - Exogenous Travel (external, through trips etc.)

5. Prepare forecast year highway, HOV, and transit networks including regionally significant projects (including I-66 Alternative A), as follows:
 - 2015, 2017, 2020, 2025, 2030, and 2040 highway networks, including HOV & HOT routes with all facilities assumed at HOV-3 for 2020 and beyond
 - 2015, 2017, 2020, 2025, 2030, and 2040 transit network input files
 - Update highway tolls, as necessary
6. VDOT I-66 Alternative B (additional access/ramps outside the beltway):
 - Modify 2025,2030, and 2040 networks
 - Execute travel demand modeling for 2025, 2030, and 2040
 - Calculate emissions for 2025, 2030, and 2040
7. VDOT I-66 Alternative: No-Build:
 - Modify 2025,2030, and 2040 networks
 - Execute travel demand modeling for 2025, 2030, and 2040
 - Calculate emissions for 2025, 2030, and 2040
8. Execute travel demand modeling for years 2015, 2017, 2020, 2025, 2030, and 2040; for years 2025, 2030, and 2040 by applying a transit constraint at 2020 levels through the core of the TPB planning area.
9. Derive Mobile Emissions Estimates for years 2015, 2017, 2025, 2030, and 2040
10. Identify extent to which plan provides for expeditious implementation of TCMs contained in ozone state implementation plans and provide emissions reductions estimates for TERMS in current TIP
11. Document timely implementation of TCMs and estimated emissions reductions from TERMS in the FY2015-2020 TIP; under the oversight of the Technical Committee and the TPB, identify additional measures, if needed, should the plan or program fail the budget test and incorporate measures into the plan
12. Summarize key inputs and outputs (VMT, mode share, emissions, etc.) of the conformity determination for use in the CLRP Performance Analysis.
13. Assess conformity and document results in a report
 - Document methods
 - Draft conformity report
 - Forward to technical committees, policy committees
 - Make available for public and interagency consultation
 - Receive comments
 - Address comments and present to TPB for action
 - Finalize report and forward to FHWA, FTA and EPA

SCHEDULE FOR DEVELOPMENT & ADOPTION

of the 2015 Update of the Financially Constrained Long-Range Transportation Plan (CLRP)
& FY 2015-2020 Transportation Improvement Program (TIP)

2014	October 15*	TPB is briefed on the draft Call for Projects document and summary brochure.
	November 19	TPB releases final Call for Projects. Transportation agencies begin submitting project information through online database.
	December 12	DEADLINE: Transportation agencies complete online submission of draft project inputs.
2015	January 9	Technical Committee reviews draft CLRP & TIP project submissions and draft Scope of Work for the Air Quality Conformity Analysis.
	January 15	CLRP & TIP project submissions and draft Scope of Work released for 30-day comment period .
	January 21*	TPB is briefed on project submissions and draft Scope of Work.
	February 10	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on submissions and Scope of Work.
	February 14	Comment period ends.
	February 18*	TPB reviews comments and is asked to approve project submissions and draft Scope of Work.
	April 3	DEADLINE: Transportation agencies finalize CLRP forms (including Congestion Management Documentation forms where needed) and amendments to the FY 2015-2020 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was February 18, 2015.
	September 4	Technical Committee reviews draft CLRP & TIP and Conformity Analysis.
	September 10	Draft CLRP & TIP and Conformity Analysis are released for 30-day comment period at Citizens Advisory Committee (CAC) meeting. CLRP Performance Analysis and Regional Priorities Plan Assessment are also published.
	September 16*	TPB is briefed on the draft CLRP & TIP and Conformity Analysis.
September (TBD)	TPB staff briefs MWAQC TAC on the draft CLRP & TIP and Conformity Analysis.	
October 10	Comment period ends.	
October 21*	TPB reviews comments and responses to comments, and is presented with the draft CLRP & TIP and Conformity Analysis for adoption.	

*Regular monthly TPB meeting

ITEM 9 - Action

April 15, 2015

Approval of Projects for Funding under the MAP-21
Transportation Alternatives Program for FY 2016 in Virginia

Staff

Recommendation: Adopt Resolution R20-2015 to approve projects for funding under the Virginia MAP-21 Transportation Alternatives Program for FY 2016.

Issues: None

Background: A portion of Virginia's MAP-21 Transportation Alternatives Program (TAP) funds is sub-allocated to the TPB for project selection in Northern Virginia. The Board will be briefed on the projects recommended by a technical review panel for funding as part of the FY 2016 TAP project solicitation conducted by the Virginia Department of Transportation, and asked to approve the recommended projects.

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

**RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE
TRANSPORTATION ALTERNATIVES PROGRAM FOR FY 2016 IN
NORTHERN 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 Program of the Federal Highway Administration (FHWA), 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 Transportation Alternatives Program projects in consultation with the State"; and

WHEREAS, the Transportation Alternatives 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 Transportation Alternatives Program offers an opportunity to fund projects that implement regional priorities and complement planning activities such as the Regional Transportation Priorities Plan, which promotes improved non-motorized circulation within Regional Activity Centers and improved pedestrian and bicycle access to transit; and


WHEREAS, the Transportation Alternatives Program is 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, a solicitation for Transportation Alternatives Program projects was conducted by the Virginia Department of Transportation from August 1 through November 1, 2014; and

WHEREAS, the TPB's Transportation Alternatives Program Review Panel met on April 2, 2015 and recommended fully or partially funding nine of the applications received based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

WHEREAS, on April 3, 2015, the TPB Technical Committee was briefed on the recommended projects;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects for funding under the Transportation Alternatives Program for FY 2016 in Northern Virginia as described in the attached materials.



**TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION**

Transportation Alternatives Program FY 2016 Proposed Projects for Funding in Northern Virginia

Transportation Planning Board
April 15, 2015


John Swanson
Department of Transportation Planning

**TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION**

Transportation Alternatives Program

- A 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 play a role in project selection for funds that are sub-allocated to large metropolitan regions.

[Overview](#) [Selection](#) [Projects](#) [Next Steps](#) 2





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
- Inventory of ped/bike improvements at under-utilized rail station areas

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3



Regional Selection Criteria

Projects should strive to meet as many criteria as possible:

- Transportation options
- Regional Activity Centers
- Access to transit
- Safe routes to schools
- Disadvantaged communities
- People with disabilities
- Local commitment

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4



Northern Virginia Solicitation & Funding

- VDOT's FY 2016 solicitation
 - August 1 to November 1, 2014
- Three part selection:
 - Northern Virginia District CTB Member allocation (from statewide funding: \$1 million
 - MPO sub-allocation for Northern Virginia: \$2,546,740
 - Remaining statewide funding will be allocated by CTB
- Northern Virginia:
 - 17 applications received
 - A total funding request of \$5,416,359

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Projects Recommended for Sub-Allocated funds

- Arlington County
 - \$220,000 - McKinley Road/N Ohio St SRTS Bicycle-Pedestrian Improvements
 - \$200,000 - Rosslyn-Ballston Corridor Accessibility Improvements
- Fairfax County
 - \$146,000 - Town of Vienna: Louise Archer Elementary School Missing Sidewalks
 - \$280,000 - Westbriar Elementary School Access - Old Courthouse Road Sidewalk
 - \$150,000 - Cinderbed Road Bikeway
 - \$280,000 – Town of Herndon: Van Buren Street Multi-modal Improvements Project
- Loudoun County
 - \$144,580 – Safe Routes to Schools, various locations
- Prince William
 - \$560,000 - Smoketown Rd/Gideon Road & Opitz Blvd/Potomac Mills Rd Pedestrian Improvements
 - \$566,160 - Old Bridge Road Sidewalk Project

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Next Steps: Regional TA Program

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

- Maryland: Applications are due May 15
- District: DDOT and TPB staff will solicit projects jointly this summer
- Virginia: Expect to conduct the FY 2017 solicitation this fall

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TPB Action Requested

The TPB is being asked to adopt Resolution R20-2015 to approve projects for funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Northern Virginia

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NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: John Swanson, Principal Transportation Planner

SUBJECT: Projects recommended for funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Virginia

DATE: April 9, 2015

This memo summarizes the process used to select projects for the FY 2016 regional Transportation Alternatives Program for Northern Virginia and the projects recommended for funding. The TPB is asked to approve Resolution R20-2015 to provide funding for projects for the regional sub-allocated program funds under the Transportation Alternatives Program of the Federal Highway Administration for FY 2016 in Northern Virginia.

Background

The Transportation Alternatives Program is a formula program under MAP-21 that provides funding to projects considered “alternatives” to traditional highway construction. The program combines three former federal programs: Transportation Enhancements (TE), Safe Routes to Schools (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 Transportation Alternatives Program and the previous programs is that large MPOs play a new role in project selection for a portion of program funds that are sub-allocated 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 Transportation Alternatives projects in consultation with the State.” TPB staff worked with VDOT to conduct a cooperative solicitation for Northern Virginia.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the Board, our region’s Transportation Alternatives Program is framed 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.

The funding also offers the region the ability to fund projects that support regional priorities and goals, based on recommendations outlined in the Regional Transportation Priorities Plan. The regional component of Virginia’s application and the regional selection criteria are based on these

regional priorities. In particular, these priorities promote better non-motorized circulation within Regional Activity Centers and improved ped/bike access to transit. Improved access to transit is the objective that underlay the TPB's recently completed study "Improving Pedestrian/Bicycle Access at Select Rail Stations," which was funded through the federal Transportation, Community and Systems Preservation (TCSP) Program.

Since the program's establishment in 2012, the TPB has combined its solicitations for each state with the state departments of transportation for the District of Columbia, Maryland and Virginia.

FY 2016 Solicitation for Virginia

The Virginia Department of Transportation (VDOT) conducted the solicitation for new projects in Virginia. Applications were due electronically to the VDOT Local Assistance Division on November 1, 2014. For applicants from Northern Virginia, the VDOT's application included a supplementary form requesting information about how projects responded to priorities for the Washington metropolitan region.

For Northern Virginia, a total of 17 applications were received representing a total of \$5,416,359 in requested funding. These applications are eligible for statewide TAP funding as well as the TPB's sub-allocated funds.

Virginia essentially has a three-part process for project selection:

1. The district members of Virginia's Commonwealth Transportation Board (CTB) each have \$1 million for project selection from the statewide pot of funding;
2. MPOs select projects for sub-allocated funds;
3. The at-large members of the CTB select projects for the remainder of the statewide money.

The CTB District Member for Northern Virginia, Mr. Gary Garczynski, on March 9 announced his project selections for the \$1 million he is responsible for allocating.

Project Selection for Northern Virginia

The TPB is now completing the second step in the selection process noted above. For FY 2016 in Northern Virginia, the TPB has responsibility for project selection for \$2,546,740 in available funding.

The TPB's regional review panel met on April 2. The members of the review panel comprised:

- Kevin Belanger, Transportation Planner/Bicycle and Pedestrian Coordinator, City of Rockville.
- Stephen Rice, Transportation Management Specialist, District Department of Transportation. Mr. Rice manages the Transportation Alternatives Program for the District of Columbia.
- Lamont Cobb, Transportation Planner, COG/TPB staff
- Michael Farrell, Bicycle and Pedestrian Planner, COG/TPB staff
- John Swanson, Transportation Planner, COG/TPB staff

The following selection criteria were considered in the review process, with the understanding that some projects would only meet some criteria. These criteria are rooted in TPB policies and programs:

- **Transportation options:** Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- **Regional Activity Centers:** Does the project enhance walkability and accessibility within or between Regional Activity Centers?
- **Access to transit:** Will the project improve ped/bike access to transit?
- **Safe routes to schools:** Does the project enhance safe ped/bike access to schools?
- **Disadvantaged communities:** Does the project promote accessibility for disadvantaged communities?
- **People with disabilities:** Is the project largely intended to promote accessibility for people with disabilities?
- **Local commitment:** Does the application provide local matches greater than the 20 percent minimum requirement?

At the review panel's meeting on April 2, each member provided a ranking of the project applications under consideration. The projects were then grouped into "high", "medium", and "low" priority based on how each addressed the regional project selection criteria.

At the end of the meeting on April 2, the review panel recommended 10 projects for funding. On April 3, TPB staff was informed that one of its selected projects, a Safe Routes to School (SRTS) application for Alexandria middle schools, was withdrawn. At the guidance of the review panel, the funding for the Alexandria project, \$28,806, was reallocated to Loudoun County's (SRTS) project, which is partially funded.

TPB staff presented the review panel's recommendations to the TPB Technical Committee April 3. The list of recommended projects is at the end of this memo.

Next Steps

Following the TPB's action on April 15, TPB staff will forward information regarding the selected projects to VDOT for inclusion in the Commonwealth's Six Year Improvement Plan for Transportation. Virginia's Commonwealth Transportation Board will also consider whether to fund the unfunded projects in Northern Virginia with the remaining statewide TAP funding. Once all selections are finalized, VDOT staff will work with project owners to administer funding.

The TPB is currently participating in MDOT's solicitation for FY 2016 TAP projects. The deadline for those applications is May 15.

DDOT intends to issue a solicitation for projects in late spring or early summer.

**Projects Recommended for Funding
Northern Virginia Project Selection
for the FY2016 Transportation Alternatives Program**

Applicant Jurisdiction	Project	FY 2016 Federal Funding Request	CTB District Member Allocations	TPB Review Panel Recommendations
Arlington County	McKinley Road/N Ohio St Safe Routes to Schools (SRTS) Bicycle-Pedestrian Improvements	\$440,000	\$220,000	\$220,000
Arlington County	Rosslyn-Ballston Corridor Accessibility Improvements	\$200,000		\$200,000
Town of Vienna (Fairfax County)	Louise Archer Elementary School Missing Sidewalks	\$292,000	\$146,000	\$146,000
Fairfax County	Westbriar Elementary School Access - Old Courthouse Road Sidewalk	\$280,000		\$280,000
Fairfax County	Cinderbed Road Bikeway	\$400,000		\$150,000
Fairfax County	Lorton Cross-County Trail	\$258,015	\$153,000	
Town of Herndon (Fairfax County)	Van Buren Street Multi-modal Improvements Project	\$280,000		\$280,000
Loudoun County	Safe Routes to Schools (SRTS): Various locations	\$541,682	\$271,000	\$144,580
Prince William County	Smoketown at Gideon Road and Opitz Boulevard at Potomac Mills Road Pedestrian Improvements	\$560,000		\$560,000
Prince William County	Old Bridge Road Sidewalk Project	\$566,160		\$566,160
Prince William County	Jefferson Davis Highway Sidewalk and Footbridge Connection over Powell Creek	\$210,000	\$210,000	
			\$1,000,000	\$2,546,740

**Northern Virginia Project Selection for the MAP-21 FY 2016 Transportation Alternatives Program
National Capital Region Transportation Planning Board
Review Panel Recommendations**

Item #9



FY 2016 MPO TAP Funding Allocation: \$2,546,740

Project	Jurisdiction	Agency	Description	Total Project Cost	Federal Funding Request	Local Match	CTB District Member Allocation	TPB Review Panel Recommendation
McKinley Road/N Ohio St SRTS Bicycle-Pedestrian Improvements	Arlington County	Department of Environmental Services - Transportation Division	Construction of raised medians, pedestrian curb extensions, and buffered bike lanes on McKinley Rd/N Ohio St from Wilson Blvd to 14th ST N. Project intends to reduce vehicle speed in the corridor, as well as to provide a safe and continuous pathway for bicyclists and pedestrians. McKinley Elementary School is centrally located on the project Corridor; this project will provide safer access for students.	\$550,000	\$440,000	\$110,000	\$220,000	\$220,000
Rosslyn-Ballston Corridor Accessibility Improvements	Arlington County	County Department of Environmental Services - Transportation Division	Improvements to sidewalks and streets to remove obstructions that restrict access by persons with disabilities, per the 1990 ADA. Specific locations were identified in an 2012 TLC project.	\$250,000	\$200,000	\$50,000	-	\$200,000
Louise Archer Elementary School Missing Sidewalks	Fairfax County	Town of Vienna	Install missing portions of sidewalks, as well as gutter, curb and drainage improvements along Nutley ST NW and West ST NW.	\$365,000	\$292,000	\$73,000	\$146,000	\$146,000
Westbriar Elementary School Access - Old Courthouse Road Sidewalk	Fairfax County	County Department of Transportation	Complete missing sidewalk segments from Creek Crossing Drive to Westbriar Elementary School. Project includes construction of new curb, curb ramps and gutters.	\$850,000	\$280,000	\$70,000	-	\$280,000
Cinderbed Road Bikeway	Fairfax County	Department of Transportation	Construction of a 3.1 mile bikeway connecting Fort Belvoir with Franconia-Springfield Metrorail Station, with connections to the Fairfax County Parkway trail. Trail segments to include asphalt trail, Rail-Trail alignment, and on-road bike lanes.	\$4,000,000	\$400,000	\$100,000	-	\$150,000
Van Buren Street Multi-modal Improvements Project	Fairfax County	Town of Herndon	Rebuild a 1/2 mile section of Van Buren St. to include bicycle and pedestrian improvements, enhancements to subterranean infrastructure, and ADA accessibility enhancements.	\$350,000	\$280,000	\$70,000	-	\$280,000

**Northern Virginia Project Selection for the MAP-21 FY 2016 Transportation Alternatives Program
National Capital Region Transportation Planning Board
Review Panel Recommendations**

Item #9



FY 2016 MPO TAP Funding Allocation: \$2,546,740

Project	Jurisdiction	Agency	Description	Total Project Cost	Federal Funding Request	Local Match	CTB District Member Allocation	TPB Review Panel Recommendation
Loudoun County Public Schools SRTS Infrastructure Improvements, Phase II	Loudoun County	Loudoun County Public Schools	Installation of sidewalks, crosswalks and trails to provide walkable paths for students to walk or bike to school at several campuses across the County.	\$676,976	\$541,682	\$135,385	\$271,000	\$144,580
Smoketown at Gideon Road and Opitz Boulevard at Potomac Mills Road Pedestrian Improvements	Prince William County	County Department of Transportation	Improvements to pedestrian facilities at the intersection of Smoketown Rd and Gideon road and Opitz Blvd and Potomac Mills Rd. Project to include three new signal-controlled crossings, curb ramps, cut through pathways at four channelized islands for each intersection and 300' of sidewalk.	\$700,000	\$560,000	\$140,000	-	\$560,000
Old Bridge Road Sidewalk Project	Prince William County	County Department of Transportation	Install 900' of sidewalk on Old Bridge Rd between Mohican Rd and Antietam Rd. Will integrate with existing SRTS project on Antietam Rd.	\$707,700	\$566,160	\$141,540	-	\$566,160
							Total:	\$2,546,740

ITEM 10 - Action

April 15, 2015

Approval of Policy Principles on the Reauthorization of the Moving Ahead for Progress in the 21st Century Act (MAP-21)

Staff

Recommendation: Approve Resolution R21-2015 to approve TPB policy principles regarding the reauthorization of MAP-21.

Issues: None

Background: The authorization of MAP-21, which provides federal funding for all surface transportation programs, expires on May 31. The Board will be briefed on suggested policy principles for the reauthorization of MAP-21 and asked to approve a resolution to approve the principles.

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

**RESOLUTION TO APPROVE
POLICY PRINCIPLES FOR THE 2015 REAUTHORIZATION OF
FEDERAL SURFACE TRANSPORTATION PROGRAMS**

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 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, since 2000 the TPB has been calling attention to the region's long-term transportation funding shortfall, and has documented its unmet preservation, rehabilitation and capacity expansion needs for the region's highway and transit systems; and

WHEREAS, federal funding for transportation infrastructure plays a significant role in the National Capital Region; projects such as the interstate system and the Metro system could never have been built without the leadership, long-standing commitment, and financial support of the federal government; and

WHEREAS, the Washington region continues to face the challenges of accommodating growth in people and employment, more pervasive congestion on highways and transit systems, and delays in completing critical rehabilitation needs and key expansion projects; and

WHEREAS, MAP-21 was enacted on July 6, 2012 as a two-year bill, and was extended on August 8, 2014 through May 31, 2015, which was the ninth time in the last decade that Congress has enacted a short-term extension of the federal highway and transit programs.

WHEREAS, it is anticipated that Congress will likely again enact a short-term extension prior to the May 31st expiration of MAP-21, but the need for sustained and long-term federal funding could remain unaddressed; and

WHEREAS, the lack of predictability in federal funding programs has undermined the ability of state and local implementing agencies to effectively plan and build transportation facilities that are vital to meet the challenges of the future; and

WHEREAS, the lack of sustained and adequate federal funding for transportation undermines economic growth in our region and across the nation, and hinders our global competitiveness; and

WHEREAS, both Maryland and Virginia took historic steps in 2013 to address their transportation funding shortfalls by raising new revenues, and the District of Columbia took similar steps five years ago, but nonetheless, the inadequacy of sustainable federal funding remains a critical concern; and

WHEREAS, the TPB has regularly communicated its positions regarding federal transportation legislation to Congress, including policy principles in 2002 and 2008, and a letter on May 21, 2014 calling upon Congress to protect the Highway Trust Fund from insolvency; and

WHEREAS, at the November 19, 2014 meeting, the TPB directed staff to develop a set of policy principles for the reauthorization of the federal surface transportation program that the Board might communicate to the U.S Congress ; and

WHEREAS, on April 3, 2015, the TPB Technical Committee received a briefing and commented on draft proposed policy principles;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the attached 2015 Policy Principles for the Reauthorization of Federal Surface Transportation Programs” and further,

BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD calls on the United States Congress to reauthorize an enhanced federal surface transportation program for a full six-year period, consistent with the attached Policy Principles.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

2015 Policy Principles for the Reauthorization of Federal Surface Transportation Programs

The federal government has an historic interest in transportation. The benefits of federal investment in a balanced, multimodal transportation system have long been recognized as critical to our national interest, promoting economic growth and providing access to opportunities for all individuals. In addition, the federal government has a unique obligation to support interstate commerce and to meet critical emergency and security requirements, and thus should provide an equitable contribution towards the cost of maintaining, operating and building our transportation infrastructure.

The National Capital Region Transportation Planning Board supports the following policy principles as a common-sense approach for reauthorization of the federal surface transportation programs.

1. Increase Federal Transportation Funding

- A substantial increase in federal surface transportation funding levels is needed to address the current under-investment in the maintenance, operations and expansion of the nation's transportation system.
- All reasonable and predictable strategies for sustained long-term funding should be pursued, including:
 - Increases in federal fuel taxes or other user-based taxes and fees;
 - Indexing fuel taxes and user fees to inflation so as to maintain the buying power of transportation funds;
 - Implementing pricing strategies enabled by emerging technology for all modes of travel, including rates that vary by time of day, type of vehicle, level of emissions, and specific infrastructure segments used;
 - Incentivizing federal support and coordination of innovative financing techniques, including public/private partnerships;
 - Utilizing savings from tax reform legislation; and
 - Creation of national infrastructure banks or bonding programs.

2. Fund Priority Needs

- An explicit program focus, with enhanced funding, is needed to put and keep the nation's transportation infrastructure in a state of good repair.
- Federal transportation policy should provide for increased federal funding focused on metropolitan congestion and other metropolitan transportation challenges, with stronger partnerships between federal, state, regional and local transportation officials.
- The federal commitment to multi-modal transportation systems must be reaffirmed. As communities seek to reduce dependency on driving and serve non-drivers, alternatives must be developed and supported. In particular, federal funding for public transit should be enhanced.

3. Promote Effective Planning and Project Development

- More timely, detailed, and flexible requirements to comply with MAP-21's mandate for performance based planning and programming should be promulgated. Adequate and timely federal support, including, funding should be provided to the states and metropolitan areas to adopt and implement the program requirements.
- The current set of performance measures outlined in MAP-21 should be allowed time to take effect and be evaluated before enhancements are considered.
- Changes in federal planning and environmental review processes, outlined in MAP-21, that are aimed at ensuring timely delivery of transportation projects, should be enhanced and strengthened.
- Given the critical role of goods movement in our economy and the demands of freight on our infrastructure, a national freight program should be a key component of a long-term reauthorization act.

ITEM 11 - Information

April 15, 2015

Briefing on COG/WMATA Actions subsequent to the January 12, 2015 Metrorail smoke incident near the L'Enfant Plaza train station

Staff

Recommendation: Receive briefing.

Issues: None

Background: The Board will be briefed on the actions taken by COG and a number of its public safety committees and by WMATA subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Kanti Srikanth,
Director, Department of Transportation Planning

SUBJECT: Steering Committee Report to the Board on actions subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

DATE: April 9, 2015

SUMMARY:

This memorandum updates the activities taken by COG, its public safety committees and WMATA as listed in my February 18, 2015 memorandum to the Board. Additionally the memo is to inform the Board that it will be briefed by COG and WMATA staffs at its April 15 TPB meeting on the actions taken by COG and a number of its public safety committees and by WMATA subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

BACKGROUND:

During its January 21, 2015 meeting the Board engaged in a brief discussion of the fatal incident on the Yellow line of the Metro rail at the L'Enfant Plaza station on Jan. 12, 2015. As an outcome of the discussion it was decided that given the Board's association with regional transit projects in general and its interest in and long standing support for the Metrorail system the TPB's Steering Committee would stay engaged in monitoring the developments related to this incident. The Steering Committee was charged with keeping the Board apprised of: (1) the developments related to the Jan. 12, 2015 event, (2) any recommendations for actions that the Transportation Planning Board (TPB) would have to take, and (3) any information needed to inform the TPB as to how it can remain engaged with or offer support for the Metrorail system.

The Steering Committee discussed the matter during its February 6 meeting and a memorandum of the developments since January 12, a timeline of selected events, and COG's coordinated activities including key reports was presented to the Board at its February 18 meeting.

[Memo February 18 - Steering Committee Report on January Metrorail Smoke Incident](#)

The Steering Committee continued its discussions on the matter at its March 6, 2015 meeting and specifically discussed the Board's interest in receiving a briefing from WMATA and COG on the matter. Mr. Stuart Freudberg, COG's Deputy Executive Director who is coordinating COG initiatives involving WMATA and other emergency management service (EMS) agencies in the

region participated in the discussions along with WMATA staff. A memorandum on the likely topics for briefing the Board was distributed to the Board at its March 18 meeting.

[Memo March 18 - Steering Committee Report on the January Metrorail Smoke Incident](#)

At its April 3, 2015 meeting the Steering Committee was joined by Mr. Timothy Schaible of COG and Mr. Charles Scott of WMATA. The Committee discussed the activities undertaken by COG, its Committees and / or WMATA since the February 18, 2015 report to the TPB. This information will be provided to the Board in the briefings by COG Deputy Executive Director Stuart Freudberg and WMATA Deputy General Manager Rob Troup at its April 15, 2015 meeting.

Listed below are selected events that COG and/or WMATA have been engaged in related to the Jan. 12, 2015 Metrorail incident since the February 18, 2015 memo to the Board.

RECENT ACTIVITIES:

1. On March 19, 2015 COG and WMATA submitted, on behalf of the Metropolitan Washington Council of Governments (COG) Fire Chiefs Committee and other agencies, a report to Senator Mark Warner on new protocols for radio system testing and outage reporting in the Metrorail system. The COG-WMATA letter to the Senator is attached and represents fulfillment of initial workplan commitments in response to Senator Warner's letter of January 22, 2015. As outlined in the March 19th report, in addition to the new radio system testing and corrective action protocol, several related initiatives to further improve radio communications have begun including the following:
 - Tactical, or mobile, Bi-Directional Amplifiers (BDAs), will be procured for the regional first responder agencies and deployed as an interim solution for enhancing the radio communications capability of first responder agencies in the Metrorail system. These will be procured through a UASI Grant for agencies across the region.
 - DC-HSEMA, along with the Fire Chiefs Committee, WMATA, and other stakeholders, will conduct an emergency response communication system study over the next three months to assess national, international and professional organization standards and practices for potential application to the Metrorail system communication systems. The goal of the study is to identify interim actions that can be taken now to enhance the communication systems performance and reliability until a full-scale replacement is installed several years from now.

2. On March 19, 2015 COG provided an update to Senator Mikulski on the next step in the development of a new regional work plan for training first responders on emergency evacuation response to events in the Metrorail system. The update was in response to the Senator's letter of February 9, 2015 concerning emergency evacuation training for first responders to the Metrorail system. A copy of COG's letter is attached. The work plan includes:
 - Documentation of current regional best practices for training first responders on incident response in the Metro system and a review of national best practices.
 - The Fire Chiefs Committee working with its Passenger Rail Safety Subcommittee experts and WMATA to design and implement the training plan by mid-June.

3. On March 26, 2015 the WMATA Board's Safety and Security Committee discussed actions subsequent to the January 12 incident at their meeting. The discussion included progress of Metro's early safety actions, recommendations by the National Transportation Safety Board (NTSB), improvements on customer emergency and system communications, and external safety reviews following the January 12, 2015 L'Enfant Smoke Incident. A memorandum from WMATA staff and a presentation on the matter may be accessed at the online site below.
http://www.wmata.com/about_metro/board_of_directors/board_docs/032615_3ASafetyActionsUpdate.pdf
4. COG Fire Chiefs Chairman Marc Bashoor (Prince George's County), and COG 9-1-1 Directors Chairman Steve Souder (Fairfax County) and COG's Deputy Executive Director Stuart Freudberg spoke at the WMATA Board's Safety and Security Committee meeting about ongoing coordination between WMATA and COG following the January 12 incident. The officials referenced work responding to the letters from Senator Mark Warner regarding radio system communications and Senator Barbara Mikulski regarding emergency evacuation training for first responders to the Metrorail system. Next steps include incorporating the enhanced radio testing and corrective action protocols and a Metrorail training and exercise plan into a revision of the 2011 Metro Rail Transit - Fire Rescue Emergency Policy Procedures Agreement.
5. WMATA released a new passenger safety video on March 26, 2015, with versions in English and Spanish.
http://www.wmata.com/about_metro/news/PressReleaseDetail.cfm?ReleaseID=5905



March 19, 2015

The Honorable Mark R. Warner
United States Senate
475 Russell Senate Building
Washington, DC 20510

Subject: Transmittal of Report on “Public Safety Radio System Communication Testing and Regional Protocol for the Metrorail System”

Dear Senator Warner:

On behalf of the Metropolitan Washington Council of Governments (COG) Fire Chiefs Committee and the Washington Metropolitan Area Transit Authority (WMATA), please find the attached report entitled “Public Safety Radio System Communication Testing and Regional Protocol for the Metrorail System.”

This report was prepared pursuant to your letter of January 22, 2015 and subsequent COG-WMATA response and work plan of January 30, 2015.

We are very pleased with the high level of collaboration between WMATA and the six jurisdictions served directly by Metrorail stations that led to this report and the substantially enhanced fire radio testing and corrective action protocol that is now in place. These actions create a higher level of assurance regarding critical public safety communications for first responders in the Metrorail system. Further actions described in the report will also be taken with the support of a communications expert consultant to identify further actions needed to strengthen the radio and other Metrorail communications systems. That evaluation is scheduled to take place during a 90 day period in April-June.

We will provide you with progress reports on all of the actions underway, including the work will be formalizing the new protocol and other enhancements to the *2011 Metrorail Transit Fire/Rescue Emergency Procedures Policy Agreement*.

Thank you for your ongoing leadership on Metrorail safety for the National Capital Region.

Sincerely,

William Euille
Chairman
COG Board of Directors

Mortimer Downey
Chairman
Washington Metropolitan Area
Transit Authority



cc: Chuck Bean, Executive Director, COG
COG Fire Chiefs Committee
Christopher Geldart, Director, District of Columbia Homeland Security Emergency
Management Agency
Jennifer Greene, Director, District of Columbia Office of Unified Communications

Metropolitan Washington Council of Governments

One Region Moving Forward

District of Columbia
Bladensburg*
Bowie
Charles County
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

*Adjunct Member

March 19, 2015

The Honorable Barbara A. Mikulski
United States Senate
503 Hart Senate Office Building
Washington, DC 20510

Dear Senator Mikulski,

I am writing to provide you with a progress report on actions underway and planned in response to your letter of February 9, 2015 concerning emergency evacuation training for first responders to the Metrorail system.

As requested in your letter, I am pleased to provide you with the Metropolitan Washington Council of Governments (COG) Fire Chiefs Committee-Washington Metropolitan Area Transit Authority (WMATA) work plan (please see attached) that identifies key deliverables and milestones that will result in an enhanced first responder training program for the Metrorail system. The enhanced training plan will be formalized as an appendix to the COG 2011 Metrorail Transit Emergency Procedures Policy Agreement. The enhanced training plan will incorporate the latest best practices based on other transit systems as well as through national professional organizations.

I am very pleased to report that a monthly recurring training series will begin in early April that will bring together command-level personnel from WMATA, the regional fire and EMS departments and Metro Transit Police Department. This training will facilitate review of roles, responsibilities and best practices and apply them to a simulated Metro incident requiring response from multiple agencies.

WMATA will also be conducting a tabletop exercise in late March and a full-scale exercise in mid-April that will provide leaders from across the National Capital Region including first responders, transit agencies, and other critical stakeholders, an opportunity to discuss WMATA plans and procedures, discuss findings from response operations in other metropolitan areas, review evacuation planning, and identify important next steps for regional coordination and planning.

The Fire Chiefs and WMATA are currently actively collaborating on developing the key elements of the enhanced training program. In addition to the monthly command-level training, additional best practices to be included in the updated regional training plan are targeted trainings for recruit level, company level, and special services personnel within each of the region's fire and EMS departments.

Further, WMATA is working with the Fire Chiefs to create redundant training opportunities in order to enhance accessibility for all first responders. In addition to offering in-person training at its facility, WMATA will continue to provide face-to-face training at fire departments across the region. They will also be developing new train-the-trainer courses and computer-based courses consisting of several criteria to enhance the ability of first responders to effectively respond to an incident involving the Metro system. The Fire Chiefs, in coordination

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213
(TDD)

www.mwcog.org

with WMATA, will be actively engaged in the development of the course material that is included in these trainings.

I am pleased with the progress being made by the region's Fire Chiefs and WMATA in establishing a comprehensive plan to deliver critical training to all of the region's first responders.

I appreciate your concern for this critical public safety matter and welcome your feedback as the development of the training plan ensues.

Sincerely,

A handwritten signature in black ink, appearing to read "William D. Euille". The signature is fluid and cursive, with the first name being the most prominent.

William D. Euille
Chairman
COG Board of Directors

cc: Mortimer Downey
Chairman, Washington Metropolitan Area Transit Authority

COG Board of Directors

Chuck Bean, Executive Director, COG

WORK PLAN – MARCH 19, 2015
FOR DEVELOPING REGIONAL TRAINING PLAN FOR FIRST RESPONDERS ON
THE METRORAIL SYSTEM

Purpose: The purpose of this Work Plan is to prepare a comprehensive regional training plan that will standardize current best practices for training all of the region's first responders in responding to incidents involving the Metrorail system, and will incorporate new opportunities for training and supporting exercises to enhance current METRO training practices.

Process: The COG Fire Chiefs Committee will oversee and facilitate the work plan. The Fire Chiefs will leverage the expertise of its Passenger Rail Safety Subcommittee to work closely with WMATA in developing the plan's content for approval by the Fire Chiefs and WMATA.

Best Practices and Enhanced Training Options: Compile current best practices across the region's fire and EMS departments for training first responders on incident response in the Metrorail system and identify options for enhancement of current training practices.

Deliverables:

- 1) Documentation of current regional best practices for training first responders on incident response in the Metro system
- 2) Assessment of additional training options based on national best practice review (other transit systems, national professional organizations)
- 3) Development of regular schedule for regional exercises
- 4) Discussion by COG Fire Chief's regarding the inclusion of basic METRO training into the yearly required refresher training curriculums.(ie.cpr, blood borne pathogens)

Deadlines:

- 1) April 15 Documentation of current best practices and new training options
- 2) April 30 Agreement on new training options to be incorporated in new training plan
- 3) May 15 Development of regular schedule for regional exercises

Amendment/Appendix to 2011 Agreement:

Deliverables:

- 1) Development of an appendix to the "Metro Rail Transit Fire/Rescue Emergency Procedures Policy Agreement ("Procedures Policy Agreement") to formalize commitments for providing training on the Metro system for first responders in the National Capital Region
- 2) Funding recommendations as appropriate

Deadlines:

- 1) June 15 - Agreement by WMATA and Fire Chiefs to Policy Procedures Agreement

Briefing on COG and WMATA Metrorail Safety Coordination

Presented by:

Stuart A. Freudberg,
Deputy Executive Director, COG

Presented to:

National Capital Region Transportation Planning Board

Wednesday, April 15, 2015



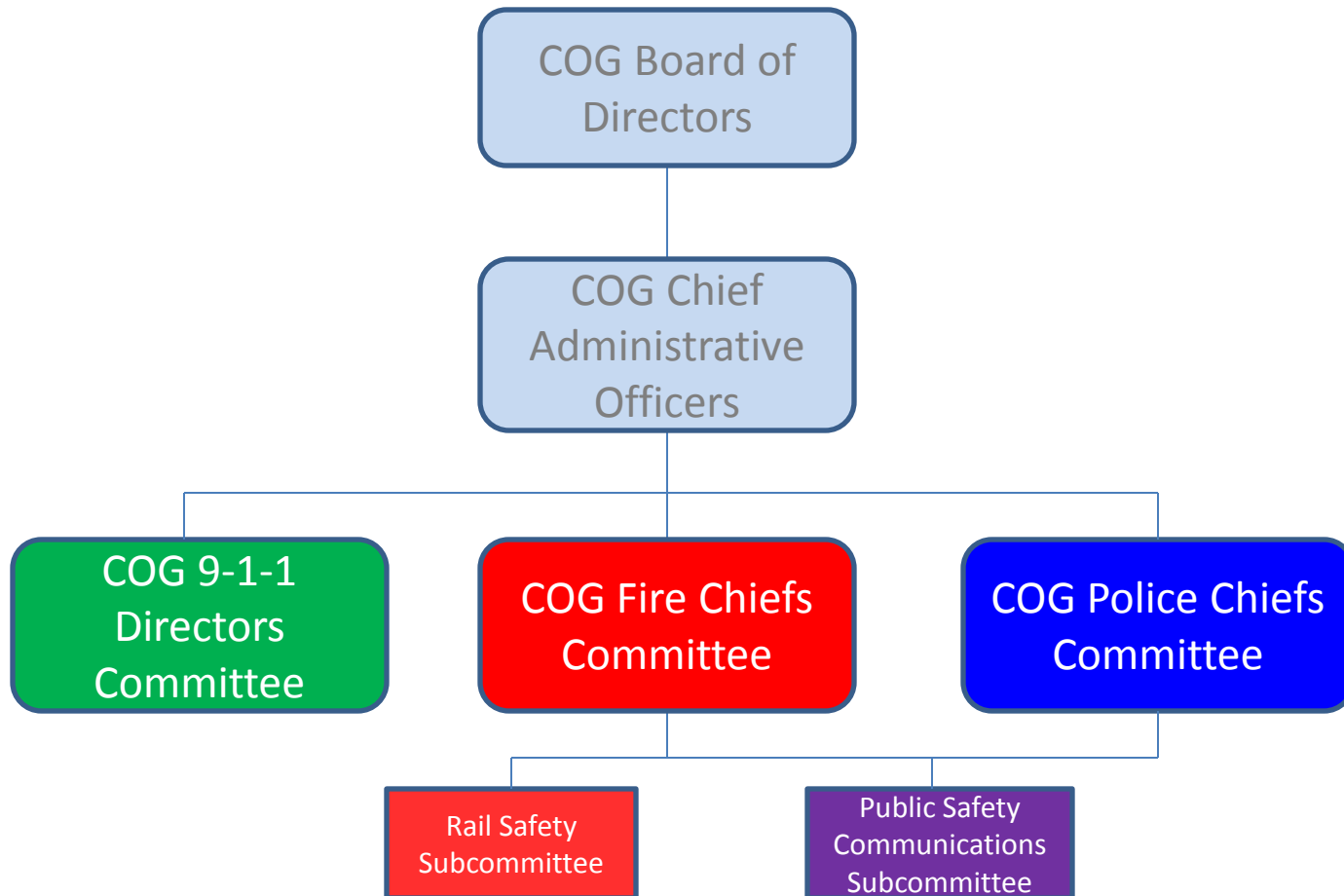
Overview of Presentation

- Overview of 2011 Agreement
- COG Public Safety Committee Structure
- Response to Senator Warner Letter 1/22/15
 - Radio testing; 9-1-1 Report; communications study
- Response to Senator Mikulski Letter 2/9/15
 - Training first responders on Metrorail system
- Next steps

2011 Metro Rail Transit Fire/Rescue Emergency Procedures Policy Agreement

- Signed by COG Fire Chiefs & WMATA
- Maintained by COG Passenger Rail Safety Subcommittee
- Outlines common operating procedures/concepts used during emergencies involving Metro system
 - Does not supplant individual governing procedures for WMATA or any jurisdictional fire department
- Review/Revision of current agreement is in progress
- Updates to 2011 agreement will require review and approval of the CAOs, COG Board and WMATA Board

COG Public Safety Committee Structure and Supporting Technical Committees



Response to Senator Warner's Letter of Jan. 22nd Radio Testing and Protocol

- Report submitted to Senator Warner addresses radio testing assessment and commits to new testing protocol for region
 - Quantified current performance level of radio communication system at 89% reliability
- New protocol includes following elements:
 - **Frequency:** 5 jurisdictions testing on biweekly basis; DC testing on weekly basis; WMATA also has instituted independent testing
 - **Procedure:** Standardized process for testing/reporting across region
 - **Reporting:** New web-based reporting system
 - **Corrective Actions:** Outage reporting to all parties to insure situational awareness

Response to Senator Warner's Letter of Jan. 22nd Report on Cell and 9-1-1 Coverage in Metro

- COG 9-1-1 Directors Committee in cooperation with WMATA conducted cell phone 9-1-1 testing throughout underground Metrorail system in February
- Over 400 calls made on all 4 carriers to 9-1-1
- Results confirmed cell calls to 9-1-1 get through 90% of time at stations and 28% in tunnels
- WMATA Neutral Host project designed to greatly increase cell phone capability

Response to Senator Warner's Letter of Jan. 22nd Communications Study

- New study will evaluate current underground communications system by 6/30/2015
 - Technical Oversight by jurisdiction and WMATA communication subject matter experts
- Purposes of study:
 - Identify near-term solutions to improve radio communications to comply with the public safety grade communications standard
 - Identify options for expediting implementation of new WMATA radio communications system currently targeted for 2021
 - Examine cell phone connectivity issues, options for improvement,
 - Review of WMATA/Public Safety Agency interoperable communications policies and procedures

Response to Senator Mikulski's Letter of February 9th First Responder Training Plan

- Collaboration of Fire Chiefs and WMATA to establish regional training & exercise plan for first responders on Metro system
- Work plan completed and transmitted to Senator Mikulski
- Document current best regional training practices
- Assemble schedule of upcoming training & exercise opportunities
- Identify enhanced training using through assessment of best practices in other regions; national associations
- Prepare regional training plan as appendix to updated COG/WMATA Emergency Procedures / Policy Agreement

Next Steps

- Preparation of reporting on radio testing results
- Update to Procedures / Policy Agreement
 - Include new radio testing protocol (5/30/15)
 - Add new regional training plan as appendix (6/15/15)
- Ongoing WMATA-Fire Chiefs Leadership Coordination

ITEM 12 - Information

April 15, 2015

Briefing on the Activities of the Transportation Sector Group of the
COG Multi-Sector Working Group to Examine Greenhouse Gas
Reductions

Staff

Recommendation: Receive briefing.

Issues: None

Background: At its December 17 meeting, the Board committed to supporting a COG multi-disciplinary professional working group to develop a multi-sector action plan to reduce greenhouse gas emissions and criteria pollutants. The Board will be briefed on the activities of the COG working group and the transportation sector group.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

April 9, 2015

To: Transportation Planning Board

From: Robert E. Griffiths
Director, Plan Development and Data Programs
Department of Transportation Planning

Subject: Status Report on COG Greenhouse Gas Reduction Multi-Sector Working Group

Purpose

The purpose of this memorandum is to provide the Board with a status report on the activities of the COG Multi-Sector Working Group (MSWG) established to identify and analyze potential strategies to reduce Greenhouse Gas (GHG) emissions in the metropolitan Washington region.

Background

In December 2014, the TPB affirmed the greenhouse gas reduction goals adopted by COG and committed staff and resources to support a multi-sector, multi-disciplinary professional working group to identify and analyze implementable local, regional and state actions in four sectors (Land Use, Transportation, Energy and Built Environment) that would support the region's GHG reduction goals. In addition, this MSWG is charged with exploring GHG goals, measures and/or targets in each of the four sectors. TPB staff has since been working with COG staff on this activity.

The proposed schedule for the MSWG is attached. The schedule anticipates an interim technical report in the September-October time period and a final report in January 2016. The schedule also identifies the milestones for public input at the beginning, middle and towards the end stages of this work activity.

Status Report on MSWG Activities

The MSWG was convened on January 30th and Land Use, Transportation, and Energy/Built Environment Sector Subgroups were established. The subgroups were established to facilitate detailed discussions and focused brainstorming on ideas and issues specific to each sector contribution to greenhouse gas emissions. These subgroups report back to the full MSWG on its deliberations and outcomes. The three Sector Subgroups met in February and March to brainstorm and identify potential GHG reduction strategies. In March, the Land Use and Transportation Sector Subgroups met jointly because of the strong inter-relationships between Land Use and Transportation GHG reduction strategies.

Transportation Planning Board**Subject: Status Report on COG Greenhouse Gas Reduction Multi-Sector Working Group**

In mid-March a consultant to support the work of the MSWG was selected and was brought on board in early April. The consultant, ICF International, has reviewed the initial list of strategies identified for the Land Use, Transportation, Energy and Built Environment Sectors and prepared technical memorandums providing detailed descriptions of the strategies identified in each sector. In addition, the consultant has also prepared spreadsheet tables that provide an initial qualitative assessment of the strategies identified to-date in each sector.

Public input on the initial set of strategies identified by the three Sector Subgroups is being sought from April 9th through April 22nd. The TPB Citizens Advisory Committee (CAC) will be briefed on the initial set of identified strategies on April 9th and the Air and Climate Public Advisory Committee (ACPAC) will be briefed on April 20th. Additional public input will also be sought and solicited via the COG website.

Initial List of Strategies in Each Sector

A total of 38 GHG reduction strategies have been identified from the discussions by three Sector Subgroups. Six of these strategies are Land Use Sector Strategies, 21 are Transportation Sector strategies and 11 are Energy/Built Environment Sector strategies. All of the strategies identified to date are attached to this memorandum. As noted earlier, public comments on these identified strategies is currently being sought.

Next Steps

The Energy/Built Environment Sector Subgroup will meet on April 13th and the Land Use and Transportation Sectors (jointly) will meet on April 17th to review the strategy descriptions and initial qualitative assessments provided by the consultant. These Sector Subgroups will suggest further refinements to the strategies identified to date and provide comment on the strategies believed to be the most promising and worthy of more detailed quantitative analysis. Staff will also compile the public comments received on these strategies and provide this input to the consultant by April 24th. The consultant will then review the input received from the Sector Subgroups and the public and prepare a combined list of the strategies recommended for detailed quantitative analysis. This recommended list of strategies will be presented to the full MSWG on May 8th. At the May 8th meeting the MSWG will review and discuss the combined list of strategies for all sectors and make a decision on the strategies to be advanced for more detailed analysis. After the May 8th meeting the consultant will begin the detailed quantitative analysis and prepare the results of this analysis for review by the Sector Subgroups and MSWG in July.

Proposed Schedule for the COG Greenhouse Gas Reduction Multi-Sector Working Group

January 2015

1. Establish and convene MSWG

February- April

1. Obtain contractor support and assistance
2. Land Use, Transportation, Energy and Built Environment Subgroups identify initial list of greenhouse gas reduction strategies
3. Seek public input on proposed strategies

May - August

1. MSWG reviews and decides on strategies for further analysis
2. Consultant preforms technical analyses of multi-sector strategies
3. MSWG reviews consultant analyses
4. Consultant drafts Interim Technical Report

September - October

1. Interim Technical Report presented to COG Board, TPB, MWAQC, CEEPC
2. Public input on Interim Report
3. MSWG explores potential goals, targets by sector

November - December

1. Consultant prepares draft Final Technical Report
2. Public Input on draft Final Technical Report
3. Report presented to TPB, MWAQC, CEEPC

January 2016

1. Final Technical Report to COG Board

Initial List of Strategies To Reduce Greenhouse Gas Emissions

I. Land Use Sector

- L-1 Maximize urban tree canopy
- L-2 Increase proportion of new housing and jobs in activity centers
- L-3 Improve regional jobs/housing balance
- L-4 Maximize walkable design in activity centers
- L-5 Establish adequate retail in activity centers
- L-6 Focus government employment near premium transit

II. Transportation Sector

(Vehicle Full Efficiency/Low Carbon Fuels)

- T-1 Improve fuel economy of light-duty vehicle fleet
- T-2 Increase alternative fuels in public sector vehicles
- T-3 Clean freight technologies
- T-4 Lower emission off-road construction equipment
- T-5 Low carbon fuel incentives

(System and Operational Efficiency)

- T-6 Roadway bottleneck relief/targeted capacity enhancements
- T-7 Corridor/regional operational improvements
- T-8 Promote eco-driving
- T-9 Off-peak freight deliveries
- T-10 Lower Speed Limits/Increased Enforcement
- T-11 Advanced adoption of connected vehicle technologies

(Reduce Growth in Vehicle Trips and Vehicle Miles of Travel (VMT))

- T-12 Enhance bicycle/pedestrian environment
- T-13 Enhance transit services
- T-14 Transit incentives
- T-15 Park-and-Ride and HOV investments
- T-16 Parking management
- T-17 Travel demand management

(Pricing)

- T-18 Road pricing/congestion pricing
- T-19 Cordon pricing
- T-20 Pay-As-You-Drive insurance
- T-21 Increase fuel taxes/carbon tax

Initial List of Strategies To Reduce Greenhouse Gas Emissions (continued)

III. Energy/Built Environment Sector

- EBE-1 Reductions in energy and water consumption in existing buildings
- EBE-2 Encourage development near activity centers
- EBE-3 Improve new building energy performance
- EBE-4 Increase use of Water Sense fixtures in new buildings
- EBE-5 Adopt updated building codes and energy performance standards
- EBE-6 Improve public and private infrastructure efficiency
- EBE-7 Reductions in power sector emissions
- EBE-8 Reductions in natural gas pipeline leaks
- EBE-9 Reductions in municipal solid waste
- EBE-10 Reductions in emissions from non-road engines
- EBE-11 Educate and motivate through community engagement

The detailed descriptions and initial qualitative assessments of these identified strategies can be found at:

<http://www.mwcog.org/ghgcomments/>

ITEM 13 - Information

April 15, 2015

Briefing on a Study to Identify Pedestrian/Bicycle Access Improvements at Select Rail Stations in the Washington Region

Staff

Recommendation: Receive briefing.

Issues: None

Background: The Board will be briefed on the final report of a study funded by a grant from the FHWA's Transportation, Community, and Systems Preservation (TCSP) Program to develop an inventory of pedestrian and bicycle improvements near 25 rail stations that currently have capacity to accommodate more riders and are anticipating ridership growth.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: John Swanson, Principal Transportation Planner

SUBJECT: TCSP Study: Improving Pedestrian/Bicycle Access at Select Rail Stations

DATE: April 9, 2015

The attached draft report describes a TPB study that has developed an inventory and map of nearly 3,000 pedestrian and bicycle capital improvements that would improve access to rail stations with underutilized ridership capacity. This project was funded under a research grant that the TPB received in 2013 from the Federal Transportation, Community, and Systems Preservation (TCSP) Program. The draft report was developed by Toole Design, the primary consultant for this study.

The project is focused on 25 rail stations that were chosen because they currently can accommodate additional riders and they are anticipating ridership growth over the next decade. All 25 stations are in Regional Activity Centers. For the most part, the ped/bike capital improvements in the inventory were derived from existing local plans, although the consultant conducted targeted field work to augment the recommendations for some locations.

In the future, TPB staff intends to use this database to encourage project implementation. In particular, we hope that our member jurisdictions will use the database as a resource for developing project applications for the federally funded Transportation Alternatives Program (TAP), which funds small capital improvements, and the Transportation Land-Use Connections (TLC) Program, which funds planning and preliminary engineering studies.

In addition, TPB staff looks forward to extending this study's analysis efforts in coordination with WMATA, which is launching the development of a Station Area Improvement Strategic Investment Plan to identify and prioritize access improvements for all Metrorail stations.

An interactive map showing the locations and other details of the access recommendations is available at <http://wikimapping.com/wikimap/Opportune-Rail-Station-Analysis.html>.



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

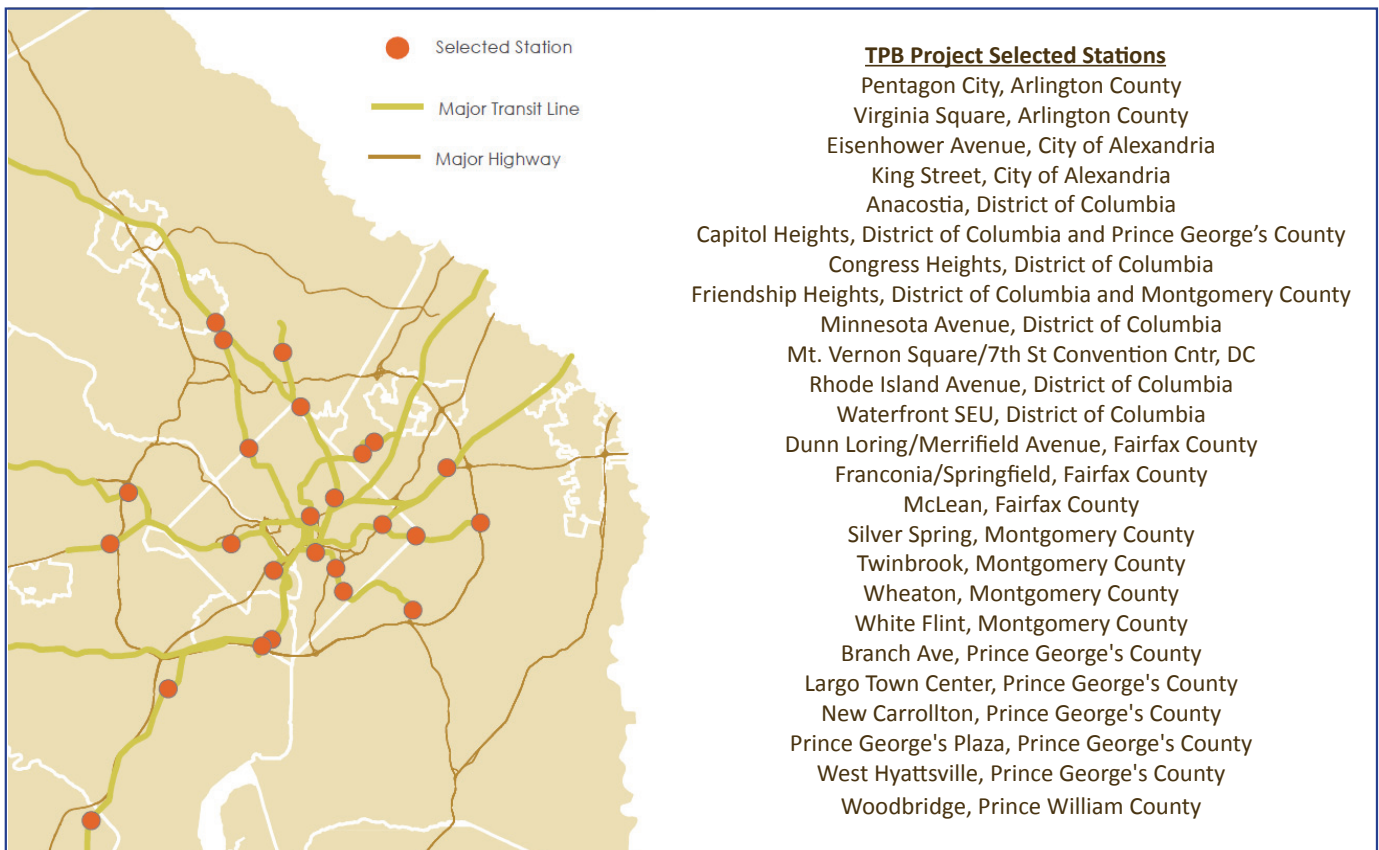
Improving Pedestrian/Bicycle Access at Select Rail Stations

Project Summary, March 2015

Project Overview

In August 2012, the Transportation Planning Board (TPB) received grant funding through the Federal Highway Administration's Transportation, Community and System Preservation (TCSP) Grant Program to identify strategic recommendations for bicycle and pedestrian access improvements at rail stations. The grant is focused on access improvements close to rail stations with underutilized capacity. This project seeks to better utilize the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions or by selling the same seat twice. The final product of the project is an inventory of pedestrian and bicycle capital projects that can be quickly implemented in the vicinity of 25 opportune rail stations.

The 25 rail stations were identified by TPB staff with input from WMATA and the local jurisdictions. TPB began the selection process by first limiting their analysis to stations that are located in Activity Centers and have existing ridership capacity (based on vertical station capacity data provided by WMATA, as well as VRE and MARC ridership data). Next, TPB analyzed a range of metrics for each station area, including current and planned employment, low-income populations, subsidized housing, car ownership, demographic information and "walkability," as measured by the website www.walkscore.com. TPB also conducted meetings with staff in individual jurisdictions, to gather feedback and qualitative information about the rail stations in that jurisdiction. Ultimately, the final 25 stations identified for inclusion in this study are those that demonstrate regionally and/or locally significant characteristics in terms of employment and/or demographics.



Plan Review

The focus of the project was an extensive review of existing local plans and studies, conducted in order to identify existing pedestrian and bicycle facility recommendations located near one of the 25 priority rail stations. Project consultants (Toole Design Group with support from KFH Group), reviewed over 55 plans including pedestrian and bicycle master plans, county comprehensive plans, small area/sector plans, MWCOC Transportation/Land-Use Connections studies, WMATA station area plans, and other relevant planning documents. The reviewed plans were developed during the past ten years (no earlier than 2004) and the evaluation focused on pedestrian recommendations within one mile and bicycle improvements within three miles of stations.

Through the plan review, the project team developed a database of existing recommendations for each station, capturing attributes such as the improvement type, location, extents, cost estimate (if available), source (plan title and year), and the level of priority identified in the plan. The types of recommendations fit into two general categories as shown below:

Linear recommendations

- Bike Lanes
- Sharrows
- Separated Bike Lanes
- Sidewalks
- Trails/Paths

Spot recommendations

- Wayfinding
- Lighting
- Intersection Treatments
- Bus Stop Improvements
- Bicycle Parking
- Stairs

All recommendations were digitized in ArcGIS and the following additional data was incorporated into the database:

- Pedestrian and bicycle fatality data (2012 NHTSA Fatality Analysis Reporting System data) for the one mile area around each station
- WMATA Opportune Station Analysis data (a parallel effort led by WMATA Office of Long-Range Planning)
- Station area employment and demographic data

Field Work

To supplement the plan review process, the project team carried out field work at a subset of the 25 select stations. Field work stations were identified because they had either a low number of plans or recommendations related to the station area, and/or based on input from local jurisdictional staff who felt that the area would benefit from a more focused assessment in terms of pedestrian and bicycle access. The field work stations are shown in the table below.

Rail Station	Field Work Date
Wheaton	August 19, 2014
Congress Heights	August 20, 2014
Woodbridge	August 22, 2014
Dunn Loring-Merrifield	October 1, 2014
Largo Town Center	October 13, 2014

Field work focused on identifying potential access improvements (i.e. sidewalks, bicycle facilities, trails and intersection investments) that would improve connections between the rail station and areas of concentrated housing or employment. Field work recommendations were added to the master database and a short “station profile” was developed for each location. The station profiles identified key themes related to station access and provided photographs and maps of the station area recommendations (including both plan review and field work recommendations).

Project Completion Status

As a next step, the project team sought information on whether the recommended facilities in the database had been completed. This task was accomplished using a combination of methods, including: an online map and survey filled out by municipal staff; meetings with local jurisdictions to discuss recent investments near rail stations; and a review of websites or other city/county data from local jurisdictions. The categories used to document the status of each recommendation in the database were:

- Completed: Construction is underway or the project has been completed
- Planned, Designed, NOT Funded: Planning and design are completed (or not needed) and the project could be implemented if funding were identified.
- Planned, Designed & Funding Identified: Planning and design are underway or completed and a funding source has been identified.
- Partially Complete/Partially Funded: Planning and design are underway or completed, some elements may have been constructed or funded, but the project is not considered complete.
- Needs More Study: More planning, design, right-of-way acquisition, environmental review, or public process is needed before this project can advance.
- No Longer Under Consideration: City/County thinking has changed since the plan was adopted; or the City/County decided to install the facility elsewhere instead; or political opposition stopped the project; etc.

Given the volume of information in the database, this effort focused on linear records (i.e. recommended sidewalks, trails and on-street bicycle facilities) and information was only captured for a subset of the database records. TPB plans to update this information periodically with the support of local jurisdictions.

Cost Estimates

The project team developed cost estimates for all of the recommendations in the database. An order of magnitude cost estimate was developed for the recommended improvements based on an aerial and street-level review of each location. Cost estimates for linear improvements were developed by establishing a cost per linear foot for the recommended facility type and applying it to the length of the improvement. Cost estimates for individual spot improvements were developed by identifying anticipated quantities for significant construction items (e.g. asphalt, sidewalk, concrete curb, pavement markings, etc.). Unit prices for construction items were established based on regional historical bid pricing and the estimator's experience and judgment. Not included in this estimate are the costs for engineering, permitting, utility impacts, grading, right-of-way, survey, mobilization, insurance, and inspection. Although quantities and unit prices were developed for each estimate, a fluctuation in quantities and bid prices can be expected as project design progresses. Actual construction costs can only be determined following final design; as such, the costs at this level of review are budgetary in nature and are typically accurate within +/- 30 percent.

Final Products

The final deliverable for the project is a comprehensive database delivered in three formats: Excel, ArcGIS and an interactive web map (<http://wikimapping.com/wikimap/Opportune-Rail-Station-Analysis.html>). The three formats are designed to maximize the accessibility of the database for regional agencies, local jurisdictions and the public, allowing staff and stakeholders to easily view, search and sort recommendations by a range of attributes.

Summary of Database Findings

The database includes a total of 2,992 recommended facility improvements (or “records”). Of this total, 18.1 percent were pedestrian recommendations, 69.7 percent were recommended bicycle facilities, and 12.1 percent were a combination (bike and pedestrian). The high percentage of bicycle improvements is partly due to the larger access area considered for bicycle recommendations compared to pedestrian recommendations. The types of projects that appear most frequently in the database include recommended bike lanes and sharrows, though many other types of improvements were also common (see Figures 1 and 2 below). Interestingly, 71.7 percent of the records were recommendations for new facilities versus recommended changes to existing facilities (25.4 percent). Other key statistics from the database are presented below and on the subsequent page.

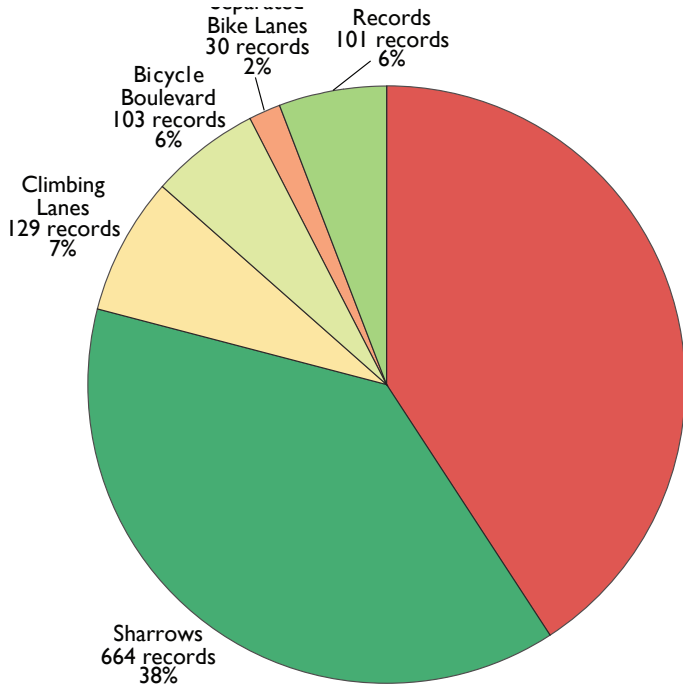


Figure 1. Linear Recommendations

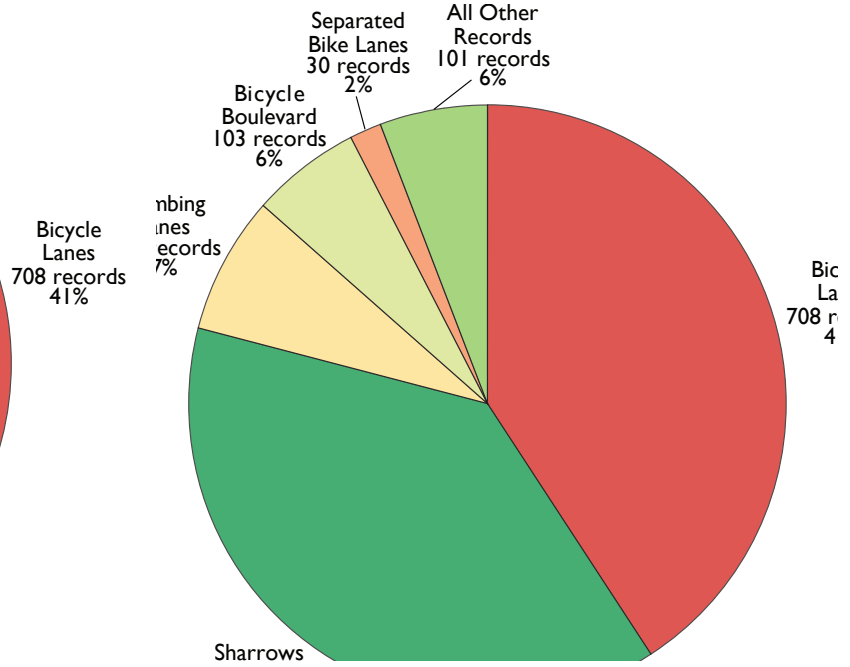


Figure 2. Spot Recommendations

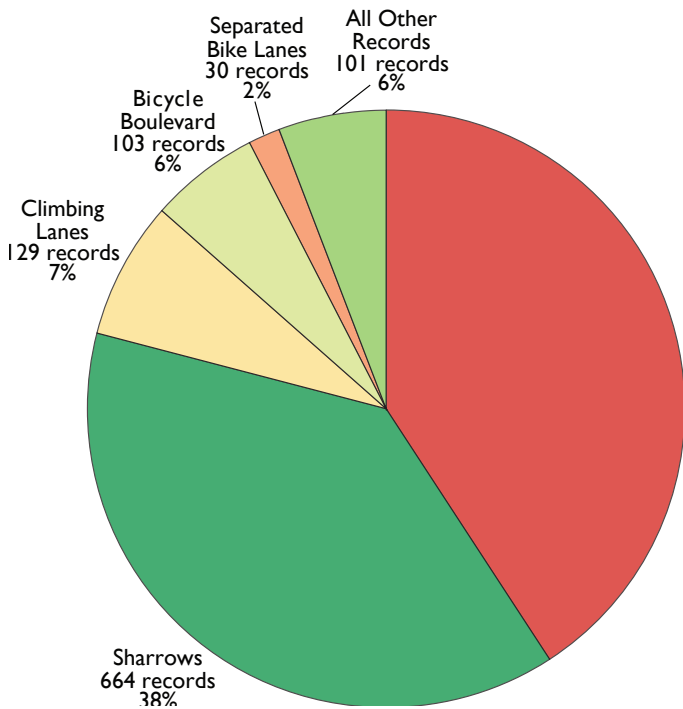


Figure 3. On Street Bicycle Facility Recommendations

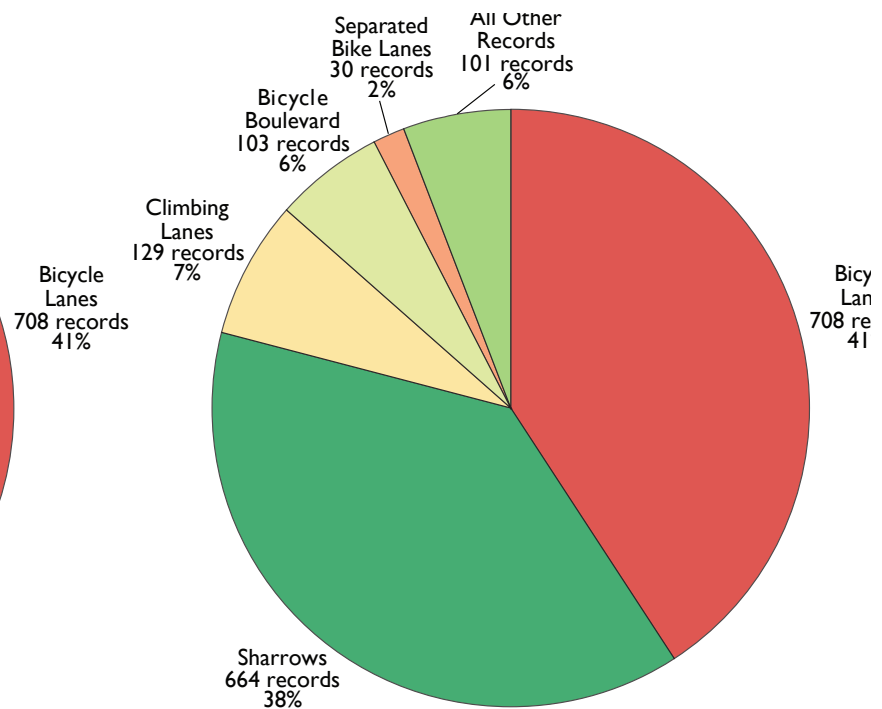


Figure 4. Sidewalk Recommendations

STATION	NUMBER OF RECORDS
King Street	661
McLean	377
Dunn Loring-Merrifield	301
Eisenhower Avenue	174
Largo Town Center	160

Table 1. Top Five Stations by Number of Records

STATION	NUMBER OF PED/BIKE FATALITIES
Mt. Vernon Square/ 7th St Convention Center	3
Woodbridge	2
Eisenhower Avenue	1

Table 2. Stations with Greatest Number of Ped/Bike Fatalities within one mile (2012 data)

STATION	NUMBER OF JOBS IN STATION AREA
Pentagon City	49,330
Virginia Square	34,656
Silver Spring	30,931
Mt. Vernon Square / 7th St Convention Center	29,773
Twinbrook	24,859

Table 3. Top Five Stations by Current Local Employment

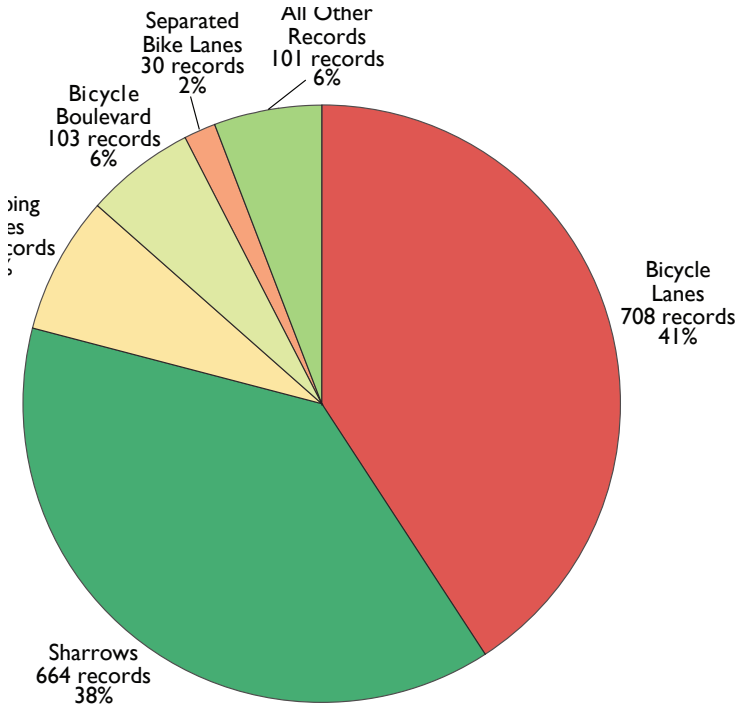


Figure 5. Completion Status of Recommendations (Data available for 33% of linear records)

STATION	PERCENTAGE OF HOUSEHOLDS WITHOUT VEHICLES
Congress Heights	35.1%
Anacostia	33.6%
Mt. Vernon Square / 7th St Convention Center	33.2%
Waterfront / SEU	32.9%
Minnesota Avenue	27.4%

Table 4. Top Five Stations with Lowest Percentage Car Ownership

COST INFORMATION	
AVERAGE TOTAL COST PER STATION:	\$31,892,989
Station with Lowest Total Improvement Cost	Virginia Square: \$4,613,087
Station with Highest Total Improvement Cost	Largo Town Center: \$90,275,755

Table 5. Cost Information

PROJECT TYPE	TOTAL COST ESTIMATE (PLANNING LEVEL)
Trail/Path	\$442,806,254
On Street Bike Facility	\$197,084,175
Other (New streets, lighting, combination improvements)	\$84,558,162
Sidewalk	\$37,117,965
Intersection	\$34,625,849
Bike Parking	\$756,684
Bus Stop Improvements	\$317,761
Wayfinding	\$60,380

Table 6. Improvement Cost Estimates by Project Type

Conclusion and Next Steps

Improving pedestrian and bicycle access to existing rail stations has the potential to benefit the region in a number of ways. For individuals, it can support lower transportation expenses and help counteract the high cost of living associated with many transit-adjacent locations. For governments and taxpayers, it can help maximize the efficiency of the existing transportation system, supporting increased transit ridership without adding more vehicles to roads near stations. Last, bicycle and pedestrian improvements can be part of a broader strategy to beautify streets, support active living and promote economic development in neighborhoods and districts. For these reasons, the Transportation Planning Board (TPB) recognizes that individual, local investments in pedestrian and bicycle infrastructure can have regional benefits, including fostering accessible, connected Activity Centers and a more efficient regional transit system.

This project provides TPB and local jurisdictions an inventory of the planned recommendations from throughout the region related to pedestrian and bicycle access near select rail stations. It also presents information on the completion status and cost of infrastructure investments that could improve access to regional transit. There are a number of ways this database can be used. TPB staff can consult the database when pursuing or distributing grant funding and identifying important inter-jurisdictional pedestrian/bicycle connections. Likewise, jurisdictions may use the database in local project/funding prioritization efforts, when working through development applications near stations, to identify sub-areas that need additional planning focus, or when planning pedestrian/bicycle improvements that cross jurisdictional lines.

TPB staff have identified a number of next steps to support the success of this project:

- Completion status has been identified for 33 percent of the linear records in the database. Following release of the database, staff will work with jurisdiction staff to identify completion status for a larger number of records. To monitor progress on completion status, staff plans to update the database yearly for the next five years.
- To increase awareness of the database and potential uses, staff will do additional outreach to member agencies and other regional partners over the coming months.
- Future TLC solicitations will encourage TLC applications focused on the 25 stations in this project, and emphasize this database as a resource for identifying possible TLC projects for more focused planning or design. Staff will also explore ways to use the TCSP database to enhance the Transportation Alternatives Program.
- TPB staff will coordinate with WMATA on its Opportune Station Analysis project, a complementary and parallel effort led by the WMATA Office of Long Range Planning to identify and prioritize access improvements for select Metro stations. The TCSP database does not include any prioritization of projects. A second phase to this project could include prioritizing recommendations at the station-level and jurisdiction-level, with input from jurisdiction staff, to provide guidance on high-impact access improvements.

For more information contact:

John Swanson
Principal Transportation Planner
Transportation Planning Board
jswanson@mwkog.org, 202-962-3295

Project completed by:

 Toole Design Group
with support from KFH Group

Improving Pedestrian/Bicycle Access at Select Rail Stations

Federal Grant Project from the Transportation, Community and
Systems Preservation Program (TCSP)

Transportation Planning Board
John Swanson, Principal Transportation Planner
April 15, 2015



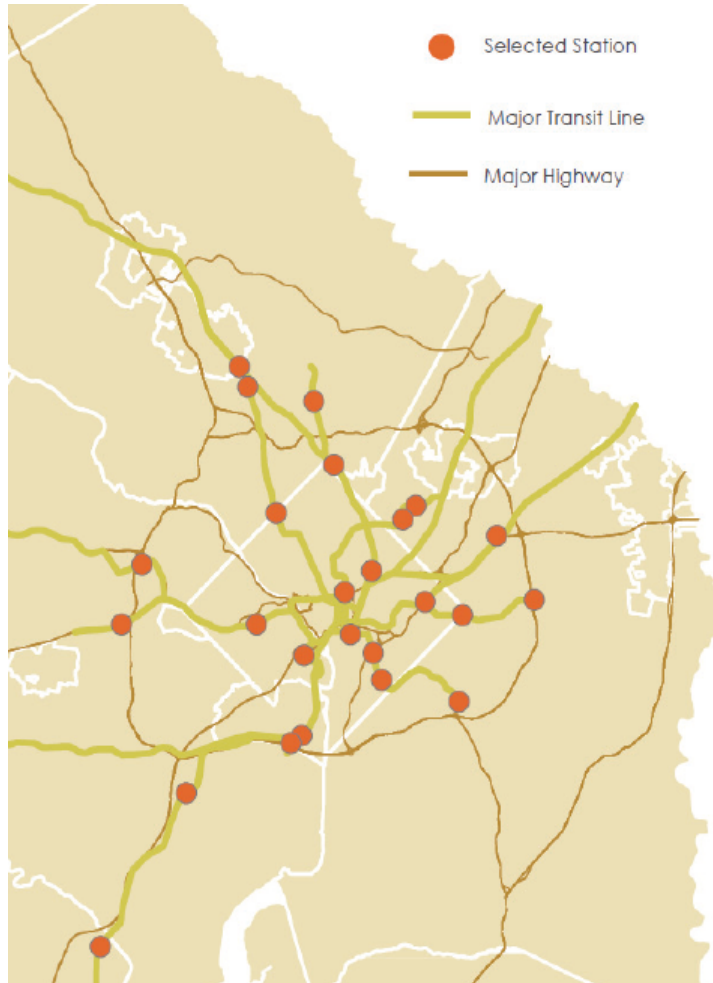
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Overview

- Thesis: If we improve pedestrian and bicycle access to select rail stations, we can tap underutilized capacity on our transit system.
- This project identified:
 - 25 “opportune” stations that can accommodate new riders.
 - An inventory of approximately 3,000 capital improvements for ped/bike access.



25 Opportune Stations



TPB Project Selected Stations

- Pentagon City, Arlington County
- Virginia Square, Arlington County
- Eisenhower Avenue, City of Alexandria
- King Street, City of Alexandria
- Anacostia, District of Columbia
- Capitol Heights, District of Columbia and Prince George's County
- Congress Heights, District of Columbia
- Friendship Heights, District of Columbia and Montgomery County
- Minnesota Avenue, District of Columbia
- Mt. Vernon Square/7th St Convention Cntr, DC
- Rhode Island Avenue, District of Columbia
- Waterfront SEU, District of Columbia
- Dunn Loring/Merrifield Avenue, Fairfax County
- Franconia/Springfield, Fairfax County
- McLean, Fairfax County
- Silver Spring, Montgomery County
- Twinbrook, Montgomery County
- Wheaton, Montgomery County
- White Flint, Montgomery County
- Branch Ave, Prince George's County
- Largo Town Center, Prince George's County
- New Carrollton, Prince George's County
- Prince George's Plaza, Prince George's County
- West Hyattsville, Prince George's County
- Woodbridge, Prince William County



Improving Pedestrian/Bicycle Access at Select Rail Stations



This map contains planned pedestrian/bicycle improvements and recommendations for 25 "opportune stations" in the Metropolitan Washington Council of Governments region. For more information about "opportune stations" or about this project, use the menu below to click: [About & Help > Instructions](#).

BASEMAP

- Opportune Station
- 1-Mile Buffer
- 3-Mile Buffer

SPOT IMPROVEMENTS

- Intersections
- Other Spot Improvements

SIDEWALK IMPROVEMENTS

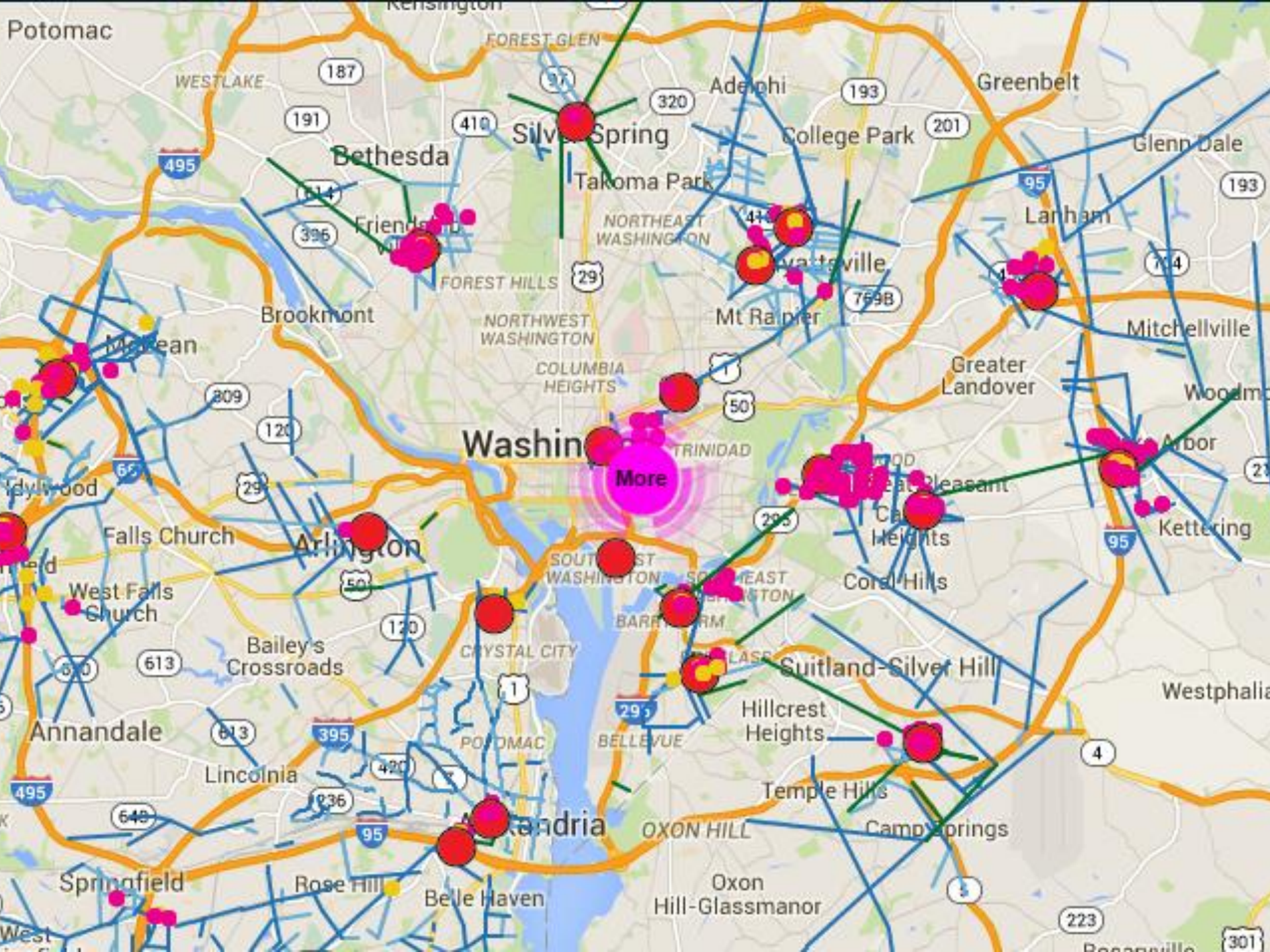
- Install New Sidewalk
- - - Repair/Widen Sidewalk
- - - Install/Widen Buffer

TRAIL/PATH IMPROVEMENTS

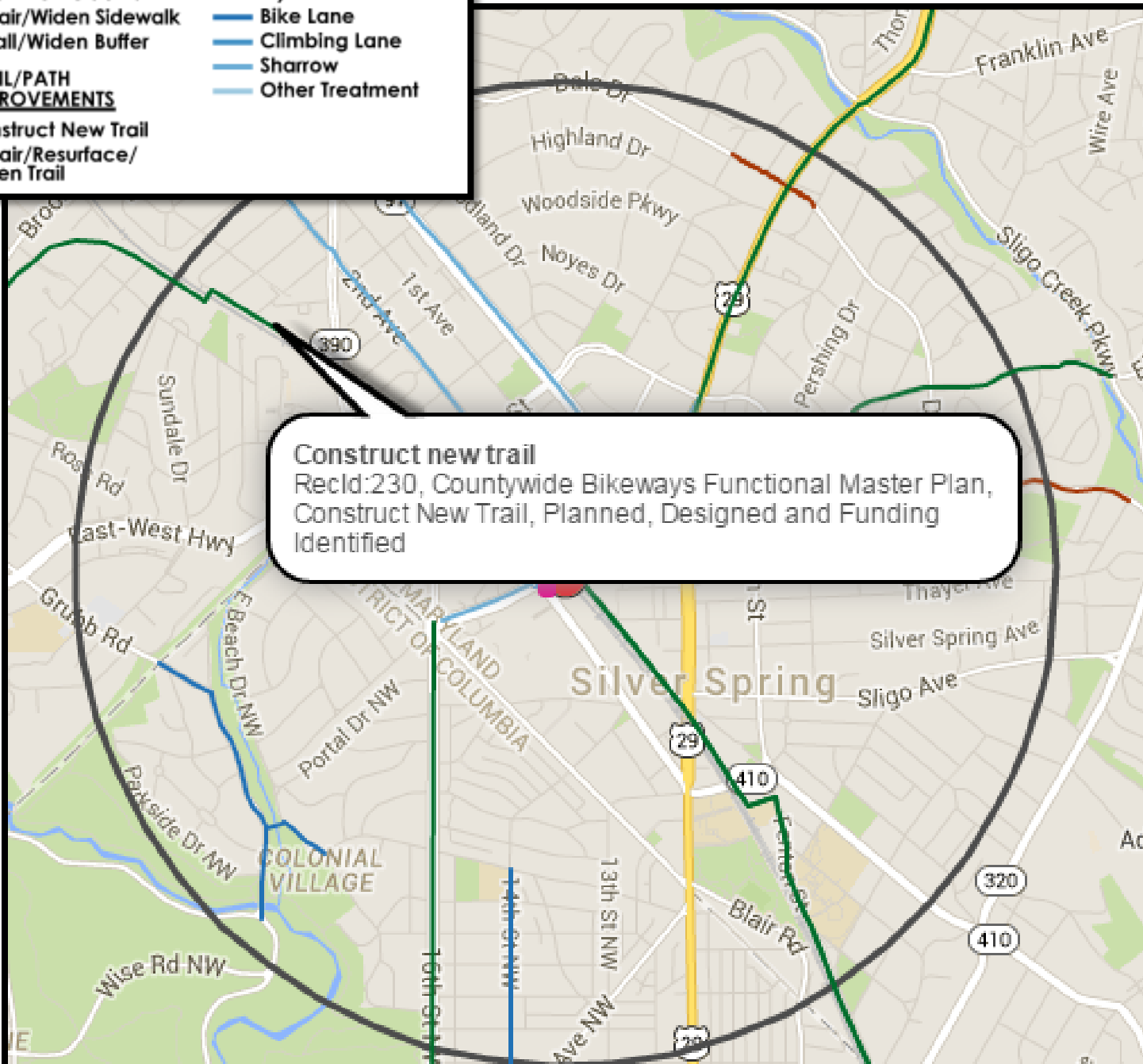
- Construct New Trail
- - - Repair/Resurface/Widen Trail

ON STREET BIKE IMPROVEMENTS

- Cycle Track
- Bike Lane
- Climbing Lane
- Sharrow
- Other Treatment



- | | | |
|---------------------------|------------------------------------|------------------------------------|
| BASEMAP | SIDEWALK IMPROVEMENTS | ON STREET BIKE IMPROVEMENTS |
| ● Opportune Station | — Install New Sidewalk | — Cycle Track |
| — 1-Mile Buffer | - - - Repair/Widen Sidewalk | — Bike Lane |
| — 3-Mile Buffer | - - - Install/Widen Buffer | — Climbing Lane |
| SPOT IMPROVEMENTS | TRAIL/PATH IMPROVEMENTS | — Sharrow |
| ● Intersections | — Construct New Trail | — Other Treatment |
| ● Other Spot Improvements | - - - Repair/Resurface/Widen Trail | |



Construct new trail
 RecId:230, Countywide Bikeways Functional Master Plan,
 Construct New Trail, Planned, Designed and Funding
 Identified

BASEMAP

SIDEWALK IMPROVEMENTS

ON STREET BIKE IMPROVEMENTS

- Opportune Station
- 1-Mile Buffer
- 3-Mile Buffer

- Install New Sidewalk
- - - Repair/Widen Sidewalk
- - - Install/Widen Buffer

- Cycle Track
- Bike Lane
- Climbing Lane
- Sharrow
- Other Treatment

SPOT IMPROVEMENTS

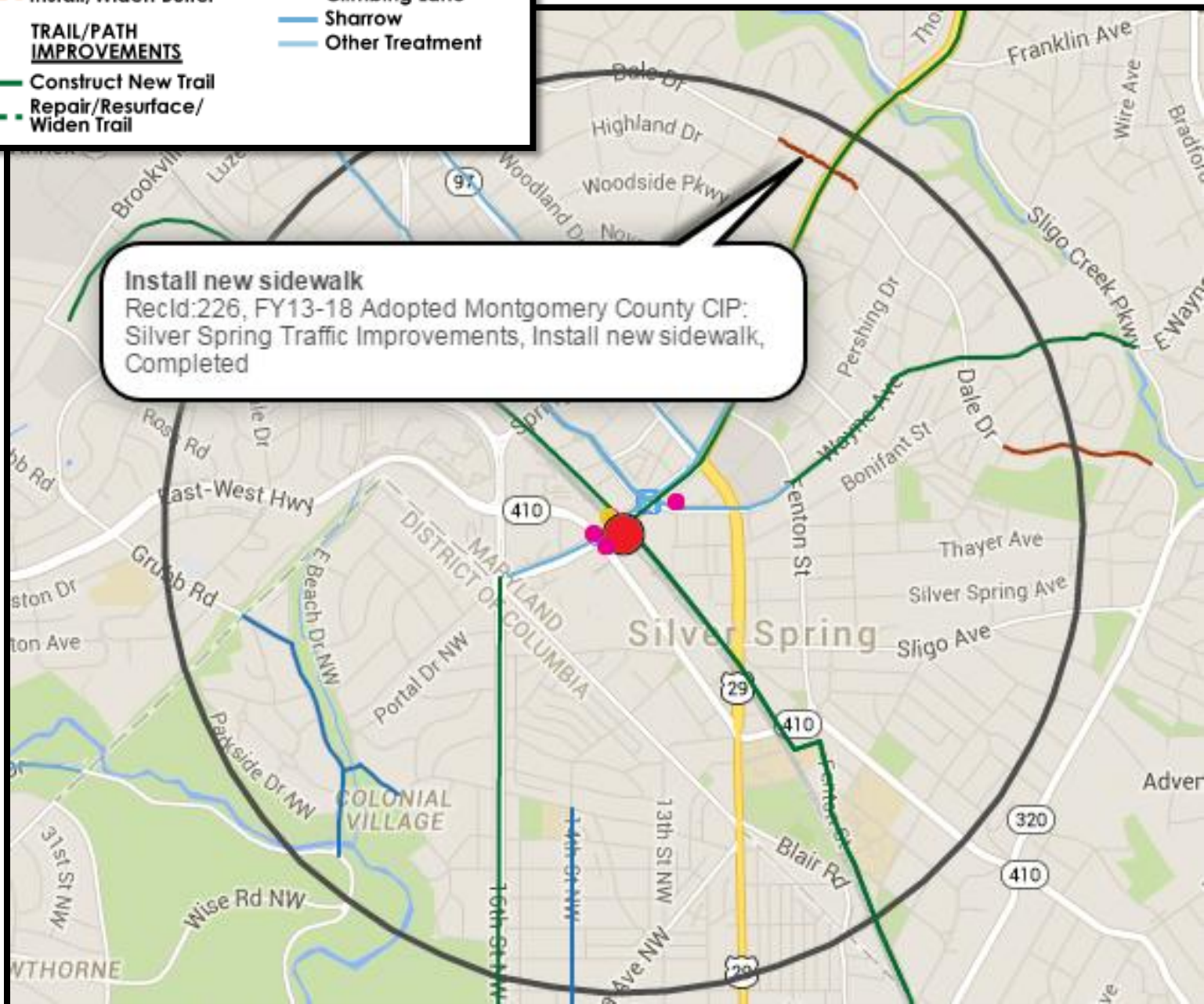
TRAIL/PATH IMPROVEMENTS

- Intersections
- Other Spot Improvements

- Construct New Trail
- - - Repair/Resurface/Widen Trail

Install new sidewalk

RecId:226, FY13-18 Adopted Montgomery County CIP: Silver Spring Traffic Improvements, Install new sidewalk, Completed



Next Steps

- Wrap-up the grant
- Additional outreach
- Establish a system to track implementation
- Coordinate with WMATA on station access strategic investment planning
- Integrate with other TPB/COG programs including TLC and TAP

