



## TRANSPORTATION PLANNING BOARD

Wednesday, October 18, 2017  
12:00 - 2:00 P.M.  
Walter A. Scheiber Board Room

### MEETING NOTE

The TPB meeting will be immediately followed by a meeting of the TPB's Long-Range Plan Task Force. The meeting will take place from 2:15 P.M. to 4:00 P.M. in the Board Room.

### AGENDA

- 12:00 P.M.**     **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**  
*Bridget Donnell Newton, TPB Chairman*
- 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.
- 12:10 P.M.**     **2. APPROVAL OF THE MINUTES OF THE SEPTEMBER 20, 2017 MEETING**  
*Bridget Donnell Newton, TPB Chairman*
- 12:15 P.M.**     **3. REPORT OF THE TECHNICAL COMMITTEE**  
*Tim Davis, TPB Technical Committee Chairman*
- 12:20 P.M.**     **4. REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND THE ACCESS FOR ALL ADVISORY COMMITTEE (AFA)**  
*Jeremy Martin, TPB Citizens Advisory Committee Chairman*  
*Charles Allen, TPB Vice Chairman*
- 12:30 P.M.**     **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:40 P.M.**     **6. CHAIRMAN'S REMARKS**  
*Bridget Donnell Newton, TPB Chairman*

## **ACTION ITEMS**

**12:45 P.M. 7. VISUALIZE 2045: TECHNICAL INPUTS SOLICITATION FOR THE CONSTRAINED ELEMENT AND AIR QUALITY CONFORMITY ANALYSIS**

*Andrew Austin, TPB Transportation Planner  
Eric Randall, TPB Transportation Engineer  
Lori Zeller, TPB Transportation Planner*

The Visualize 2045 Constrained Element will identify all regionally significant transportation investments the region can demonstrate we can afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits.

Last month, the board was briefed on the process, schedule, and requirements for the federally required Air Quality Conformity Analysis of the Constrained Element. The board was asked for feedback on a draft Technical Inputs Solicitation (previously known as the Call for Projects) asking agencies to submit projects, programs, and policy updates for inclusion in the Constrained Element and conformity analysis. This month, the TPB will be asked to approve the Technical Inputs Solicitation, which will be open from October 18 to November 15. The results of the Initial Financial Analysis and the Public Input Survey, carried out this summer, will also be provided.

**Action: Approve Visualize 2045 Technical Inputs Solicitation for the Constrained Element and the Air Quality Conformity Analysis.**

**1:00 P.M. 8. PROPOSED OFF-CYCLE AMENDMENT TO THE 2016 CLRP: REVIEW OF COMMENTS RECEIVED AND ACCEPTANCE OF RECOMMENDED RESPONSES**

*Andrew Austin, TPB Transportation Planner*

The board will be briefed on comments received during a 30-day comment period on the results of the Air Quality Conformity Analysis of a proposed off-cycle amendment to the 2016 CLRP and asked to accept a set of recommended responses. The draft documents and web-based information were released for public comment on September 14. The public comment period ended on October 13. Public comments were posted as received on the TPB website. The final version of the comments and responses memorandum will be incorporated into the documents scheduled for consideration under Item 9.

**Action: Accept recommended responses to comments received for the Air Quality Conformity Analysis, and for the Off-Cycle Amendment to the 2016 CLRP.**

**1:05 P.M. 9. PROPOSED OFF-CYCLE AMENDMENT TO THE 2016 CLRP: APPROVAL OF AIR QUALITY CONFORMITY ANALYSIS RESULTS AND APPROVAL OF OFF-CYCLE AMENDMENT**

*Jane Posey, TPB Transportation Engineer*

On September 14, the Air Quality Conformity Analysis of the 2016 CLRP and the 2016 Off-Cycle Amendment were released for a 30-day public comment which ended on October 14. At the September 20 meeting, the board was briefed on the Air Quality Conformity Analysis of the Virginia Department of Transportation

(VDOT) and Maryland Department of Transportation (MDOT) Off-Cycle Amendment to the 2016 CLRP.

**Action: Adopt Resolution R3-2018 finding that the 2016 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990, and adopt Resolution R4-2018 approving the VDOT and MDOT Off-Cycle 2016 CLRP Amendment.**

- 1:10 P.M. 10. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR DISTRICT OF COLUMBIA TPB JURISDICTIONS**  
*John Swanson, TPB Transportation Planner*

A portion of the federal Transportation Alternatives Set Aside Program (also referred to as the Transportation Alternatives Program) is sub-allocated to the TPB for project selection in the District of Columbia. The board will be briefed on the projects recommended by a technical review panel for funding as part of the FY 2018 project solicitation conducted by the District Department of Transportation (DDOT), and asked to approve the recommended projects.

**Action: Adopt Resolution R5-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for FY 2018.**

### **INFORMATION ITEM**

- 1:25 P.M. 11. LONG-RANGE PLAN TASK FORCE STATUS UPDATE**  
*Kanti Srikanth, TPB Staff Director*

The Long-Range Plan Task Force last met on September 20. The committee will receive a status update summarizing the proceedings of that meeting as well as next steps. The task force's next meeting is on October 18, immediately following the TPB meeting.

### **NOTICE ITEMS**

- 1:45 P.M. 12. CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION FOR THE NATIONAL CAPITAL REGION**  
*Jon Schermann, TPB Transportation Planner*

The board will be briefed on the draft critical urban freight corridor segments for the Maryland, District of Columbia, and Virginia portions of the National Capital Region. The board will be asked to designate the National Capital Region's critical urban freight corridors at its November 15 meeting.

- 1:55 P.M. 13. NOTICE OF PROPOSED AMENDMENT TO UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE FY 2017-2022 TIP**  
*Andrew Austin, TPB Transportation Planner*

The District Department of Transportation (DDOT) has requested an amendment to update projects and funding in the District section of the FY 2017-2022 TIP. The amendment was released for a 30-day public comment and inter-agency

review period on October 12, 2017. The board will be asked to approve this amendment at its November 15 meeting.

**2:00 P.M. 14. ADJOURN**

The next meeting is scheduled for November 15, 2017.

**MEETING AUDIO**

Stream live audio of TPB meetings and  
listen to recorded audio from past meetings at:  
[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)

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**TRANSPORTATION PLANNING BOARD**  
**MEETING MINUTES**  
September 20, 2017

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Bob Brown, Loudoun County  
Ron Burns, Frederick County  
Marc Elrich, Montgomery County  
Dan Emerine, DC Office of Planning  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County DOT  
Jay Fisette, Arlington County  
Dannielle Glaros, Prince George's County  
Jarrett K. Smith, City of Takoma Park  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Neil Harris, City of Gaithersburg  
Catherine Hudgins, Fairfax County Board of Supervisors  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Christine Kulumani, DC Council  
R. Earl Lewis, Jr., MDOT  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Phil Mendelson, DC Council  
Jackson H. Miller, Virginia House of Delegates  
Ron Meyer, Loudoun County  
Bridget Donnell Newton, City of Rockville  
Martin Nohe, Prince William County  
Nichole Opkins, DC Council  
Mark Rawlings, DC-DOT  
Jeanette M. Rishell, City of Manassas Park  
Kelly Russell, City of Frederick  
Peter Schwartz, Fauquier County  
Eric Shaw, DC Office of Planning  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Tammy Stidham, DDOT  
Brandon Todd, DC Council  
Victor Weissberg, Prince George's County  
Mark Wolfe, City of Manassas  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Robert Griffiths  
Lyn Erickson  
Tim Canaan  
Ron Milone  
Mark Moran  
Michael Farrell

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Dusan Vuksan	
Jane Posey	
Jon Schermann	
Ken Joh	
Andrew Austin	
Ben Hampton	
Abigail Zenner	
Lori Zeller	
Arianna Koudounas	
James Li	
Debbie Leigh	
Deborah Etheridge	
John Swanson	
Paul DesJardin	COG/DCPS
Jeff King	COG/DEP
Kari Snyder	MDOT
Bill Orleans	HACK
Tim Roseboom	DRPT
Stewart Schwartz	CSG
Stephanie Cooper	Congressman Alex Macney's Office
Chase Sawyer	Delegate Jackson Miller
Malcolm Watson	FCDOT
Nydia Blake	Prince William County
George Phillips	Prince William County DOT
Norman Whitaker	VDOT
Mike Lake	Fairfax County DOT
Sydney Hawthorne	DC Council
Betsy Massie	PRTC
Jeremy Martin	Maryland Citizen's Advisory Committee

**1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Mr. Schwartz spoke on behalf of the Coalition for Smarter Growth. He praised the solicitation document for Visualize 2045 and noted that it drew upon many TPB and COG reports. He did note that there should be more attention paid to the east-west divide and land-use issues. He also noted the importance of transit-oriented development and funding for Metro as an economic driver.

**2. APPROVAL OF MINUTES OF THE JULY 19, 2017 MEETING**

Mr. Snyder said that he participated in the July TPB meeting via the telephone and that he should be included in the attendance records. He also requested that his comments on page 7 be updated to reflect his intention. He would like the language to read: "Mr. Snyder said that he was in favor of removing the Northern Virginia Bridge recommendation because he believes that it would be a bad precedent to move forward with something that the entire Montgomery County board opposes. He said that he will not be supporting all ten recommendations because they are too similar to things already underway in the region and have, in toto, not worked."

A motion was made to approve the minutes from the July 19, 2017 TPB meeting with the amendment. The motion with amendment was seconded and approved.

**3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Roseboom said that the Technical Committee met on September 7. He said that at that meeting the committee was briefed on the Transportation Alternatives Set Aside for Maryland, and the off-cycle 2016

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CLRP amendments from VDOT and MDOT. Additionally, there was a series of briefings on Visualize 2045, the quadrennial long-range plan update. These briefings included a presentation on air quality conformity and the financial elements of the long-range plan. He said that there was an update from the Northern Virginia Transportation Authority on their process for prioritizing projects. There was a presentation from DDOT about their approach to performance-based planning, and another on the regional highway safety performance-based planning and programming goals. The final briefing covered new conformity budgets and an update on the National Capital Trail Plan.

#### **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE**

Mr. Martin presented the report of the Citizen Advisory Committee. He said that at its September meeting the committee received presentations on the COG WMATA principals and had a discussion about funding WMATA. He said the committee also received updates on the summer outreach for the Visualize 2045 survey and updates on the work of the Long-Range Plan Task Force.

#### **5. REPORT OF STEERING COMMITTEE**

Mr. Srikanth said that the Steering Committee met on September 8 and approved three TIP amendments. The first added \$5.5 million to the Rock Creek Trail project in the District of Columbia using CMAQ funds. The second added approximately \$18.6 million in funding for BRAC-related intersection improvements at Jones Bridge and another \$15 million was added for the Neale Sound Bridge replacement project. The final amendment added \$24 million for the Lee Highway widening project in Virginia.

Mr. Srikanth said that the mailout materials include a copy of a letter from WMATA's general manager informing the TPB that WMATA was providing \$150,000 for the 2018 Street Smart safety campaign. There was also a copy of the TPB's letter of support for Montgomery County's application for federal transit funds under the FTA's Bus Grant Program to purchase electric buses.

Mr. Srikanth said the mailout materials included a status report on the region's efforts to secure new funding to meet WMATA's state of good repair and capital needs. Reviewing the memo, he noted the points of agreement reached by COG's Metro Strategy Group which included agreement on a funding amount of \$500 million per year and agreement that this funding should be predictable, recurring, and bondable and that Maryland, Virginia, and the District would be contributing. He mentioned the recent announcement of an interim solution by Maryland's governor for coming up with the \$500 million a year. Mr. Srikanth also noted a memo about an announcement that U.S. DOT would continue the TIGER program through which \$500 million would be available and a memo providing an update on the status of establishing the Metrorail Safety Commission.

Mr. Nohe asked if the Maryland governor's proposal was for the governors, mayor and federal government to each raise \$500 million.

Mr. Srikanth said that the proposal was for all four to contribute a total of \$500 million per year for four years, meaning \$125 million from each of the three states and federal government.

Mr. Nohe asked to clarify if that is the agreed-upon goal.

Mr. Srikanth said that is the proposal, but that Virginia and the District are still deciding.

Mr. Smith said that it is practically impossible to come up with dedicated funding by July 1, 2018. He said that the Maryland proposal would give WMATA the funding to move ahead with expanded capital programming for four years while the region works to get a long-term funding mechanism in place.

Mr. Nohe said that the region needs to think about whether to go with the Maryland proposal, or try something else.

Mr. Meyer said that Governor Hogan's proposal was productive. He said he believes that in Virginia it will

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be a challenge for the state to come up with that type of money. He said that the as an interim solution the region needs to figure out with the money that is already available if it is possible to get more capital to be able start Metro's capital projects.

Ms. Hudgins said that the discussions now have shifted from this is what we can do to what can we do to go all the way to meet the needs. She said that hopefully this discussion in the region will lead to a dedicated funding stream for WMATA.

## **6. CHAIR'S REMARKS**

Ms. Newton presented her remarks. She spoke about the important work that COG's Metro Strategy Group was doing and how critical it is for the region to find dedicated funding for Metro. She also thanked the staff and board members who lead and serve that body. Ms. Newton spoke about the region's adopted goal of reducing greenhouse gases and how the region has been working by taking action at local and state levels. She said that the region recognizes that this matter cannot be addressed without the support of our federal partner. She noted that there is now a proposal to reconsider a federal rule that would reduce emissions of greenhouse gases. She said that she believes it is important that the TPB, as the regional transportation planning body, speak in support of retaining the existing federal rule and not rolling or scaling it back, Lastly, she made an announcement about Smart Cities Week and said that member jurisdiction staff and officials should consider attending the week's events.

## **ACTION ITEMS**

### **7. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR MARYLAND TPB JURISDICTIONS**

Mr. Swanson presented the recommendations of projects for funding approval under the FY 2018 Transportation Alternatives set aside program for Maryland. A selection panel was convened and used a scoring process to come to its recommendations. The six projects recommended to receive \$1.7 million in federal Transportation Alternatives funding include the first phase of a new bicycle trail and expanded bikeshare in Prince George's County as well as Safe Routes to School improvements in Takoma Park, College Park, Brunswick, and seven other school sites in Montgomery County. More details were provided in the meeting materials.

A motion was made to approve Resolution R2-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Maryland for FY 2018. The motion was seconded and was approved unanimously.

### **8. COMMENTS TO US EPA AND US DOT ON PROPOSED RECONSIDERATION OF GREENHOUSE GAS (GHG) STANDARDS FOR LIGHT DUTY VEHICLES**

Ms. Posey said that in 2012 the Environmental Protection Agency and National Highway Traffic Safety Administration jointly issued regulations to set standards for light-duty vehicles for the country, and as part of these regulations, there is a mid-term review. The EPA completed the mid-term review and determined that the regulations should stay in place. She said that the greenhouse gas standards required by these regulations are included in the TPB's MOVES model. She said that TPB staff recommends that the board support the retention of these standards. She said that CEEPC and MWAQC are also going to comment in support of the standards. She said that everyone agrees that it would be most effective to have these two groups sign on to a group letter with the TPB.

A motion was made to approve the joint TPB/MWAQC/CEEPC Comment Letter for Transmission to US EPA and US DOT. The motion was seconded and approved.



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## INFORMATION ITEMS

### 9. VISUALIZE 2045 CONSTRAINED ELEMENT: SOLICITATION OF INPUTS AND AIR QUALITY CONFORMITY ANALYSIS

Ms. Erickson said that staff is working on the federally required quadrennial long-range plan update. She reminded the board that they have been briefed on the new plan title, branding, and outreach activities for the plan, called Visualize 2045. She said that staff has been working with the Technical Committee on this plan since January. She said that this plan will be the center of the Washington region's metropolitan planning process. She said that it needs to be approved by October 2018. She said that staff is working to create a plan that is accessible and useful to area jurisdictions and agencies. She said that unlike past plans, the Visualize 2045 plan will not focus exclusively on constrained projects. It will also include an aspirational element. She said that the Visualize 2045 plan will summarize all of the best work that the TPB is involved in. She said that the different elements of the plan have different deadlines, some of which have been completed already. There is no room for delay.

Ms. Erickson referred to the document distributed for this item, called the Visualize 2045 Technical Input Solicitation for the s Element and Air-Quality Conformity Analysis. She said that this is a submission guide for implementing agencies. She said that this document, and the revamped brochure that will accompany the document next month, will serve as a one-stop shop for everything TPB staff needs from implementing agencies. She said that though this document is new, there is no real change in the procedure or content being requested. She said that the document and brochure will be available next month.

Ms. Erickson said that projects, programs, and policy inputs need to be tested for fiscal constraint before the air-quality conformity analysis can begin. She said that Mr. Randall will provide more information on the fiscal element.

### 10. VISUALIZE 2045 FINANCIAL ELEMENT: STATUS REPORT

Mr. Randall referred to his handout and described the financial element for the Visualize 2045 plan. He said that the memo covers the methodology and work plan, as well as tables from the 2014 financial analysis. He said that the financial constraint is part of the required analysis for the quadrennial plan. He said that the goal of the analysis is to demonstrate that the region has sufficient funding from existing and anticipated sources reasonably expected to be available to build, operate, and maintain the existing transportation system, plus new projects and programs the region plans to implement by 2045. He said that he is currently collecting revenue projections from all of the jurisdictions and implementing agencies. He said that the final analysis will need to be approved as part of the Visualize 2045 plan in October 2018.

### 11. VISUALIZE 2045 PUBLIC OUTREACH: SUMMARY OF PHASE 1 ACTIVITIES

Mr. Hampton said that over the summer, TPB staff conducted outreach for Visualize 2045 through a public input survey which ran from June 17 to August 21. He said that the input, collected from constituents in each of the TPB jurisdictions, asked questions about daily travel patterns, issues that affect travel, and for ideas about making the region's transportation system better. He said that the main focus was to gather general attitudes and opinions about transportation in the Washington region so that staff can inform the board discussions through the development of Visualize 2045. He said that the survey was distributed two ways. The first was a random sample of letters sent to a geographically representative sample of people from the region. He said that there was also an open survey that anyone could complete. He said that the open survey was promoted via 15 live survey events, digital outreach and promotions, Visualize 2045 ambassadors, and targeted outreach. He referred to his presentation and described participation data for the outreach. As a result of that outreach, 6,200 people completed the survey. Of those, 750 were part of the random sample. He said these numbers

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exceeded expectations. He said that staff is currently analyzing the survey results and that an in-depth analysis will be shared with the board later this year, or early next year.

Ms. Erickson said that Visualize 2045 activities will likely be a common agenda item for upcoming TPB meetings.

A member of the board asked why Prince George's County was significantly under-reported in the random sample survey.

Ms. Erickson said that the survey just closed and that staff has not been able to thoroughly analyze the results. She said that more information will be presented at a future meeting.

## **12. CRITICAL URBAN FREIGHT CORRIDORS**

Mr. Schermann said that the FAST Act gives MPOs the authority to designate critical urban freight corridors. He said that staff will present the corridors later this year. He said that critical urban freight corridors are one component of the National Highway Freight Network established through the FAST Act. He said that the law requires coordination among state DOTs and MPOs in the designation of all freight corridors. He said that the TPB Steering Committee approved a resolution that provisionally designated Maryland's critical urban freight corridors at the June meeting. He said that the TPB will be asked to designate a full set of critical urban freight corridors later this fall. He said that staff will continue to coordinate with DDOT and VDOT to identify their critical urban freight corridor segments and that the freight subcommittee is reviewing and advising on this process.

## **OTHER ITEMS**

### **13. BRIEFING ON THE DRAFT AIR QUALITY CONFORMITY ANALYSIS OF THE VDOT AND MDOT OFF-CYCLE AMENDMENT TO THE 2016 CLRP**

Ms. Posey reminded the board that VDOT and MDOT requested an off-cycle amendment to the 2016 CLRP. She said that the scope of work and inputs for this amendment was approved in the spring of 2017. She said that the inputs include: a series of projects for I-270, an update to the Governor Nice Bridge completion date, a new exit ramp in Prince William County, and two options for changes to I-66 outside the Capital Beltway. She said that these inputs need to be analyzed for their impact on the region's air quality, specifically the VOX and NOx. She said that staff ran the analysis for three years—2025, 2030, and 2040—and for the two I-66 options. She said that the board will be asked to approve the Air-Quality Conformity Analysis and the amendments at the October board meeting.

Ms. Posey said that the travel demand model expects there to be an increase in vehicle trips, transit trips, and vehicle miles traveled by 2040. She said that the conformity analysis shows that the CLRP with the proposed amendments meets the requirements for conformity. She said that there is a public comment period for the analysis which runs from September to October 14.

### **14. ADJOURN**

Mr. Mendelson asked for an update on how traffic signal optimization is impacting TERMS for air-quality conformity.

Mr. Srikanth said that a presentation on this topic will be brought to the board in the next few months.

Mr. Meyer asked if the start time of the Task Force meeting could be moved up because the TPB meeting was ending early.

Chairman Newton said that the Task Force meeting will start at 1:30. She reminded board members to participate in Car Free Day.

The meeting was adjourned at 1:13 p.m.

## Meeting Highlights: TPB Technical Committee October 2017

The Technical Committee met on October 5, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB agenda:

- **TPB agenda item 7**

TPB staff briefed the committee on activities related to the development of Visualize 2045 long-range transportation plan:

- **Solicitation of inputs and air quality conformity analysis:** In September, the committee and TPB were briefed on the process, schedule, and requirements for the air quality conformity analysis, which is required under federal law to show that future vehicle-related emissions are forecast to remain below approved regional limits. The solicitation document has a new look to match the Visualize 2045 branding and on October 18, the TPB will be asked to approve the solicitation.
- **Financial element:** The results of an initial analysis of available revenues was shared with the committee. The long-range plan's financial element must demonstrate that sufficient revenues are reasonably expected to be available to build, maintain, and operate the transportation system spelled out in the Constrained Element of the plan.
- **Public outreach:** Staff briefed the committee on the initial findings from a survey on public attitudes about transportation. Over the summer, staff conducted outreach for this survey which was aimed at gathering general attitudes and opinions about transportation in the region. More than 6,000 responses were received through an open survey and a random sample.

- **TPB agenda item 8-9**

TPB staff briefed the committee on the air quality conformity analysis of the VDOT and MDOT off-cycle amendment to the 2016 Constrained Long-Range Plan, which were out for public comment from September 14 through October 13. The amendment will add/modify 4 projects, and TPB staff has found that the Air Quality Conformity Analysis demonstrates adherence to all mobile source emissions budgets for the pollutants analyzed. No public comments had been received as of October 6. The TPB will be asked to approve the off-cycle conformity analysis and 2016 CLRP Amendment at its October 18 meeting.

- **TPB agenda item 10**

TPB staff briefed the committee on projects recommended for funding under the FY 2018 Transportation Alternatives Set Aside Program for the District of Columbia. Staff explained that a portion of the funding from this federal program is sub-allocated to the TPB for project selection in the District of Columbia and the TPB's other state-level jurisdictions. The TPB will be asked to approve the recommended projects at its October 18 meeting.

- **TPB agenda item 11**

Staff and the project consultant provided a status report on the Long-Range Plan Task Force. At its next meeting on October 18 the task force will be briefed on the final list of performance

measures that will be used to present the results of the technical analysis. The task force will also discuss and finalize “a process by which to select improvement initiatives from amongst the ten analyzed to recommend the TPB endorse for future concerted TPB action.” Staff is assisting in developing a process the task force could consider at its next meeting. At the October TPB meeting, staff will update the board on the upcoming task force meeting schedule.

- **TPB agenda item 12**

Staff explained that draft critical urban freight corridor (CUFC) segments for the Maryland, District of Columbia, and Virginia portions of the National Capital Region have been identified. The committee was provided an overview of these draft CUFC segments, including the methodology used to identify them, and asked to provide feedback on the proposed segments. The committee briefly discussed the FHWA funding component during the overview. The TPB will be asked to designate CUFCs for DC, Maryland, and Virginia at the November 15 meeting in order to meet the December 4, 2017 federal deadline.

- **TPB agenda item 13**

Staff said that the District Department of Transportation (DDOT) has requested an amendment to update projects and funding in the District section of the FY 2017-2022 TIP. The amendment will be released for a 30-day public comment and inter-agency review period on October 12, 2017. The TPB will be asked to approve this amendment at the November 15 meeting.

**The following items were presented for information and discussion:**

- ***Regional Travel Survey Update*** – Staff informed the committee that the TPB has launched the once-in-a-decade regional household travel survey, branded the Regional Travel Survey (RTS), in October 2017. The committee was briefed on the results of the RTS pre-test, modifications for the main survey, and the main survey schedule.
- ***Regional Transportation Demand Management (TDM) Evaluation Report*** – Staff briefed the committee on the results from a recent evaluation from the regional Commuter Connections transportation demand management program. The program is evaluated every three years.
- ***Regional Bus Lane Enforcement Study Report*** – The committee was briefed on the results of the subject study, recently completed under the FY17 WMATA Technical Assistance Program of the UPWP.
- ***Results of the VDOT I-66 Inside the Beltway Bus On Shoulder Pilot Project*** - The committee was briefed on the results of this pilot project, for which staff provided assistance in the planning and evaluation phases under the Technical Assistance Program of the UPWP.
- ***Street Smart Annual Report*** - The committee was briefed on the outcomes of the Fall 2016 and Spring 2017 campaigns, and on the plans for the Fall 2017 and Spring 2018 campaigns.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – September 8, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP -----

MARYLAND

Charles County -----  
Frederick County -----  
City of Frederick -----  
Gaithersburg -----  
Montgomery County Gary Erenrich  
Prince George's County Victor Weissberg  
Anthony Foster  
Rockville -----  
M-NCPPC  
Montgomery County -----  
Prince George's County -----  
MDOT Kari Snyder  
Matt Baker  
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman  
Arlington County Dan Malouff  
City of Fairfax -----  
Fairfax County Mike Lake  
Malcolm Watson  
Falls Church -----  
Fauquier County -----  
Loudoun County Robert Brown  
Manassas -----  
NVTA Sree Nampoothiri  
NVTIC Patricia Happ  
Prince William County Trent Berger  
PRTC Betsy Massie  
VRE Sonali Soneji  
VDOT Norman Whitaker  
Regina Moore  
VDRPT Tim Roseboom  
NVPDC -----  
VDOA -----  
WMATA Allison Davis

OTHER

Mark Berger, Louis Berger  
Chloe Delhomme, City of Manassas  
Beth Zgoda, ICF  
Bill Orleans

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Ron Milone, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Andrew Austin, DTP  
Bill Bacon, DTP  
Michael Farrell, DTP  
Charlene Howard, DTP  
Ken Joh, DTP  
Arianna Koudounas, DTP  
James Li, DTP  
Jessica Mirr, DTP  
Mark Moran, DTP  
Jinchul Park, DTP  
Jane Posey, DTP  
Eric Randall, DTP  
Sergio Ritacco, DTP  
Rich Roisman, DTP  
Jon Schermann, DTP  
Daivamani Sivasailam, DTP  
John Swanson, DTP  
Dusan Vuksan, DTP  
Feng Xie, DTP  
Lori Zeller, DTP  
Abigail Zenner, DTP  
Patrick Zilliacus, DTP  
Steve Walz, DEP  
Sunil Kumar, DEP  
Paul DesJardin, DCPS  
Greg Goodwin, DCPS  
Nicole McCall, DCPS

OTHER

Michael Grant, ICF  
James Bunch, Sabra Wang  
Alex Brun, MDE  
Linda Williams

## **ACCESS FOR ALL ADVISORY COMMITTEE REPORT**

September 28, 2017

*Charles Allen, Chairman, TPB First Vice Chairman*

The Access for All Advisory Committee met on September 28, 2017 and the highlights from the meeting are provided below, including a list of participants on the last page. The Access for All Advisory Committee (AFA) advises the TPB on transportation issues and services important to low-income communities, minority communities, people with limited English proficiency, people with disabilities, and older adults.

### **UPDATE ON THE TPB'S STREET SMART PEDESTRIAN AND BICYCLE PUBLIC SAFETY CAMPAIGN**

Mr. Farrell from the TPB staff briefed the AFA on TPB's pedestrian and bicycle safety campaign that uses a variety of media, and shared survey statistics showing that both drivers and pedestrians are equally aware of the campaign.

AFA members discussed the need to include people with disabilities and those with low income in future campaigns, including the use of pictures of people in wheelchairs. AFA members also suggested offering the survey in Spanish, and suggested specifically targeting low-income populations. One AFA member also pointed out that October is Disability Awareness Month which could be a good marketing opportunity for future campaigns.

### **PRESENTATION ON COG'S WMATA PRINCIPLES**

Mr. Beyrouti from the COG Executive Office staff briefed the AFA on COG's initiatives related to the future of WMATA, including a briefing on COG's Metro Strategy Group which is working to secure funding to meet Metro's needs, and a briefing on COG's Statement of Principles on Metro which serves to guide the group.

AFA members discussed options on the table for funding Metro, including a regional sales tax and concerns about a disparate impact on low-income residents.

### **UPDATE ON VISUALIZE 2045 SURVEY OUTREACH**

Mr. Hampton of the TPB staff provided the committee with an update on the TPB outreach to get public feedback on issues to be considered during the development of Visualize 2045, that included live-surveying, digital outreach and promotion, Ambassadors from the jurisdictions (including the AFA) and targeted outreach. Mr. Hampton shared photos and final outreach statistics.

- AFA members asked if the information could be broken down into ethnicity, race, gender, etc. which would be useful information and Mr. Hampton confirmed the tool can tabulate demographics.

### **STATUS REPORT ON THE TPB'S LONG-RANGE PLAN TASK FORCE**

Ms. Zeller of the TPB staff provided an update on the Long-Range Plan Task Force, established to

examine projects, programs and policies not currently in the long-range plan, but have the potential to address regional challenges. Ms. Zeller presented the ten finalized initiatives that will be studied and prioritized by the Task Force.

Chairman Allen led a discussion emphasizing the purpose of the Task Force's work as directional to help determine which initiatives have the greatest regional impacts, could make a difference, and may inform budgets down the road. He also pointed out that the Task Force's decisions will have the benefit of data analysis to back up the prioritization.

Members discussed initiatives addressing the work of the AFA and asked where they were in the list. Chairman Allen pointed out that items 4, 5 and 6 addressed access improvements to bus, rail and Metro. He also shared that there could be Land Use Policy impacts once the analysis was completed.

## MEETING ATTENDEES

<b>District of Columbia</b>	<b>Virginia</b>	<b>TPB Staff</b>
Brenda Richardson, Earth Conservation Corps	Cynthia Alarico, Fairfax County Department of Neighborhood Services	Ben Hampton (Presenter)
Charles Allen, AFA Chairman	Denis Paddeu, Rappahannock Area Agency on Aging	John Swanson
Dee Curry, CASA Ruby	Doris Ray, ENDependence Center of Northern Virginia	Kanti Srikanth
Gloria Swieringa, Prince George's Commissions for Individuals with Disabilities	Jeanna Muhoro (phone), Fairfax County Department of Transportation	Lori Zeller (Presenter)
Michelle Chin, DC Department of General Services	Jennifer Kanarek, NV Rides	Lyn Erickson
Nichole Opkins, Office of Councilmember Allen	Karen Smith, The Arc of Greater Prince William	Lynn Winchell-Mendy
Rosa Carrillo, Multicultural Community Service	Leslie Martin (phone), VDOT - Northern VA District	Michael Farrell (Presenter)
Susie McFadden-Resper, DC Office of Disability Rights	Roger Hoskins, representing older adults	Monica Beyrouti (Presenter)
	Susan Shaw (phone), Fairfax County Department of Neighborhood Services	Sergio Ritacco
<b>Maryland</b>	<b>Regional</b>	
Andrea Lasker, Prince George's County DPWT	Sharlene Reed, WMATA	
Ashley Hampton, Arc of Prince George's County	Marieannette Otero (phone), Safe Routes to School National Partnership	
Charlie Crawford, representing people with disabilities		
Harriet Shapiro Block (phone), Jewish Council for the Aging		
Janet Moye Cornick, MDOT		
Shawn Brennan, Montgomery County Aging & Disability Services		
Thomas Curtis, Maryland Department of Disabilities		
Bill Orleans, resident		





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** October 12, 2017

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The attached materials include:

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





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** October 12, 2017

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At its meeting on October 6, the TPB Steering Committee approved one resolution, SR6-2018: to amend the FY 2017-2022 Transportation Improvement Program (TIP) to include \$20.2 million in Bridge Replacement and Rehabilitation program and local match funding for seven bridge replacement and rehabilitation projects, as requested by the Montgomery County Department of Transportation. These projects are exempt from the air quality conformity requirement.

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.”

Attachment

- SR6-2018



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR SEVEN BRIDGE REPLACEMENT AND REHABILITATION PROJECTS, AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)**

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

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

**WHEREAS**, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

**WHEREAS**, in the attached letter of September 29, MCDOT has requested that the FY 2017-2022 TIP be amended to include, as described in the attached materials:

- \$4.8 million in Bridge Replacement and Rehabilitation program and local match (BR) funding for the Beach Drive Bridge replacement project (TIP ID 5912). This project was already included in the FY 2017-2022 TIP.
- \$500,000 in BR funding for the Brink Road Bridge rehabilitation project (TIP ID 5913). This project was already included in the FY 2017-2022 TIP.
- \$600,000 in BR funding for the Garrett Park Road Bridge rehabilitation project (TIP ID 5916). This project was already included in the FY 2017-2022 TIP.
- \$5.8 million in BR and local funding for the Gold Mine Road Bridge replacement project (TIP ID 5917). This project was included in the FY 2015-2020 TIP and \$5.6 million is being reprogrammed from previous fiscal years.
- \$3.5 million in BR funding for the Park Valley Road Bridge replacement project (TIP ID 5918). This project was included in the FY 2015-2020 TIP and \$3.4 million is being reprogrammed from previous fiscal years.
- \$3.2 million in BR, state, and local funding for the Bridge Renovation category project (TIP ID 5972). This project was already included in the FY 2017-2022 TIP.
- \$1.8 million in BR funding and \$0.1 million in local funding for the Dennis Avenue Bridge Replacement project (TIP ID 6608). This is a new project to the FY 2017-2022 TIP; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include, as described in the attached materials:

- \$4.8 million in Bridge Replacement and Rehabilitation program and local match (BR) funding for the Beach Drive Bridge replacement project (TIP ID 5912),
- \$500,000 in BR funding for the Brink Road Bridge rehabilitation project (TIP ID 5913),
- \$600,000 in BR funding for the Garrett Park Road Bridge rehabilitation project (TIP ID 5916),
- \$5.8 million in BR and local funding for the Gold Mine Road Bridge replacement project (TIP ID 5917),
- \$3.5 million in BR funding for the Park Valley Road Bridge replacement project (TIP ID 5918),
- \$3.2 million in BR, state, and local funding for the Bridge Renovation category project (TIP ID 5972), and
- \$1.8 million in BR funding and \$0.1 million in local funding for the Dennis Avenue Bridge Replacement project (TIP ID 6608).

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 6, 2017**



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdieh  
Director

The Honorable Bridget Donnell Newton, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. Suite 300  
Washington, D.C. 20002

Dear Chairman Newton:

Montgomery County Department of Transportation requests the following amendment to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) to update the capital costs and schedule for six bridges currently in the 2017-2022 TIP and to add a bridge replacement to the TIP.

The Montgomery County bridge TIP program updates are the Beach Drive Bridge, Brink Road Bridge, Garrett Park Road Bridge, Gold Mine Road Bridge, Park Valley Road Bridge, Piney Meetinghouse Road Bridge, and Bridge Renovation Project. The new bridge project to be added to the TIP is the Dennis Avenue Bridge replacement project.

The Dennis Avenue Bridge project replaces an existing 30-foot span structure bridge constructed in 1961 with a 75-foot span structure to provide a wider opening intended to mitigate frequent flooding of residential properties and local roadways.

Montgomery County Department of Transportation requests that this amendment be approved by the Transportation Planning Board Steering Committee at its October 6, 2017 meeting.

Thank you for your cooperation in this matter. Please contact Mr. Gary Erenrich, Special Assistant to the Director at (240)777-7156 or [gary.erenrich@montgomerycountymd.gov](mailto:gary.erenrich@montgomerycountymd.gov) if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Conklin".

Christopher Conklin, Deputy Director

Attachment

Cc: Mr. Gary Erenrich, MCDOT  
Mr. Bruce Johnston, MCDOT  
Mr. Barry Fuss, MCDOT  
Ms. Kari Snyder, Regional Planner, MDOT

Office of the Director

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov/dot](http://www.montgomerycountymd.gov/dot)

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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**Montgomery County**

TIP ID: <b>5912</b>	Agency ID: <b>P509132</b>	Title: <b>Beach Drive Bridge M-PK-24001</b>					Complete:	Total Cost:
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Facility: Beach Drive Bridge	BR	80/0/20	800 a	200 a	200 a	200 a	200 a	2,200 c	5,000
From: Over Silver Creek								1,600 c	200 e
To:								200 e	

**Total Funds: 5,000**

Description: Replace bridge on Beach Drive over Silver Creek, and reconstruct Roadway Approaches

**Amendment: Add Funding** **Approved on: 10/6/2017**  
 Add BR funding for PE, Construction and other: \$200,000 in FY 2018, \$200,000 in FY 2019, \$2 million in FY 2020, and \$2.4 million in FY 2021. Total new funding: \$4.8 million.

TIP ID: <b>5913</b>	Agency ID: <b>P509132</b>	Title: <b>Brink Road Bridge M-0064001</b>					Complete: <b>2019</b>	Total Cost:
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Facility: Brink Road Bridge M-0064001	BR	80/0/20	700 a	200 a	200 a	100 a	100 a	100 a	700
From: Over Great Seneca Creek									
To:									

**Total Funds: 700**

Description: This project provides for the rehabilitation of the Brink Road Bridge, over Great Seneca Creek, as well as the reconstruction of the roadway approaches.

**Amendment: Add Funding** **Approved on: 10/6/2017**  
 Add BR funding for PE: \$200,000 in FY 2018, \$100,000 in FY 2019, \$100,000 in FY 2020, \$100,000 in FY 2021. Total new funding: \$500,000.

TIP ID: <b>5916</b>	Agency ID: <b>P509132</b>	Title: <b>Garrett Park Road Bridge M-PK-04001</b>					Complete:	Total Cost:
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Facility: Garrett Park Road Bridge M-PK-04001	BR	80/0/20	800 a	200 a	200 a	200 a	100 a	100 a	800
From: Over Rock Creek									
To:									

**Total Funds: 800**

Description: This project provides for the rehabilitation of Garrett Park Road Bridge M-PK-04001 over Rock Creek, and the reconstruction of roadway approaches

**Amendment: Add Funding** **Approved on: 10/6/2017**  
 Add BR funding for PE: \$200,000 in FY 2018, \$200,000 in FY 2019, \$100,000 in FY 2020, \$100,000 in FY 2021. Total new funding: \$600,000



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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 5917</b>	<b>Agency ID: P501302</b>	<b>Title: Gold Mine Road Bridge</b>					<b>Complete:</b>		<b>Total Cost:</b>		<b>\$4,433</b>
Facility: Gold Mine Road Bridge M-0096001	BR	25/0/75	1,805 a	100 a	100 a	4,731 c				5,746	
From:					315 b	500 e					
To:	Local	0/0/100			69 b					69	
<b>Total Funds:</b>										<b>5,815</b>	

Description: This project provides for the replacement of the Gold Mine Road Bridge over the Hawlings River, and the construction of an 8' wide bikepath from James Creek Court to New Hampshire Avenue. The project includes 250 feet of approach roadway work at each end of the bridge, which consists of widening and raising the roadway profile by 5 feet at the bridge. The new bridge will carry two lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river.

**Amendment: Reprogram/Add Funding** **Approved on: 10/6/2017**  
 Add BR for PE: \$100,000 in FY 2017, \$100,000 in FY 2018. Reprogram previous BR funding: \$315,000 for ROW acquisition in FY 2018, \$4.731 million for construction in FY 2019, \$500,000 for other in FY 2019. Reprogram \$69,000 in local funding for ROW acquisition in FY 2018. Total new funding: \$200,000.

<b>TIP ID: 5918</b>	<b>Agency ID: P501523</b>	<b>Title: Park Valley Road Bridge M-PK-03001</b>					<b>Complete:</b>		<b>Total Cost:</b>		<b>\$2,000</b>
Facility: Park Valley Road Bridge M-PK-03001	BR	70/0/30	1,045 a	100 a	1,500 c	1,875 c				3,505	
From: Over Sligo Creek				30 e							
To:											
<b>Total Funds:</b>										<b>3,505</b>	

Description: Replacement of Park Valley Road Bridge M-PK-03001 over Sligo Creek, and reconstruction of roadway approaches.

**Amendment: Reprogram/Add Funding** **Approved on: 10/6/2017**  
 Add \$100,000 BR funding for PE in FY 2017. Reprogram BR funding from previous FYs: \$30,000 for other in FY 2017, \$1.5 million for construction in FY 2018, \$1.875 million for construction in FY 2019. Total new funding: \$100,000.

<b>TIP ID: 5972</b>	<b>Agency ID: P509753</b>	<b>Title: Bridge Renovation</b>					<b>Complete:</b>		<b>Total Cost:</b>		<b>\$8,211</b>
Facility: County-wide	Local	0/0/100		390 a	390 a	390 a	390 a	390 a	390 a	2,340	
From:	State	0/16/84						610 c	610 c	1,220	
To:	State/Local	0/16/84		610 c	610 c	610 c	610 c			2,440	
<b>Total Funds:</b>										<b>6,000</b>	

Description: This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning.

**Amendment: Add Funding** **Approved on: 10/6/2017**  
 Add \$300,000 in local funding to each FY from 2017 through 2020, and \$390,000 to both FY 2021 and 2022 for PE. Add \$610,000 state/local funding mix to both FY 2021 and 2022 for construction. Total new funding: \$3.2 million.

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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: <b>6608</b> Agency ID: <b>501701</b>		Title: <b>Dennis Avenue Bridge Replacement M-0194</b>					Complete: <b>2024</b>		Total Cost:		<b>\$5,610</b>
Facility: Dennis Avenue Bridge	BR	80/0/20		200 a	200 a	200 a	100 a	100 a	1,800		
From: Tributary to Sligo creek								1,000 e			
To:	Local	0/0/100							100 b	100	
<b>Total Funds:</b>										<b>1,900</b>	

Description: This project provides for the replacement of Dennis Ave. Bridge (M-0194) over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure. The proposed replacement bridge will be a single 75-foot span structure. The wider opening will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure.

**Amendment: Add New Project** **Approved on: 10/6/2017**  
 Amend project into the FY 2017-2022 TIP with \$1.8 million in BR funding and \$100,000 in local funding as shown above.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** October 12, 2017

---

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





September 27, 2017

Administrator G. Scott Pruitt  
U.S. Environmental Protection Agency  
Docket ID No. EPA-HQ-OAR-2015-0827  
1200 Pennsylvania Avenue, N.W.  
Washington, D.C. 20460

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Subject: Comment on Reconsideration of the Final Determination of the Mid-Term Evaluation of Greenhouse Gas Emissions Standards for Model Year 2022-2025 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2015-0827

Dear Administrator Pruitt and Secretary Chao:

Thank you for providing an opportunity to comment on the Reconsideration of the Final Determination of the Mid-term Evaluation of Greenhouse Gas Emissions Standards for Model Years 2022-2025 Light-Duty Vehicles. On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the National Capital Region Transportation Planning Board (TPB), and the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), we oppose any rollback of the current standards and request that you maintain the greenhouse gas (GHG) emissions standards for Model Year (MY) 2022-2025 vehicles, as prescribed in the October 15, 2012, Final Rule.

MWAQC is certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans demonstrating attainment of federal ozone and other criteria pollutant standards for the Washington, DC-MD-VA non-attainment area. The TPB is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is the region's forum for cooperative transportation decision-making, including issues related to air quality. COG's CEEPC serves as a principal policy adviser on climate change, including development of a regional climate change strategy to meet the regional greenhouse gas reduction goals adopted by MWAQC.

The National Capital region has implemented several emissions control measures in all emissions sectors, including transportation, over the years to improve its air quality and comply with National Ambient Air Quality Standards (NAAQS) for a variety of criteria pollutants. The region also relies heavily on federal emissions control programs for a significant amount of its emissions reductions. One such federal program is the 2012 joint rulemaking by the EPA and the National Highway Traffic Safety Administration (NHTSA) which set federal greenhouse gas (GHG) emissions and CAFE standards for light duty vehicles in model year (MY) 2017 and beyond. This partnership between the federal government, the California Air Resource Board (CARB), and the automobile industry developed a comprehensive program to improve the fuel efficiency of the light duty fleet and to reduce criteria pollutants and GHG emissions. Any relaxation of these standards will make it increasingly difficult for non-attainment and maintenance areas across the country to realize the reductions in NOx emissions needed to comply with existing NAAQS for criteria pollutants. Any relaxation of this rule will also make it more challenging for communities across the United States to meet their voluntary commitments to reduce GHG emissions.

September 27, 2017

While significant progress has been made in the Washington region to reduce emissions of criteria pollutants and GHG emissions, addressing sources of low-level NOx, including from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. The 2012 GHG and CAFE standards rule provides for reduction in NOx emissions and supports the region in maintaining its compliance with the 2008 Ozone NAAQS. Additionally, these reductions will assist in meeting the 2015 Ozone NAAQS the region is working towards.

Additionally, we are concerned that GHG emissions contributing to global climate change can contribute to conditions that exacerbate air quality degradation related to emissions of criteria pollutants, making NAAQS compliance more challenging. The role of the federal government's leadership in delivering effective regulatory limits on emissions from motor vehicles is a critical component of our ability to meet our adopted and mandated environmental objectives. As such, MWAQC, TPB, and CEEPC believe the existing emission standards are needed, appropriate, and should be maintained.

While we recognize EPA's authority to reconsider the Mid-term Evaluation (MTE) Final Determination, MWAQC, TPB, and CEEPC have reviewed the Final Determination and agree that the GHG emissions standards for passenger vehicles and light-duty vehicles (LDVs), Model Year (MY) 2022 through 2025, are acceptable and appropriate. Additionally, we agree that the MY 2021 GHG emission standards for LDVs are also appropriate.

Further, we concur with the conclusions of the 2016 Technical Assessment Report (TAR) that there are a wide range of technologies that manufacturers can employ to meet the MY 2022-2025 standards with similar or lower costs than those projected in the 2012 Final Rule. We are encouraged to note that progress made to improve fuel economy and reduce emissions in recent years has been greater than expected, and that there are clear indications that consumers are accepting of and benefiting from the advancements in automobile technologies.

For these reasons, we urge the EPA to stand by the January 12, 2017 Final Determination and maintain the existing GHG emission standards promulgated in 2012.

Thank you again for the opportunity to provide comments on the EPA's and NHTSA's consideration of GHG standards for LDVs.

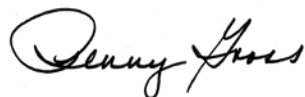
Sincerely,



The Honorable Hans Riemer  
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



The Honorable Bridget Donnell Newton  
Chair, National Capital Region Transportation Planning Board (TPB)



The Honorable Penelope A. Gross  
Chair, Climate Energy and Environment Policy Committee (CEEPC)



National Capital Region  
**Transportation Planning Board**

October 6, 2017

Ms. Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for an application by Loudoun County, Virginia for the FY17 Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program.

The TPB understands that construction of Northstar Boulevard is a critical component of Loudoun County's plans to expand and improving multimodal accessibility to the existing and emerging economic activity hubs of the Stone Ridge and Brambleton mixed use developments. Located west of the Dulles International Airport, this project will address critical areas identified in the regional VTRANS 2040 plan: Corridor of Statewide Significance, Regional Network, and Urban Development Area.

The 3.2 mile Northstar Boulevard will serve as a primary highway facility for the North South Corridor which connects I-95 to Loudoun County. Passenger travel along this project alignment will include Loudoun County Transit long haul bus service for commuters traveling from clusters of Park and Ride lots in the County to Washington, DC and metro connections. The operational and capacity improvements will alleviate bottlenecks and reduce acute congestion.

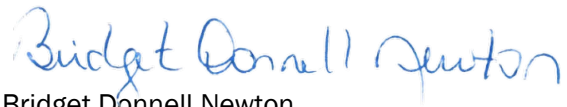
The proposed project is included in Loudoun County's Capital Improvement Program and Eastern Transportation Study, and was a Tier 1 recommended project in the VTRANS 2040 Recommendations and is included in the updated NVTA Transaction plan.

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

I urge your favorable consideration of the TIGER funding request for the Northstar Boulevard project.

The Honorable Elaine Chao  
October 6, 2017

Sincerely,



Bridget Donnell Newton  
Chair, National Capital Region  
Transportation Planning Board

cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital  
Infrastructure





National Capital Region  
**Transportation Planning Board**

October 6, 2017

Ms. Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for an application by Loudoun County, Virginia for the FY17 Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program.

The TPB understands that construction of Prentice Drive will address Loudoun County's plans to address a critical need for an additional east west route across Broad Run to relieve congestion from Waxpool Road and provide an additional road connection north of the Dulles International Airport. This project will address critical areas identified in the regional VTRANS 2040 plan: Corridor of Statewide Significance, Regional Network, and Urban Development Area.

The 3.2 mile Prentice Drive extension will provide an additional east-west connection across Broad Run. The connection will provide multimodal access between the future Loudoun Gateway and Ashburn Metrorail stations, now under construction as part of the Silver Line Phase 2 Metrorail project. The project will enhance the multimodal network around these future transit access points, with walking and biking services and facilities accommodated on a shared use path on either side of the new roadway facility.

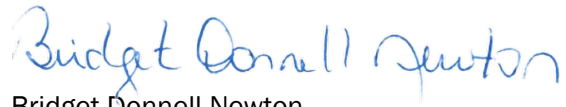
The proposed project is included in Loudoun County's Capital Improvement Program and Eastern Transportation Study, was a Tier 1 recommended project in the VTRANS 2040 plan recommendations and is included in the updated NVTAT Transaction plan.

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

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

The Honorable Elaine Chao  
October 6, 2017

Sincerely,



Bridget Donnell Newton  
Chair, National Capital Region  
Transportation Planning Board

cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital  
Infrastructure



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council  
(301) 952-3600

September 20, 2017

## MEMORANDUM



TO: Kenyan McDuffie, Chairman  
Metropolitan Washington Council of Governments

Bridget Newton, Chairman  
National Capital Region Transportation Planning Board

Jared M. McCarthy, County Attorney  
Office of Law

FROM:   
Red's C. Floyd  
Clerk of the Council

RE: Transmittal of Adopted Council Resolution  
Enclosed for your information is a copy of CR-66-2017 as adopted by the  
County Council.

If you have any questions, please feel free to contact my office at 301-  
952-3600.

Enclosure

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND****2017 Legislative Session**

Resolution No. CR-66-2017  
 Proposed by Council Members Glaros and Turner  
 Introduced by Council Members Glaros, Turner, Davis, Lehman, Taveras and Franklin  
 Co-Sponsors \_\_\_\_\_  
 Date of Introduction September 12, 2017

**RESOLUTION**

1 A RESOLUTION concerning

2 Car Free Day

3 For the purpose of expressing the County Council's support for declaring September 22, 2017 as  
 4 Car Free Day in Prince George's County.

5 WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the  
 6 metropolitan planning organization for the Washington, D.C. metropolitan region; and

7 WHEREAS, the TPB, through its Commuter Connections program, along with its network  
 8 members, promotes and organizes the annual Car Free Day event throughout the Washington  
 9 D.C. metropolitan area; and

10 WHEREAS, on July 19, 2017, the TPB approved a proclamation establishing September  
 11 22, 2017 as Car Free Day in the metropolitan Washington, D.C. area and encouraged TPB  
 12 member jurisdictions to adopt similar resolutions; and

13 WHEREAS, Car Free Day encourages Washington, D.C. metropolitan area residents to use  
 14 alternative forms of transportation, including public transit, bicycling, walking and "car lite"  
 15 methods, such as teleworking, carpools and vanpools; and

16 WHEREAS, Car Free Day coincides with European Mobility Week, occurring during the  
 17 week of September 16, 2017 through September 22, 2017, celebrating sustainable mobility, and

18 WHEREAS, the Prince George's County Council is committed to promoting improved air  
 19 quality, reduced traffic congestion and parking demands, conservation of energy and the use of  
 20 transportation alternatives in the County and Region.

21 NOW, THEREFORE BE IT RESOLVED, that the County Council of Prince George's  
 22 County, Maryland, hereby supports and proclaims September 22, 2017 as Car Free Day in Prince

1 George's County.


2 BE IT FURTHER RESOLVED that residents are encouraged to pledge to be Car Free or  
3 Car-Lite by visiting [www.carfreemetrodc.org](http://www.carfreemetrodc.org).

4 BE IT FURTHER RESOLVED that all residents of the County are encouraged to use  
5 public transit, bicycling, walking, and car lite methods, such as teleworking, carpools and  
6 vanpools on September 22, 2017.

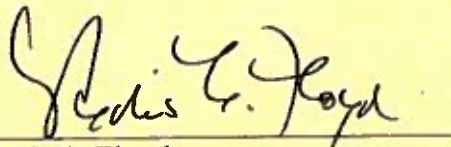
7 BE IT FURTHER RESOLVED that copies of this Resolution be sent by the Clerk of the  
8 Council to the Metropolitan Washington Council of Governments and the National Capital  
9 Region Transportation Planning Board.

Adopted this 12<sup>th</sup> day of September, 2017.

COUNTY COUNCIL OF PRINCE  
GEORGE'S COUNTY, MARYLAND

BY:   
Derrick Leon Davis  
Chairman

ATTEST:

  
Redis C. Floyd  
Clerk of the Council



# Prince George's County Council

## Agenda Item Summary

**Meeting Date:** 9/12/2017 **Effective Date:**  
**Reference No.:** CR-066-2017 **Chapter Number:**  
**Draft No.:** 1 **Public Hearing Date:**  
**Proposer(s):** Glaros and Turner  
**Sponsor(s):** Glaros, Turner, Davis, Lehman, Taveras and Franklin  
**Item Title:** A RESOLUTION CONCERNING CAR FREE DAY for the purpose of expressing the County Council's support for declaring September 22, 2017 as Car Free Day in Prince George's County.

**Drafter:** Kathleen H. Canning, Legislative Officer  
**Resource Personnel:** Aimee Olivo, Chief of Staff

### LEGISLATIVE HISTORY:

Date:	Acting Body:	Action:	Sent To:
09/12/2017	County Council	introduced	
	<b>Action Text:</b> This Resolution was introduced by Council Members Glaros, Turner, Lehman, Taveras, Franklin and Davis		
09/12/2017	County Council	rules suspended	
	<b>Action Text:</b> A motion was made by Council Member Lehman, seconded by Vice Chair Glaros, that the Council Rules of Procedure be suspended to allow for the immediate adoption of this Resolution. The motion carried by the following vote: <p style="margin-left: 40px;">Aye: 8 Davis, Glaros, Franklin, Harrison, Lehman, Taveras, Toles and Turner</p> <p style="margin-left: 40px;">Absent: 1 Patterson</p>		
09/12/2017	County Council	adopted	
	<b>Action Text:</b> A motion was made by Vice Chair Glaros, seconded by Council Member Turner, that this Resolution be adopted. The motion carried by the following vote: <p style="margin-left: 40px;">Aye: 8 Davis, Glaros, Franklin, Harrison, Lehman, Taveras, Toles and Turner</p> <p style="margin-left: 40px;">Absent: 1 Patterson</p>		

### AFFECTED CODE SECTIONS:

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**BACKGROUND INFORMATION/FISCAL IMPACT:**

This resolution supports and proclaims September 22, 2017 as Car Free Day in Prince George's County. Residents are encouraged to use public transit, bicycling, walking, and car-lite methods, such as teleworking, carpools and vanpools on September 22, 2017 and throughout the year.

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**Document(s):** R2017066, CR-66-2017 AIS







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** October 12, 2017

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



Please join us for the

# National Capital Region Freight Forum



Photo credits (from left): Postdlf/Wikimedia Commons; J. Stephen Conn/Flickr; Google Maps.

## Theme: Freight as an Enabler of Livability

### Date and Location

Tuesday, October 31, 2017, 9:00 AM – 4:00 PM  
Metropolitan Washington Council of  
Governments (MWCOC) Offices  
777 North Capitol Street NE, Suite 300,  
Washington, DC 20002

### Registration

Please register for the event by  
**Tuesday, October 24, 2017.**  
Registration is by invitation only.

The National Capital Region Transportation Planning Board, the District Department of Transportation, the City of Frederick, and Arlington County invite you to attend the **National Capital Region Freight Forum**, co-sponsored by the Institute of Transportation Engineers (ITE) and the Federal Highway Administration (FHWA). This forum will enable public- and private-sector stakeholders in the National Capital Region to interact with and learn from one another.

The forum will focus on the theme of **freight as an enabler of livability**, featuring discussions of delivery challenges in downtown areas and strategies for mitigation and resolution. Attendees will participate in one of three charrettes focusing on goods delivery in three neighborhoods in the region—one in Frederick, MD, one in the District of Columbia, and one in Arlington, VA—to identify strategies urban areas can employ to realize the benefits of freight while lessening its negative impacts.

*Open to a wide range of stakeholders, not just freight specialists!*

### Agenda Highlights

Overview of  
Challenges

Proven Community  
Strategies

Charrettes

Lunch Speaker: Ted Dahlburg, Manager of Freight Planning,  
Delaware Valley Regional Planning Commission





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Michael Farrell, Senior Transportation Planner  
**SUBJECT:** Update on the TPB's Street Smart Program  
**DATE:** October 11, 2017

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## **BACKGROUND**

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

The Annual Report for the recently completed FY 2017 Street Smart campaign is attached. A summary video can be viewed on Youtube at <https://youtu.be/watG2mLYKJo>.

The FY 2017 campaign used the successful "Tired Faces" creative.

## **FALL 2017 STREET SMART CAMPAIGN**

A new campaign will be launched at 10:30 a.m. on Friday, November 3<sup>rd</sup> at the Old Town Square in the City of Fairfax, VA.

Highlights of the Fall campaign will include:

- Newly developed ads, to be unveiled at the press event.
- Bus ads, pumptopper (gas station) ads, digital bus shelters, radio, digital media
- Street Teams and Enforcement Activations (scheduled enforcement events)
- A new, mobile-friendly web site

More information on the press event will be available later.

To learn more about Street Smart, visit [BeStreetSmart.net](http://BeStreetSmart.net) and follow on [twitter.com/COGStreetSmart](https://twitter.com/COGStreetSmart).





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Ken Joh, TPB Survey Analyst  
**SUBJECT:** 2017/2018 Regional Travel Survey  
**DATE:** October 18, 2017

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This memo provides a summary of the 2017/2018 Regional Travel Survey (RTS), which kicked off earlier this month and will run through October of next year. This once-in-a-decade survey is the largest and most significant data collection effort the TPB undertakes in its role as the region's metropolitan planning organization (MPO). The RTS will collect detailed travel information from a representative sample of households across the entire National Capital Region to provide a complete picture of demographic, socioeconomic, and trip-making characteristics of its residents, which is important to regional planning and decision making.

### CONDUCTING THE SURVEY

The 2017/2018 RTS aims to recruit a random sample of 15,000 households across all 23 TPB member jurisdictions and neighboring jurisdictions over the next year to complete a one day survey of their daily travel. The RTS will use an address-based sample (ABS) for household recruitment that will ensure a sufficient number of completed surveys across the entire region, including higher density, mixed-use areas, and Regional Activity Centers, as well as lower density suburban and rural areas. The survey will be administered by Resource Systems Group, Inc. (RSG), a survey contractor selected through a competitive bid process, with oversight from TPB staff. A comprehensive pre-test of proposed survey protocols for the RTS was conducted in early 2017.

Households randomly selected for this survey will be recruited by mail and asked to provide information about their household, their usual travel patterns and the details of all travel by the members of their household on a randomly assigned weekday. Households will respond to this survey via a specially design web-based app or by telephone. As an incentive for participation, households that complete this survey will receive their choice of a \$20 Amazon or Walmart gift card or a \$20 donation to the American Red Cross. Confidentiality will be assured to protect the privacy of survey respondents.

### PURPOSE OF THE SURVEY

The RTS is a one-of-a-kind survey that requires extensive planning and preparation. This survey is the largest single discrete project in the Unified Planning Work Program (UPWP) on a cost basis, and the data collection and analysis effort is unlike any other at the TPB or elsewhere in the region in terms of depth and scope. The TPB has been carrying out this type of survey once every decade since 1968, with the last one conducted in 2007 and 2008. The purpose of this survey is to understand the key factors that are currently influencing changes in daily travel behavior. The survey results

serve as a key data input to the TPB regional travel demand forecasting model, which is used for the performance analysis and air quality conformity determination for the long-range plan.

## **LEARNING FROM THE NEW SURVEY**

The RTS will provide many insights on travel across the TPB region. Detailed travel information collected from the new survey can shed light on changes in demographic, land use, and travel patterns since the last survey, such as:

- Changes in commuting and other travel times in the past decade
- How changes in regional development patterns influenced how and where people travel
- How changes in the region's demographic make-up changed regional travel patterns
- How increased use of the web, smartphones, and other communications technology influenced the amount of daily travel compared to a decade ago
- How ride-hailing (Uber/Lyft) impacted travel choices in the region
- How often residents are using bikeshare for some of their daily travel
- How much of an impact high-occupancy toll (HOT) lanes and express lanes had on regional travel and carpooling
- How recent transit service improvements and changes have impacted public transit use
- Other changes in regional travel

## **NEXT STEPS AND SURVEY SCHEDULE**

The Regional Travel Survey launched on October 3, 2017 with the first mailout of invitation letters. The first travel date was October 5, 2017, and the last travel date is scheduled for October 4, 2018. Travel dates will include weekdays and exclude weekends and federal holidays. The survey period will cover 12 months of travel dates to capture actual day-to-day variations in regional travel patterns.



# We're heading to Savannah for the AMPO Annual Conference!

Posted by TPB NEWS on OCTOBER 10, 2017



The AMPO Annual Conference will be held in Savannah, GA and includes a tour of the Port of Savannah shown here. (Ron Cogswell/[Flickr](#))

Several TPB staff members, including the TPB News team, will head to Savannah, Georgia, October 17-20 for the Association of Metropolitan Planning Organizations' (AMPO) Annual Conference. The four-day gathering will be an opportunity to meet and learn from staff of other MPOs around the country as well as to share highlights from the TPB's work as part of two expert panel sessions.

The AMPO Annual Conference is an important venue for staff from the country's 400+ MPOs to meet each other, learn about how other MPOs do their work, trade tips and best practices, and collaborate on responding to emerging challenges in metropolitan planning. This year's conference will cover a wide range of issues, including implementing new federal performance-based planning and programming requirements, developing regional freight plans and

engaging private freight providers, planning for automated vehicles, and promoting active transportation and public health.

Two expert panels will feature presentations by TPB staff. One will focus on how MPOs meet federal Environmental Justice requirements aimed at assessing the impact of regional transportation plans and programs on low-income and minority communities.

TPB transportation planner Sergio Ritacco will be showcasing the TPB's work on identifying "Equity Emphasis Areas" as a tool for assessing the impacts of the TPB's long-range plan. Sergio's presentation will include information on the technical methodology for identifying Equity Emphasis Areas as well as the process for gaining buy-in from regional stakeholders. Other MPOs have also done similar work and will be sharing their different approaches to this analysis.

**MORE:** [Learn about the TPB's Equity Emphasis Areas](#)

The other panel featuring TPB staff will focus on MPO public involvement strategies, including developing public involvement plans and carrying out communications and outreach activities. Ben Hampton and Abigail Zenner, who make up the TPB communications team (and are responsible for TPB News!) will highlight the TPB's efforts to use the internet and social media to share and explain its work with stakeholders and the public. Other MPOs will share their successes and lessons learned in reaching out to and engaging the public.

AMPO is an important advocate for MPOs and a resource for the TPB to learn from and share with other MPOs around the country. The organization was founded in 1994, partly through the efforts of longtime TPB staff director Ron Kirby, who died unexpectedly in November 2013. TPB staff continue to honor and benefit from Ron's legacy by attending the AMPO Annual Conference each year.

We'll have more updates about from this year's conference and what we learn. Stay tuned to TPB News and follow along on Twitter with the hashtag #TPBatAMPO!

**MORE:** [Check out the draft agenda for the AMPO Annual Conference](#)

**ITEM 7 – Action**  
October 18, 2017

Visualize 2045: Technical Inputs  
Solicitation for the Constrained Element  
And Air Quality Conformity Analysis

**Staff**

**Recommendation:** Approve Visualize 2045 Solicitation of Inputs for the Constrained Element and the Air Quality Conformity Analysis.

**Issues:** None

**Background:** The Visualize 2045 Constrained Element will identify all regionally significant transportation investments the region can demonstrate we can afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits.

Last month, the board was briefed on the process, schedule, and requirements for the federally required Air Quality Conformity Analysis of the Constrained Element. The board was asked for feedback on a draft Technical Inputs Solicitation (previously known as the Call for Projects) asking agencies to submit projects, programs, and policy updates for

inclusion in the Constrained Element and conformity analysis. This month, the TPB will be asked to approve the Technical Inputs Solicitation, which will be open from October 18 to November 15. The results of the Initial Financial Analysis and the Public Input Survey, carried out this summer, will also be provided.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Update on Visualize 2045 Long-Range Transportation Plan Financial Element  
**DATE:** October 12, 2017

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Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It will identify all regionally significant transportation investments planned through 2045 and provide detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. This memorandum provides an update on the initial financial analysis which will inform the Technical Inputs Solicitation and conformity inputs for Visualize 2045.

### **REVENUE AND EXPENDITURE PROJECTIONS**

Major agencies (State DOTs, WMATA, and NVT) completed their revenue forecasts for the period 2019 through 2045 in September. Approximately \$235 billion in reasonably anticipated revenues has been forecast through 2045. Revenue estimates from many of the local jurisdictions are anticipated in the new few weeks. Revenue estimates will have to be completed and assumptions finalized no later than January 17, 2018, when the TPB is scheduled to approve technical inputs for the start of the conformity analysis. Additionally, the staff analysis to test and demonstrate fiscal constraint of the long-range plan with regard to funding availability for projects and programs will need to be completed by this date. Outstanding issues that need to be addressed prior to this date include funding for WMATA’s state of good repair program and state support for the Virginia local transit services.

The major agencies in the region also completed their review and update of currently planned projects and programs in the TIP/CLRP database in September. Approximately \$267 billion in currently planned or needed expenditures on the region’s highway and transit systems has been identified through 2045, including highways, Metro, commuter rail, and local transit systems. This includes funding for operations and state of good repair of the current system, the capital costs of currently planned additions to the highway and transit system, and also operations and state of good repair expenditures for these planned additions. This initial expenditure forecast will be modified by any additions or modifications to the highway and transit system in the responses to the Technical Inputs Solicitation. These inputs are due by November 15, 2017, and are scheduled to be released for public comment on December 14, 2017.

### **NEXT STEPS**

TPB staff will work closely with the State DOTs and other funding agencies over the coming months towards a reconciliation of revenues and expenditures to meet the fiscal constraint requirement for the Constrained Element of Visualize 2045. TPB staff will continue to monitor the regional transit funding discussions and will coordinate with the major agencies in the region as they adjust their revenues and expenditures with their project and program inputs to then enable a determination of financial constraint. The financial element will then be finalized as part of the Visualize 2045 long range plan when submitted for approval by the TPB in October 2018.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lori Zeller, TPB Transportation Planner  
Ben Hampton, TPB Transportation Planner  
**SUBJECT:** Visualize 2045 Public Input Survey: Preliminary Findings  
**DATE:** October 12, 2017

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## **INTRODUCTION**

This memo presents preliminary findings from the Visualize 2045 Public Input Survey conducted over the summer of 2017. The survey aimed to gather people's general attitudes and opinions about transportation in the region for the purpose of informing ongoing discussions among elected officials and regional planners throughout the development of the Visualize 2045 long-range plan and beyond. The results of this and other public outreach activities will be included as a chapter in the final Visualize 2045 plan for use by leaders and planners as they continue to discuss, identify, and develop potential improvements to the region's transportation system.

Because it has been only a short time since the public input survey closed, this memo highlights a small number of "preliminary" findings that stood out during the initial tabulation and review of responses. More in-depth analysis will take place this fall and winter, and a complete report of survey findings will be published in early 2018.

The structure of this memo is as follows: First, we describe the background of the survey and the methods used to gather responses. Next, we share a few high-level findings from each of the main categories of questions asked in the survey, which were: 1) top factors which influence people's travel choices; 2) issues which affect people's travel experience; and 3) respondents' ideas for improving the region's transportation system. We then share some preliminary data showing the geographic breakdown of survey respondents and conclude with anticipated next steps for analysis.

## **BACKGROUND: VISUALIZE 2045 PUBLIC INPUT SURVEY**

The Visualize 2045 Public Input Survey was open for eight weeks, from June 17 to August 21, 2017. The survey aimed to gather general attitudes and opinions about transportation in the region. The purpose of gathering such information was to inform ongoing discussions among elected officials and regional planners throughout the development of the Visualize 2045 long-range plan and beyond.

The survey used MetroQuest public engagement software and was available in English and Spanish versions. The simple, fun, and interactive online survey tool asked respondents about:

- Daily travel behaviors and patterns
- Key issues related to reliability, affordability, travel time, travel options, and safety

- Suggestions for transportation projects or other improvements
- Sociodemographic characteristics

**Note:** View a live “demo” version of the survey: <https://visualize2045-demo.metroquest.com>.

Two different methodologies were used to gather responses to the public input survey: a random sample and an “open survey.” The random sample was meant to capture a geographically representative sample of the region while the open survey was available for any member of the public who wanted to participate.

- **Random Sample.** The random sample approach used a probability-based random sample of adults residing in households located within local jurisdictions comprising the TPB Planning Area (for a list of these jurisdictions, see the tables on page 6), in order to obtain a geographically representative sample. Households were selected to participate in the survey using an address-based sampling method and randomly selected households were invited by mail to complete the survey using a web link and a unique PIN provided in the invitation letter. To ensure a random survey, the adult household member whose birthday was next after receipt of the letter was asked to complete the survey. A \$15 gift card incentive was provided upon completion.
- **Open survey.** The open survey was available for any member of the public who wanted to participate. In order to generate a wide response to the open survey, a multifaceted public outreach strategy was developed to reach a broad cross-section of the region’s population, which is described in more detail in the memo entitled “[Visualize 2045 Public Outreach: Summary of Phase 1 Activities](#)”<sup>1</sup>. The open survey was not designed to be statistically representative of any sociodemographic factor and was not designed to be geographically representative. Respondents to the open survey had the option of providing their e-mail address to be entered into a drawing for a chance to win one of ten \$50 Visa gift cards.

Both the random sample and open surveys were conducted concurrently and used the same web-based MetroQuest tool and survey questionnaire.

In total, there were 755 respondents in the random sample and 5,460 respondents to the open survey, for a total of 6,215 respondents.

This memo presents high-level findings from the combined responses to the two samples. The findings presented here are consistent between both the random sample and the open survey. A more detailed analysis of the survey results will be presented early in 2018.

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<sup>1</sup> Full URL for the “Visualize 2045 Public Outreach: Summary of Phase 1 Activities” memo is: <https://www.mwcog.org/file.aspx?&A=9%2btXAwqPpzJaAJqYTbPjkT%2bnOuyWhJgYZX6BMyTtHWM%3d>



## WHAT FACTORS INFLUENCE PEOPLE'S TRAVEL CHOICES THE MOST?

Survey respondents were asked to identify what factors have the greatest influence on their decisions about how, when, and where to travel. The survey provided a list of five factors to choose from—reliability, affordability, travel time, travel options, and safety—and gave respondents the option to add other factors not mentioned on the list:

### What's important to you?

*We all have different priorities when it comes to making decisions about how we get where we're going. Which factors have the greatest influence on the travel choices you make every day? (Choose two.)*

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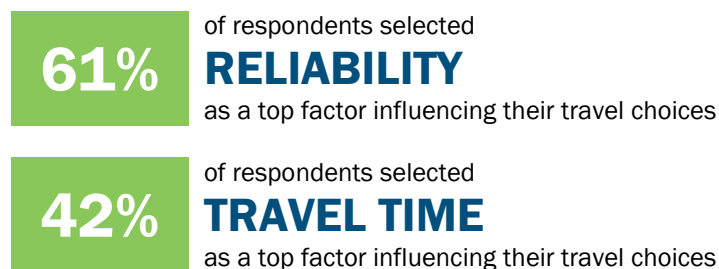
<b>Reliability</b>	"It's important that I can count on getting where I'm going on time without unexpected delays."
<b>Affordability</b>	"It's important that I can afford the travel options that work best for me."
<b>Travel Time</b>	"It's important that I can get where I want to go as quickly as possible."
<b>Travel Options</b>	"It's important that I have options other than driving to get where I want to go."
<b>Safety</b>	"It's important that I feel safe from personal harm or injury when traveling."

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**"Reliability" and "Travel Time" were most often selected as top factors influencing people's travel choices.** Reliability stood out as the most important factor to more than half (61 percent) of all respondents. The overwhelming response for "Reliability" placed it far ahead of the other factors. Clearly, people in the region want to be able to rely on their daily travel to get them where they are going on time and without unexpected delays.

Travel time was the second-most important factor to travelers, selected by 42 percent of respondents as one of the top two factors influencing their travel choices. This shows that people want their trips to be reliable, and they seek to reach their destinations in the shortest amount of time possible.

### Top Factors Influencing People's Travel Choices



## WHAT ISSUES AFFECT PEOPLE'S TRAVEL EXPERIENCE THE MOST?

Survey respondents were also asked to evaluate how different issues affect their travel experience. The purpose of asking this question was to learn more about what people in the region see as the biggest barriers to having an improved transportation experience.

The survey asked respondents about 20 different issues, grouped into categories according to the five factors on the preceding screen. Respondents were asked to rate each issue on a scale of "1" to "5", with higher ratings signifying a greater impact. As before, respondents had the opportunity to add other issues not mentioned, or to provide qualitative comments on their responses.

### What affects your travel?

*How much do each of the issues on this screen affect your travel? Rate each issue on a scale of "1" to "5", with higher ratings signifying a greater impact on your travel.*

Reliability	Affordability	Travel Time	Travel Options	Safety
Traffic Congestion	Vehicle Ownership Costs	Time Spent in Traffic	Need for Rail Transit	Dangerous Driving
Traffic Incidents	Tolls and Parking	Time Needed for Transit	Need for Bus Transit	Infrastructure Conditions
Train Delays	Rail Fares	Lack of Faster Options	Need for Driving Options	Crime
Bus Delays	Bus Fares	Distance to Destinations	Need for Walking and Bicycling	Street Design

***"Traffic congestion," "Time spent in traffic," and "Need for rail transit" rose to the top as affecting people's travel experience the most.*** These were the top-three rated issues in both the random sample and open survey. For all three issues, at least 55 percent of responses assigned a rating of "4" or "5" on a scale of "1" to "5", indicating a high impact on their travel experience.

### Top Issues Affecting People's Travel Experience

#### TRAFFIC CONGESTION

"Traffic on the roads makes it hard for me to get where I'm going on time."

#### TIME SPENT IN TRAFFIC

"Traffic makes it take too long to drive where I need to go."

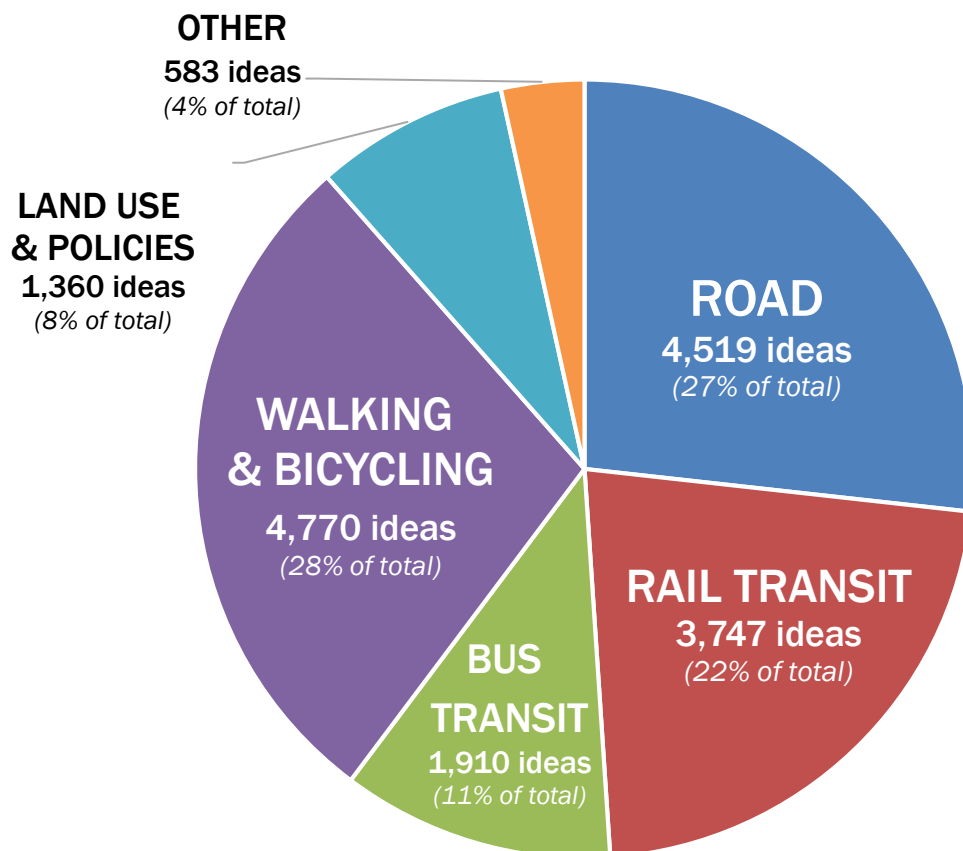
#### NEED FOR RAIL TRANSIT

"More or better rail transit options would make my travel experience better."

## WHAT IDEAS DO PEOPLE HAVE FOR IMPROVING THE TRANSPORTATION SYSTEM?

Finally, respondents were invited to submit their ideas and suggestions for ways to make the region's transportation system better. Respondents could drag and drop markers onto an interactive map to identify where and what kind of improvement they thought should be made. Six main types of improvements were provided as options: road, rail transit, bus transit, walking and bicycling, land-use and policies, and other. Within each of these categories were further options, including improvements to existing facilities, construction of new facilities, and service expansions.

A total of 16,889 markers were placed on the map. The markers were spread throughout the region and included numerous ideas within each of the modal categories. Deeper analysis of these ideas and suggestions will be forthcoming in future analyses of the survey responses.



## WHERE DO VISUALIZE 2045 SURVEY RESPONDENTS LIVE?

The survey aimed to reach a broad and diverse cross-section of the region's population. One particular focus was on geographic diversity. The random sample employed a sampling methodology designed specifically to capture a geographically representative sample of households in the region. The open survey, though less scientifically structured in its approach, also employed strategies aimed at reaching people in all parts of the region.

The tables below show the jurisdiction of residence of survey respondents, separated by the random sample and open survey. The tables also show the breakdown of responses by geographic sub-area (Urban Core, Inner Suburbs, Outer Suburbs). Responses were received from each of the TPB's 23 member jurisdictions. Future analysis will identify jurisdictions and sub-areas which were over- and under-represented in the random sample. It will also show the make-up of both samples in terms of other sociodemographic factors, including age, gender, race and ethnicity, disability status, income, and usual travel mode.

RANDOM SAMPLE		OPEN SURVEY	
Sub-Area/Jurisdiction	Respondents	Sub-Area/Jurisdiction	Respondents
<b>Urban Core</b>	<b>213</b>	<b>Urban Core</b>	<b>1,657</b>
City of Alexandria	29	City of Alexandria	152
Arlington County	49	Arlington County	351
District of Columbia	135	District of Columbia	1,154
<b>Inner Suburb</b>	<b>395</b>	<b>Inner Suburb</b>	<b>1,969</b>
Fairfax County*	167	Fairfax County*	723
Montgomery County	134	Montgomery County	993
Prince George's County	94	Prince George's County	253
<b>Outer Suburb</b>	<b>147</b>	<b>Outer Suburb</b>	<b>897</b>
Charles County	16	Charles County	87
Fauquier Urbanized Area	3	Fauquier Urbanized Area	14
Frederick County	35	Frederick County	250
Loudoun County	41	Loudoun County	134
Prince William County*	52	Prince William County*	412
<b>TOTAL</b>	<b>755</b>	<b>Outside TPB Planning Area</b>	<b>386</b>
		<b>Total Reporting a ZIP Code</b>	<b>4,909</b>
		<b>No ZIP Code Reported</b>	<b>551</b>
		<b>TOTAL RESPONDENTS</b>	<b>5,460</b>

NOTE: The Fairfax County total includes the independent cities of Fairfax and Falls Church and the Prince William County total includes the independent cities of Manassas and Manassas Park.

## NEXT STEPS FOR ANALYSIS

Over the next few months, we will be analyzing the survey data in more detail to develop a comprehensive picture of attitudes and opinions about the region's transportation system. This more in-depth analysis will feature cross-tabulations to shed light on associations between responses. The categories of survey response data we will be working with include:

- Factors which influence people's travel choices
- Issues which affect people's travel experience
- Ideas for improving the transportation system
- Sociodemographic data (mode of travel used most frequently, race and ethnicity, income, age, gender, disability status, and home location)

Some questions we are planning to look at include:

- Did people's responses differ based on the travel mode they use most frequently?
- Did people's responses differ based on their sociodemographic characteristics such as income, race and ethnicity, gender, and disability status?
- How do respondents' selection of priorities relate to their rating of issues?
- Where are there high concentrations of ideas for transportation improvements?

The analysis will be summarized in a final report, which is planned to be released in early 2018. The results of the survey aim to inform ongoing discussions among elected officials and regional planners throughout the development of the Visualize 2045 long-range plan and beyond. The results of this and other public outreach activities will be included as a chapter in the final Visualize 2045 plan for use by leaders and planners as they continue to discuss, identify, and develop potential improvements to the region's transportation system.



## Technical Inputs Solicitation for the Constrained Element and Air Quality Conformity Analysis

Andrew Austin, Eric Randall, Lori Zeller

Transportation Planning Board  
October 18, 2017



## Federal Requirements

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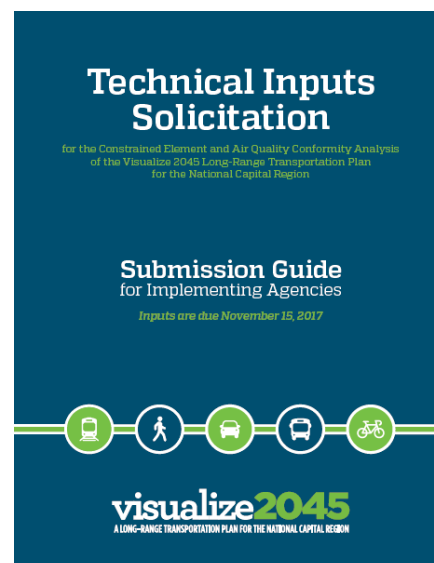
- **Financial Constraint**  
Sufficient funding from existing or anticipated revenue sources must be demonstrated to be “reasonably expected to be available” to build, operate, and maintain the planned transportation system.
- **Air Quality Conformity**  
Vehicle-related emissions under the Constrained Element of the plan must remain below approved regional limits.

# Visualize 2045 Timeline

January 2017	Update Kickoff
Summer 2017	Public Outreach Phase 1 Financial Analysis Begins
Fall 2017	Technical Inputs Solicitation Initial Financial Analysis
Winter/Spring 2018	Planning Factors Analysis
Spring/Summer 2018	Technical Analysis
October 2018	Final TPB Approval

## Technical Inputs Solicitation

- Previously known as the Call for Projects
- Provides necessary inputs for Constrained Element and Air Quality Conformity Analysis
- **TODAY: Act to approve the solicitation and officially open the solicitation period!**





# Main Input Categories

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- ✓ Roadway Projects
- ✓ Transit Projects
- ✓ Bicycle or Pedestrian Projects
- ✓ Operations and Maintenance Programs
- ✓ Transit Service and Fare Assumptions

# Solicitation Schedule

---

<b>Solicitation Opens</b>	October 18
<b>Solicitation Closes</b>	November 15
<b>Staff Review of Inputs</b>	November
<b>Committee and Board Review of Inputs</b>	December
<b>Comment Period</b>	December 14–January 13
<b>Review of Comments and Board Approval</b>	January 17, 2018

# Your Role

---

- Become acquainted with project and program details
- Ensure key questions are answered and details are provided
- Ensure consistency with locally adopted plans and priorities
- Ensure that sufficient local input from the public and local officials has been provided
- Discuss whether and how submissions support regional policy goals and priorities

# Regional Policy Considerations

---



# Initial Financial Analysis

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- **“Financial constraint” requirement:** *Sufficient funding from existing or anticipated revenue sources must be demonstrated to be “reasonably expected to be available” to build, operate, and maintain the planned transportation system.*
- **Initial Financial Analysis informs Technical Inputs Solicitation**

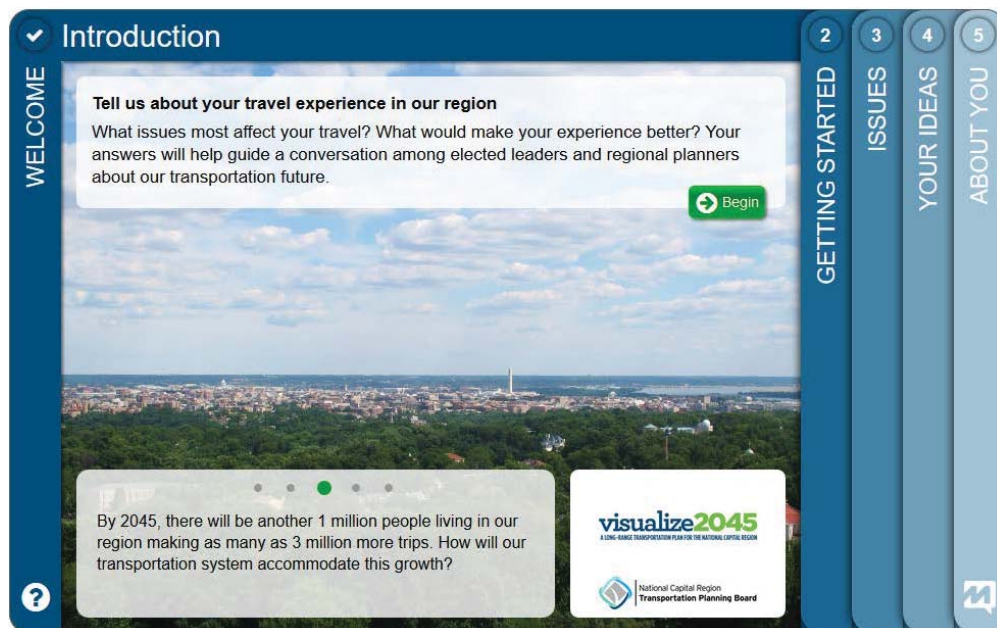
Reasonably Anticipated Revenues	Planned Expenditures
<ul style="list-style-type: none"><li>• State fuel and vehicle taxes</li><li>• Federal program and grant funds</li><li>• Sales tax</li><li>• Tolls and Fares</li><li>• Private contributions</li></ul>	<ul style="list-style-type: none"><li>• Operation &amp; Maintenance of the highway system</li><li>• Operation and State of Good Repair of WMATA, MARC/VRE, local transit systems</li><li>• Construction of new projects</li></ul>

## Initial Financial Analysis: Status

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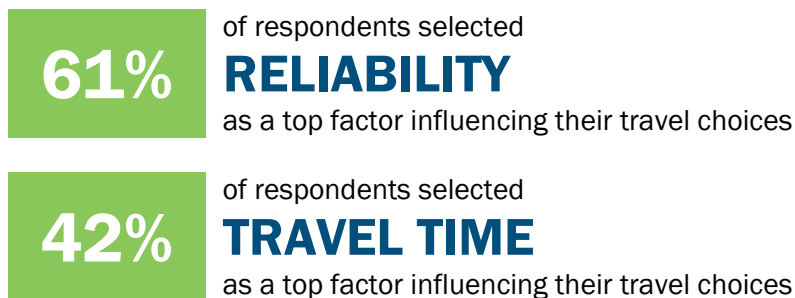
- **Initial Forecasts:**
  - ~\$235 billion in reasonably anticipated revenues
  - ~\$267 billion in currently planned or needed expenditures
- **Technical Inputs Solicitation submissions:**  
Revenue and expenditure forecasts will be changed to reflect project, program, and policy submissions. (Inputs are due Nov. 15 and will be released for public comment Dec. 14.)
- **Reconciliation and “Financial Constraint” test:**  
Finalize inputs so that reasonably anticipated revenues are equivalent to planned expenditures.

# Preliminary Survey Findings



# Preliminary Survey Findings

## Top Factors Influencing People's Travel Choices



# Preliminary Survey Findings

## Top Issues Affecting People's Travel Experience

### TRAFFIC CONGESTION

"Traffic on the roads makes it hard for me to get where I'm going on time."

### TIME SPENT IN TRAFFIC

"Traffic makes it take too long to drive where I need to go."

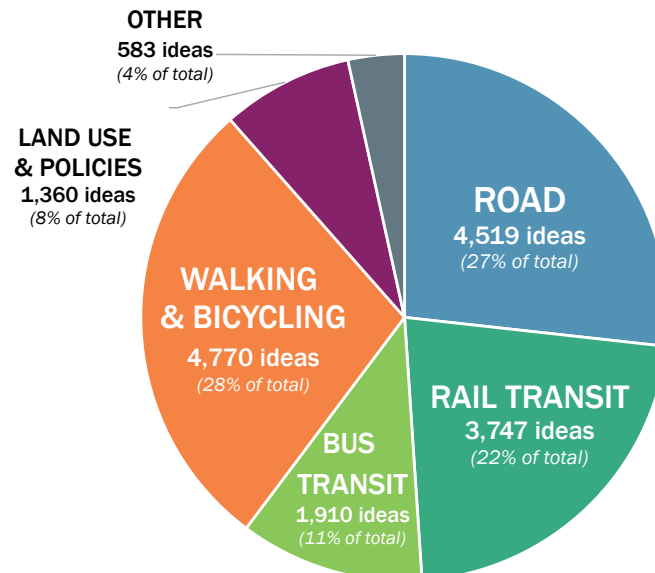
### NEED FOR RAIL TRANSIT

"More or better rail transit options would make my travel experience better."



# Preliminary Survey Findings

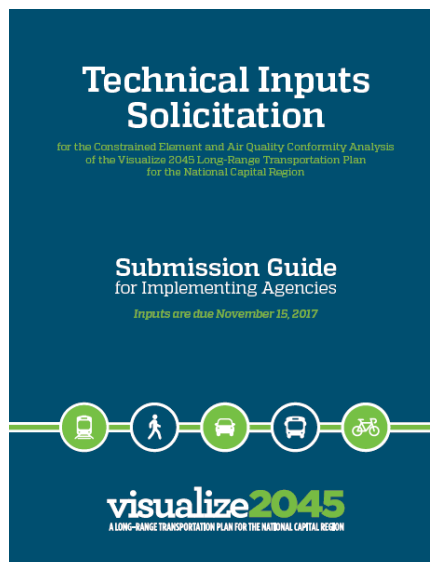
## Ideas for Improving the Region's Transportation System



# Requested Action

---

- **Approve Visualize 2045 Technical Inputs Solicitation for the Constrained Element and the Air Quality Conformity Analysis**



National Capital Region  
Transportation Planning Board

Agenda Item #9: Visualize 2045 Update  
September 20, 2017

15

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National Capital Region  
Transportation Planning Board

# Technical Inputs Solicitation

for the Constrained Element and Air Quality Conformity Analysis  
of the Visualize 2045 Long-Range Transportation Plan  
for the National Capital Region

## Submission Guide for Implementing Agencies

*Inputs are due November 15, 2017*



**visualize2045**  
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

# VISUALIZE 2045 TECHNICAL INPUTS SOLICITATION

## Submission Guide for Implementing Agencies

Approved October 18, 2017

### ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

### CREDITS

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**Contributing Editors:** Andrew Austin, Jane Posey, Lyn Erickson

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# INTRODUCTION

## About Visualize 2045

Visualize 2045 is the federally required four-year update of the National Capital Region's long-range transportation plan. It will identify all regionally significant transportation investments planned through 2045 and provide detailed analyses to help decision makers and the public "visualize" the region's future under current plans.

Visualize 2045 will include both a "Constrained Element" and an "Unconstrained Element." The Constrained Element will identify the investments agencies expect to be able to afford between now and 2045, while the Unconstrained Element will identify projects that appear in local, state, and regional plans but for which funding has not yet been identified. The Constrained Element is the portion of the plan that was previously known as the Constrained Long-Range Transportation Plan (CLRP). The most recent CLRP was adopted by the TPB in 2014 and amended in 2016.

Like the CLRP had in the past, the Constrained Element of Visualize 2045 will undergo federally required analyses to ensure that it supports the region's air-quality improvement goals (this is known as Air Quality Conformity) and that sufficient financial resources will be available to implement the projects and programs in it (this is known as Constraint). The TPB will also analyze the future performance of the planned system and assess how well it supports or advances regional goals and priorities.

## Technical Inputs Solicitation

The Technical Inputs Solicitation is a formal call for area transportation agencies to submit many of the technical elements that will make up Visualize 2045, including those necessary to perform the required air quality and financial analyses of the Constrained Element. The inputs will also be used to assess the future performance of the planned transportation system.

These analyses take several months to complete. **Therefore, the technical inputs must be submitted by November 15, 2017 to ensure that the analyses can be completed and the plan adopted by October 2018.**

## What's Required

To properly analyze the Constrained Element of Visualize 2045, the TPB must know what regionally significant projects, programs, and policies agencies are planning to implement between now and 2045. Agencies must undertake the following as part of the Technical Inputs Solicitation:

1. **Review and update existing projects, programs, and policies**
2. **Add new projects, programs, and policies**
3. **Submit updated revenue and expenditure estimates**

The following broad categories of inputs are anticipated as part of this Technical Inputs Solicitation:

- **Capacity expansion projects**
- **Operations and maintenance programs**
- **Transit service and fare assumptions**

For each submission, agencies must provide certain project details, including project descriptions, cost and revenue estimates in year of expenditure dollars, and completion dates. Agencies must also identify and describe what federal and regional policy considerations the investments address.

In addition to the transportation projects, programs, and policies called for in this solicitation, the TPB will also be gathering other technical inputs necessary for the analyses, such as updated population, household, and job growth forecasts, and information about the region's fleet of passenger and commercial vehicles. These inputs are also essential to forecast future travel patterns and vehicle-based emissions under the plan.

## SOLICITATION SCHEDULE

The technical analyses of Visualize 2045 will take several months to complete. To ensure that the analyses are finished in time for the full plan to be adopted by the TPB in October 2018, agencies must submit these technical inputs by November 15, 2017.

A 30-day comment period will provide an opportunity for TPB members, stakeholders, and the public to comment on the projects, programs, policies, and technical assumptions submitted for use in the technical analyses of the plan.

<b>Summer 2017</b>	Staff development of solicitation; initial request for project/program and financial information underway
<b>September 2017</b>	Committee and board review of draft solicitation
<b>October 18, 2017</b>	Solicitation opens, pending board approval
<b>November 15, 2017</b>	<b>Solicitation closes; all inputs are due</b>
<b>December 2017</b>	Committee and board review of draft technical inputs
<b>December 14, 2017 - January 13, 2018</b>	30-day comment period on draft technical inputs
<b>January 17, 2018</b>	Board approval of technical inputs
<b>March 2, 2018</b>	Congestion Management Documentation and FY 2019-2024 TIP Inputs are due
<b>May 10, 2018</b>	Public Forum on the FY 2019-2024 TIP
<b>June/July</b>	Staff completes draft Visualize 2045 plan, containing all elements for committee review
<b>September 2018</b>	Committee and board review of Visualize 2045 plan, TIP, and analyses
<b>September 13 - October 13, 2018</b>	30 day comment period on projects, Visualize 2045 plan, TIP, and analyses
<b>October 17, 2018</b>	TPB reviews comments and responses, presented with draft Visualize 2045 plan, Conformity Analysis, and TIP for approval.

## RESPONSIBLE AGENCIES

Any municipal, county, state, regional, or federal agency with the fiscal authority to fund transportation projects

is responsible for providing required project, program, and policy inputs for the Constrained Element of Visualize 2045. Inputs must be submitted by one of the TPB member jurisdictions or agencies listed below.

### District of Columbia

District Department of Transportation (DDOT)

### Suburban Maryland

Maryland Department of Transportation (MDOT)

*State Highway Administration (MDOT SHA)*

*Maryland Transit Administration (MTA)*

*Maryland Transportation Authority (MDTA)*

Charles County Department of Public Works

Frederick County Department of Public Works

Montgomery County Department of Transportation

Prince George's County Department of Public Works and Transportation

Maryland-National Capital Park and Planning Commission (M-NNCPPC)

City of Frederick Planning Department

Gaithersburg Public Works Department

Rockville Public Works Department

Takoma Park Public Works Department

### Northern Virginia

Virginia Department of Transportation (VDOT)

Virginia Department of Rail and Public Transportation (VDRPT)

Virginia Railway Express (VRE)

Potomac and Rappahannock Transportation Commission (PRTC)

Northern Virginia Transportation Authority (NVTA)

Northern Virginia Transportation Commission (NVTC)

Arlington County Department of Environmental Services\*

Fairfax County Department of Transportation\*

Fauquier County Department of Community Development\*

Loudoun County Department of Transportation and Capital Infrastructure\*

Prince William County Department of Transportation\*

City of Alexandria Department of Transportation and Environmental Services\*

City of Fairfax Department of Public Works\*

City of Falls Church Department of Public Works\*

City of Manassas Public Works Department\*

City of Manassas Park Public Works Department\*

*\*Virginia local jurisdictions submit through VDOT but are still responsible for providing required information*

### Regional

Washington Metropolitan Area Transit Authority (WMATA)

Eastern Federal Lands Highway Division

Metropolitan Washington Airports Authority (MWAA)

## PROJECT, PROGRAM, AND POLICY INPUTS

To properly analyze the Constrained Element of Visualize 2045, the TPB must know what projects, programs, and policies agencies are planning to implement between now and 2045. Agencies must undertake the following activities as part of the Technical Inputs Solicitation:

- **Review and update existing projects, programs, and policies:**  
Agencies must review all projects, programs, and policies in the most recently adopted CLRP and update all project information, including project costs.
- **Add new projects, programs, and policies:**  
Agencies must submit any project, program, or policy not already in the plan that is deemed “regionally significant” as outlined below.
- **Submit updated revenue and expenditure estimates:**  
Agencies must submit updated revenue forecasts and estimated expenditure information for the years 2019-2045 to enable the fiscal constraint analysis to be performed.

The following broad categories of inputs are required as part of this Technical Inputs Solicitation:

- **Capacity expansion projects:** Projects that add or remove capacity on the existing highway or transit system
- **Operations and maintenance programs:** New or updated operations and maintenance programs or updated cost figures for such programs
- **Transit service and fare assumptions:** New or updated route, frequency, and fare information for existing or planned transit services

For each submission, agencies must provide certain project details, including project descriptions, cost and revenue estimates in year of expenditure dollars, and completion dates. Agencies must also identify and describe what federal and regional policy considerations the investments address.

## FINANCIAL INPUTS

Federal metropolitan planning regulations require MPOs to develop a financial plan that demonstrates how the adopted long-range transportation plan could be implemented given revenues that are “reasonably expected to be available.” “Financial constraint” or “fiscal constraint” is the analysis performed to demonstrate that the forecast revenues which are reasonably expected to be available through 2045 are able to cover the estimated costs of adequately maintaining, operating, and expanding the highway and transit system in the region through that same timeframe. This analysis will be included in the Financial Element of Visualize 2045.

Currently, an interim financial analysis is being prepared to provide a baseline of anticipated revenues and existing planned expenditures. That analysis is based on projects and programs in the adopted FY2017-2022 Transportation Improvement Program (TIP), the 2016 Constrained Long-Range Transportation Plan (CLRP), and the existing Air Quality Conformity Inputs table for both the CLRP and TIP. The inputs provided by the implementing agencies in response to this Technical Inputs Solicitation and for conformity should start from this baseline and adjust their revenues and expenditures to then enable staff to determine financial constraint. The Financial Element will then be finalized as part of the Visualize 2045 long-range plan when submitted for approval by the TPB in October 2018.

## Technical Conformity Input Categories

Visualize 2045 can include any kind of project or program. However, some projects and programs must be included. Per federal requirements, any project that adds roadway or transit capacity—and could therefore affect air quality—must be included, as must any project or program slated to receive federal funding. The plan must also identify the maintenance and operations programs and funding required to keep the system in a state of good repair. Plan inputs typically fall into one of the following categories:

### Roadway Projects

- **System Expansion:** Increasing system capacity by increasing the number of lane-miles of roadway
- **System Preservation/State of Good Repair:** Major rehabilitation or complete replacement of aging roadways, bridges, technology and communications systems, and other infrastructure as it nears the end of its useful lifespan
- **Study:** Any project that does not have funding identified for right-of-way acquisition or construction. The study may include multiple design alternatives. Funding in the TIP is permitted for project planning or preliminary engineering only

### Transit Projects

- **System Expansion:** Increasing system capacity by building new transit lines or adding service to existing lines
- **System Preservation/State of Good Repair:** Major rehabilitation or complete replacement of aging railcars, buses, rail track, stops and stations, and other infrastructure as it nears the end of its useful lifespan
- **Study:** Any project that does not have funding identified for right-of-way acquisition or construction. The study may include multiple design alternatives. Funding in the TIP is permitted for project planning or preliminary engineering only

### Bicycle or Pedestrian Projects

- **Local Circulation:** Projects that support local circulation within Activity Centers. These can include streetscaping, traffic calming, bikeshare, bicycle lanes, sidewalks, and multi-use paths
- **Regional Facilities:** Multi-jurisdictional projects, projects that improve transit station access, and/or projects that are part of the National Capital Trail network

### Operations and Maintenance Programs

- **Day-to-Day Operations and Maintenance:** This can include activities like repaving roadways, inspecting and maintaining bridges, clearing snow and debris, servicing transit vehicles, maintaining and operating traffic signals, and paying train and bus operators
- **Regional programs:** This can include programs like regional ridesharing and traveler information programs

### Transit Service and Fare Assumptions

- **Bus transit:** New or updated routes, frequencies, and/or fare policies
- **Rail transit:** New or updated routes, frequencies, and/or fare policies
- **HOV/HOT:** New or updated lane restrictions and/or hours of operation

## ADDITIONAL INPUTS

Other inputs that are required in order to perform the Air Quality Conformity Analysis include the following, which are gathered by staff with help from local, state, and other agencies and are not directly required as part of this solicitation:

- **Baltimore area project inputs:** Projects in the Baltimore Regional Transportation Board (BRTB) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- **Fredericksburg area project inputs:** Projects in the Fredericksburg Area Metropolitan Planning Organization (FAMPO) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- **Calvert-St. Mary's area project inputs:** Projects in the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- **Land-use forecasts for neighboring areas:** Population and employment forecasts for jurisdictions outside the TPB Planning Area but within the TPB Modeled Area, including the Baltimore, Fredericksburg, and Calvert-St. Mary's metropolitan areas and Charles County (MD), Clark and Fauquier counties (VA), and Jefferson County (WV).
- **Census-adjusted employment forecasts:** Employment forecasts provided by COG are modified to reflect the latest Census estimates.
- **Other specialized trips:** Estimates of external trips, through trips, and specialty-generator trips (e.g., for major sporting events).
- **Vehicle registration information:** Make, model, and year of all registered vehicles, used to calculate the average fuel efficiency of the region's vehicle fleet.
- **Non-travel related emissions model inputs:** Air temperature and humidity, fuel formulation, and inspection and maintenance program and requirement information.
- **Base-year transit assumptions:** Route and schedule information for existing train and bus systems.
- **Toll and fare updates:** Existing toll and fare policies and usage, including toll collection methods, facility use by vehicle type, and hours of operation and enforcement.

## REGIONAL POLICY CONSIDERATIONS AND EVALUATION

Visualize 2045 should strive and aspire to meet the goals and reflect the priorities developed and agreed to by the TPB and its member jurisdictions. To that end, the TPB asks agencies and jurisdictions to “think regionally” as they “act locally” to develop transportation projects, programs, and policies for implementation. This means considering the needs of neighboring jurisdictions and the region as a whole when identifying investment priorities—recognizing that decisions made in one jurisdiction can affect travelers and transportation systems and services elsewhere in the region.

The region's leaders have come together around a shared vision for the region's transportation future. That vision focuses on multimodal transportation solutions that give people greater choice in finding the travel mode that works best for them. It also emphasizes the important role of land-use, especially strengthening the region's Activity Centers by providing high-quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

When agencies submit new projects or programs for inclusion in Visualize 2045, they will be asked to document how the initiative supports or advances regional goals and priorities. This information will be shared with the TPB, its committees and subcommittees, and the general public for review and discussion at key points in the plan development process.

**Note for agencies:** *The Visualize 2045 Project Description Form asks for information about how project submissions support or advance regional goals and priorities. These questions must be completed for all new submissions.*



## Shared Regional Goals and Priorities

The six goals below were outlined in the *Regional Transportation Priorities Plan*, adopted by the TPB in 2014. The goals are rooted in the *TPB Vision*, which was adopted by the TPB in 1998 and serves as the official policy element of *Visualize 2045*. When agencies submit new projects or programs for inclusion in *Visualize 2045*, they will be asked to document how the initiatives support or advance these regional goals.

<p><b>Provide a Comprehensive Range of Travel Options</b></p>	<ul style="list-style-type: none"> <li>• Identify all travel mode options that this project provides, enhances, supports or promotes</li> <li>• Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)?</li> </ul>
<p><b>Promote Regional Activity Centers</b></p>	<ul style="list-style-type: none"> <li>• Does this project begin or end in an Activity Center?</li> <li>• Does this project connect two or more Activity Centers?</li> <li>• Does this project promote non-auto travel within one or more Activity Centers?</li> </ul>
<p><b>Ensure System Maintenance, Preservation, and Safety</b></p>	<ul style="list-style-type: none"> <li>• Does this project contribute to enhanced system maintenance, preservation, or safety?</li> </ul>
<p><b>Maximize Operational Effectiveness and Safety</b></p>	<ul style="list-style-type: none"> <li>• Is this project primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?</li> <li>• Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?</li> </ul>
<p><b>Protect and Enhance the Natural Environment</b></p>	<ul style="list-style-type: none"> <li>• Is this project expected to contribute to reductions in emissions of criteria pollutants?</li> <li>• Is this project expected to contribute to reductions in emissions of greenhouse gases?</li> </ul>
<p><b>Support Interregional and International Travel and Commerce</b></p>	<ul style="list-style-type: none"> <li>• Does this project enhance, support, or promote the following freight carrier modes: long-haul truck, local delivery, rail, or air freight carrier modes?</li> <li>• Does this project enhance, support, or promote the following passenger carrier modes: air, Amtrak intercity passenger rail, intercity bus?</li> </ul>

**Note:** Several TPB and COG policy documents together articulate the region's shared vision for the future. Refer to the **Resources and Maps** section for links to these resources online.

## FEDERAL REQUIREMENTS AND POLICY CONSIDERATIONS

Visualize 2045 must satisfy a number of federal requirements in order to receive federal approval and for federal funding to flow to transportation projects in our region. The two main requirements are that the plan must:

- **Identify all regionally significant projects and programs for which funding is reasonably expected to be available between now and 2045.** Regionally significant projects and programs are those that add or remove capacity on the existing transportation system.
- **Demonstrate that these projects and programs together support regional air-quality improvement goals.** An official Air Quality Conformity Analysis carried out by the TPB must show that forecast vehicle-related emissions under the plan will not exceed approved regional limits.

Under federal law, the plan must also address eight federal planning factors, as identified by the U.S. Department of Transportation (USDOT). (See sidebar) *The Constrained Element of Visualize 2045 must meet a number of other federal requirements as well, including non-discrimination and equity, congestion management documentation, public participation, and others. For a full listing of these requirements, refer to the **Resources and Maps** section of this document.*

### Performance-Based Planning and Programming

The Fixing America's Surface Transportation (FAST) Act put forth seven National Goals for Performance-Based Planning and Programming:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

These goals mirror the goals in the TPB Vision and other regional policy documents. The FY 2019-2024 TIP will be used as a tool to monitor and review the region's performance relative to these goals.

#### **Project and program submissions must:**

- **Include sufficient detail to be analyzed for air quality impacts and fiscal constraint:** The Project Description Form notes all required project details and descriptions.
- **Address one or more federal planning factors:** Agencies will be asked in the Project Submission Form to note which federal planning factors the project or program addresses.

## Federal Planning Factors

Federal law also identifies a list of planning factors meant to guide metropolitan transportation planning. Collectively, the projects, programs, and policies in Visualize 2045 must address these factors. Agencies will therefore be asked to identify which of the federal planning factors their submissions address.

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

## REVIEW, COMMENT, AND APPROVAL PROCESS

The draft technical inputs will undergo a process of review, comment, and approval before they are used in the federally required Air Quality Conformity Analysis and other analyses of the plan. The steps of this process are outlined below.

<b>Staff Review</b> November 2017	Staff will review the draft inputs and work with submitting agencies to ensure that all provided information is complete and accurate.
<b>Committee and Board Review</b> December 2017	The TPB and the TPB Technical Committee will review the draft inputs at their December meetings. Other committees and sub-committees may request a briefing on the draft inputs.
<b>Comment Period</b> December 2017 - January 2018	A 30-day comment period will provide an official opportunity for TPB members, stakeholders, and the public to comment on the draft inputs. Comments must be provided through official channels described at <a href="http://mwcog.org/TPBcomment">mwcog.org/TPBcomment</a> .
<b>Review of Comments and Board Approval</b> January 2018	The TPB and TPB Technical Committee will review comments on the draft inputs. The board will vote at its January meeting to approve the inputs for use in the federally required Air Quality Conformity and other analyses of the plan.

### Purpose of Committee and Board Review

It is TPB's responsibility to approve project, program, and policy submissions for inclusion in the long-range plan. These initiatives have typically undergone extensive local development and review, however, the TPB and its committees play an important review role. Their tasks are to:

- Become acquainted with project and program details
- Ensure key questions are answered and details are provided
- Ensure consistency with locally adopted plans and priorities
- Ensure that sufficient local input from the public and local officials has been provided
- Discuss whether and how submissions support regional policy goals and priorities

The TPB will vote on aspects of Visualize 2045 at two key points in the plan development process. The first will come in January 2018, when the board will be asked to approve the technical inputs. The board will vote again in October 2018 on final adoption of the full plan.

## BASIC SUBMISSION INSTRUCTIONS FOR CONFORMITY INPUTS

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

*Appendix A provides details instructions for project and program submissions.*

## RESOURCES AND MAPS

The following resources and maps may be helpful for agencies and jurisdictions as they report on how their technical submissions support or advance regional goals and priorities.

### TPB Vision

[www.mwcog.org/TPBvision](http://www.mwcog.org/TPBvision)

### Regional Transportation Priorities Plan

[www.mwcog.org/RTPP](http://www.mwcog.org/RTPP)

### Activity Centers map and list

[www.mwcog.org/ActivityCenters](http://www.mwcog.org/ActivityCenters)

### Equity Emphasis Areas map

[www.mwcog.org/EquityEmphasisAreas](http://www.mwcog.org/EquityEmphasisAreas)

### Region Forward

[www.mwcog.org/RegionForward](http://www.mwcog.org/RegionForward)

### Financial Analysis (2014 CLRP)

[www1.mwcog.org/clrp/elements/financial/default.asp](http://www1.mwcog.org/clrp/elements/financial/default.asp)

### Federal requirements

[www1.mwcog.org/clrp/process/federalrequirements.asp](http://www1.mwcog.org/clrp/process/federalrequirements.asp)

## CONTACT INFORMATION

Technical questions and assistance with submissions:	Andrew Austin   <a href="mailto:aaustin@mwkog.org">aaustin@mwkog.org</a>   (202) 962-3353
Questions about transit assumptions and air quality conformity:	Jane Posey   <a href="mailto:jposey@mwkog.org">jposey@mwkog.org</a>   (202) 962-3331
All other questions about Visualize 2045:	Lyn Erickson   <a href="mailto:lerickson@mwkog.org">lerickson@mwkog.org</a>   (202) 962-3319

**visualize2045**  
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION  
[visualize2045.org](http://visualize2045.org)



National Capital Region  
**Transportation Planning Board**

Visualize 2045 is being developed by the National Capital Region Transportation Planning Board, the federally designated metropolitan planning organization for metropolitan Washington.

# visualize2045

A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

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## Technical Inputs Solicitation for the Constrained Element and Air Quality Conformity Analysis

Andrew Austin, Eric Randall, Lori Zeller

Transportation Planning Board  
October 18, 2017



# Federal Requirements

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- **Financial Constraint**

Sufficient funding from existing or anticipated revenue sources must be demonstrated to be “reasonably expected to be available” to build, operate, and maintain the planned transportation system.

- **Air Quality Conformity**

Vehicle-related emissions under the Constrained Element of the plan must remain below approved regional limits.





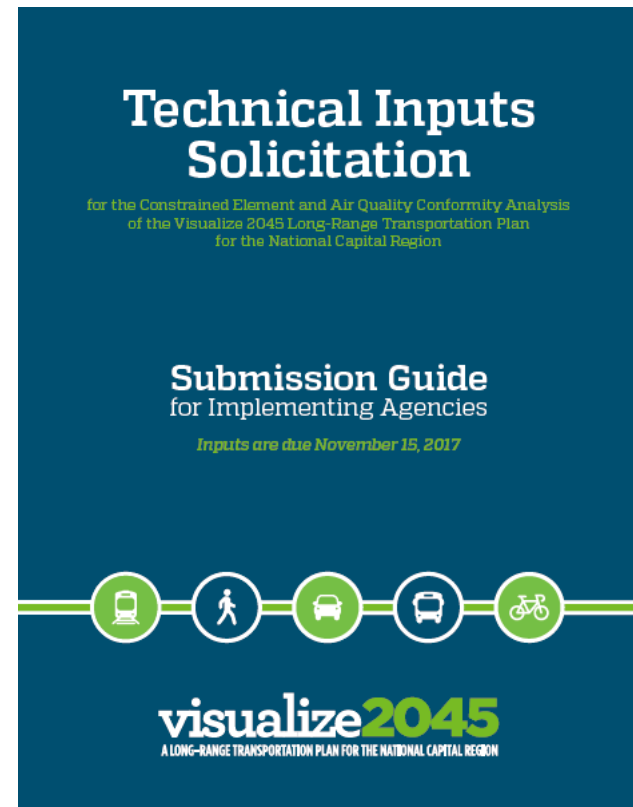
# Visualize 2045 Timeline

<b>January 2017</b>	Update Kickoff
<b>Summer 2017</b>	Public Outreach Phase 1 Financial Analysis Begins
<b>Fall 2017</b>	Technical Inputs Solicitation Initial Financial Analysis
<b>Winter/Spring 2018</b>	Planning Factors Analysis
<b>Spring/Summer 2018</b>	Technical Analysis
<b>October 2018</b>	Final TPB Approval



# Technical Inputs Solicitation

- Previously known as the Call for Projects
- Provides necessary inputs for Constrained Element and Air Quality Conformity Analysis
- ***TODAY: Act to approve the solicitation and officially open the solicitation period!***



# Main Input Categories

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- ✓ **Roadway Projects**
- ✓ **Transit Projects**
- ✓ **Bicycle or Pedestrian Projects**
- ✓ **Operations and Maintenance Programs**
- ✓ **Transit Service and Fare Assumptions**



# Solicitation Schedule

<b>Solicitation Opens</b>	October 18
<b>Solicitation Closes</b>	November 15
<b>Staff Review of Inputs</b>	November
<b>Committee and Board Review of Inputs</b>	December
<b>Comment Period</b>	December 14–January 13
<b>Review of Comments and Board Approval</b>	January 17, 2018



# Your Role

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- Become acquainted with project and program details
- Ensure key questions are answered and details are provided
- Ensure consistency with locally adopted plans and priorities
- Ensure that sufficient local input from the public and local officials has been provided
- Discuss whether and how submissions support regional policy goals and priorities



# Regional Policy Considerations



# Initial Financial Analysis

- **“Financial constraint” requirement:** *Sufficient funding from existing or anticipated revenue sources must be demonstrated to be “reasonably expected to be available” to build, operate, and maintain the planned transportation system.*
- ***Initial Financial Analysis informs Technical Inputs Solicitation***

## Reasonably Anticipated Revenues

- State fuel and vehicle taxes
- Federal program and grant funds
- Sales tax
- Tolls and Fares
- Private contributions

## Planned Expenditures

- Operation & Maintenance of the highway system
- Operation and State of Good Repair of WMATA, MARC/VRE, local transit systems
- Construction of new projects



# Initial Financial Analysis: Status

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- **Initial Forecasts:**

- ~\$235 billion in reasonably anticipated revenues
- ~\$267 billion in currently planned or needed expenditures

- **Technical Inputs Solicitation submissions:**

Revenue and expenditure forecasts will be changed to reflect project, program, and policy submissions. (Inputs are due Nov. 15 and will be released for public comment Dec. 14.)

- **Reconciliation and “Financial Constraint” test:**

Finalize inputs so that reasonably anticipated revenues are equivalent to planned expenditures.





# Preliminary Survey Findings

The screenshot shows a survey introduction interface. At the top left, a blue header contains a back arrow and the word 'Introduction'. On the left side, a vertical blue bar contains the word 'WELCOME' and a question mark icon. The main content area features a white text box with the heading 'Tell us about your travel experience in our region' and the text: 'What issues most affect your travel? What would make your experience better? Your answers will help guide a conversation among elected leaders and regional planners about our transportation future.' A green 'Begin' button is located to the right of this text. Below the text box is a large photograph of a cityscape with a prominent tower. At the bottom left, a grey box contains a progress indicator with five dots, the third of which is green, and the text: 'By 2045, there will be another 1 million people living in our region making as many as 3 million more trips. How will our transportation system accommodate this growth?'. At the bottom right, there is a logo for 'visualize2045' with the subtitle 'A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION' and the 'National Capital Region Transportation Planning Board' logo. On the right side, a vertical blue bar contains a navigation menu with five items: '2 GETTING STARTED', '3 ISSUES', '4 YOUR IDEAS', and '5 ABOUT YOU'. A share icon is located at the bottom right of this menu.



# Preliminary Survey Findings

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## Top Factors Influencing People's Travel Choices

61%

of respondents selected

**RELIABILITY**

as a top factor influencing their travel choices

42%

of respondents selected

**TRAVEL TIME**

as a top factor influencing their travel choices



# Preliminary Survey Findings

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## Top Issues Affecting People's Travel Experience

### **TRAFFIC CONGESTION**

“Traffic on the roads makes it hard for me to get where I’m going on time.”

### **TIME SPENT IN TRAFFIC**

“Traffic makes it take too long to drive where I need to go.”

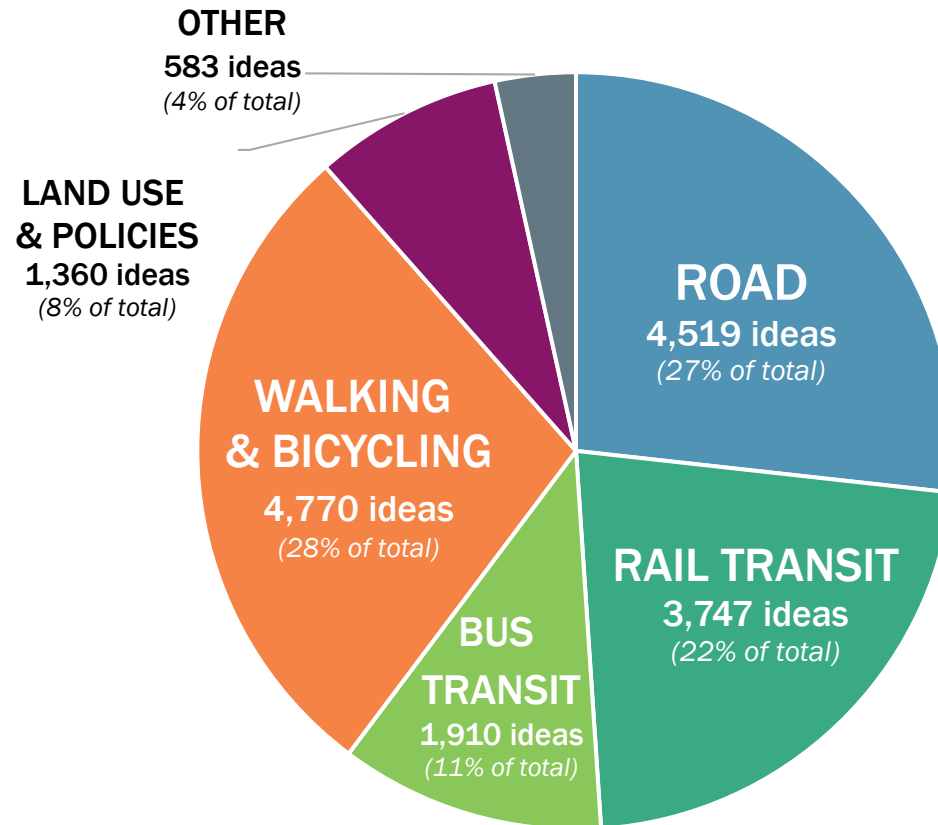
### **NEED FOR RAIL TRANSIT**

“More or better rail transit options would make my travel experience better.”



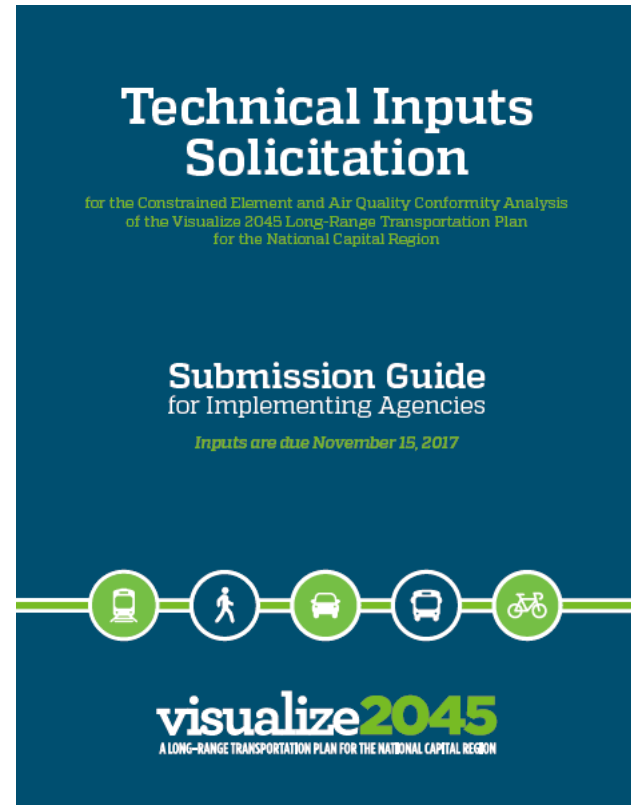
# Preliminary Survey Findings

## Ideas for Improving the Region's Transportation System



# Requested Action

- ***Approve Visualize 2045 Technical Inputs Solicitation for the Constrained Element and the Air Quality Conformity Analysis***



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A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
Transportation Planning Board

**ITEM 9–Action**  
October 18, 2017

Approval of the Air Quality Conformity Analysis of the VDOT and MDOT Off-Cycle Amendment to the 2016 CLRP and Approval of the 2016 Off-Cycle Amendment

**Staff**

**Recommendation:** Adopt Resolution R3-2018 finding that the 2016 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990, and adopt Resolution R4-2018 approving the VDOT and MDOT Off-Cycle Amendment to the 2016 CLRP.

**Issues:** None

**Background:** On September 14, the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the 2016 Off-Cycle Amendment were released for a 30-day public comment which ended on October 14. At the September 20 meeting, the board was briefed on the Air Quality Conformity Analysis of the Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) Off-Cycle Amendment to the 2016 CLRP.





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

RESOLUTION FINDING THAT THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)  
AND THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)  
OFF-CYCLE AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN  
CONFORM WITH THE REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990

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

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

**WHEREAS**, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on March 9, 2017 and approved by the TPB at its April 19, 2017 meeting; and

**WHEREAS**, VDOT and MDOT project inputs submitted for inclusion in the air quality conformity analysis of the off-cycle amendment, including two options for VDOT's I-66 outside the Beltway project, were released for public comment on March 9, 2017, and approved by the TPB in Resolution R20-2017 at its April 19, 2017 meeting with the agreement that the TPB would give the Fairfax County Board of Supervisors a chance to meet and review access points on I-66 outside the Beltway east of the US Route 50 interchange, and that if the Fairfax Board of Supervisors moved to change any access points, the TPB staff would adhere to the recommendations; and

**WHEREAS**, the Fairfax County Board of Supervisors approved a resolution on May 16, 2017, taking a position on proposed changes to access points on I-66 outside the Beltway east of the US Route 50 interchange, and those changes were incorporated as inputs to the off-cycle conformity analysis; and

**WHEREAS**, MDOT requested that an additional project be included in the off-cycle CLRP amendment, and following a comment period from April 13, 2017 to May 13, 2017, the project was approved by the TPB at its May 17, 2017 meeting; and

**WHEREAS**, on September 14, 2017, the draft results of the Air Quality Conformity Analysis of the VDOT and MDOT off-cycle Amendment to the 2016 CLRP were released for a 30-day public comment period and inter-agency review; and

**WHEREAS**, in the attached letter of October 11, 2017, VDOT selected Option A as the alternative that will be included for the I-66 outside the Beltway project in the VDOT and MDOT Amendment to the 2016 CLRP; and

**WHEREAS**, the analysis reported in *Air Quality Conformity Analysis: VDOT and MDOT Amendment to the 2016 Constrained Long Range Plan* dated October 18, 2017, demonstrates adherence to all mobile source emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO<sub>x</sub>), and meets all regulatory, planning, and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

**WHEREAS**, in the attached letter of October 11, 2017, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the *Air Quality Conformity Analysis: VDOT and MDOT Amendment to the 2016 Constrained Long Range Plan*;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** determines that the VDOT and MDOT Amendment to the 2016 Constrained Long Range Plan conforms to all requirements of the Clean Air Act Amendments of 1990.

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

**RESOLUTION APPROVING THE  
VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)  
AND THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)  
OFF-CYCLE AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN  
FOR THE NATIONAL CAPITAL REGION**

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

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

**WHEREAS**, on November 16, 2016, the TPB approved the 2016 Amendment to the Constrained Long-Range Transportation Plan (CLRP), which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, VDOT and MDOT requested an off-cycle amendment to the 2016 CLRP and provided project inputs for inclusion in the air quality conformity analysis, including two options for VDOT's I-66 outside the Beltway project; and

**WHEREAS**, on April 19, 2017, the TPB approved the project inputs for the conformity analysis of the VDOT and MDOT off-cycle amendment to the 2016 CLRP with the agreement that the TPB would give the Fairfax County Board of Supervisors a chance to meet and review access points on I-66 outside the Beltway east of the US Route 50 interchange, and that if the Fairfax Board of Supervisors moved to change any access points, the TPB staff would adhere to the recommendations; and

**WHEREAS**, on May 16, 2017, the Fairfax County Board of Supervisors approved a resolution taking a position on proposed changes to access points on I-66 outside the Beltway east of the US Route 50 interchange, and those changes were incorporated as inputs to the off-cycle conformity analysis; and

**WHEREAS**, MDOT requested that an additional project be included in the off-cycle CLRP amendment, and the project was approved by the TPB at its May 17, 2017 meeting; and

**WHEREAS**, on September 14, 2017, the draft results of the Air Quality Conformity Analysis of the VDOT and MDOT off-cycle amendment to the 2016 CLRP were released for a 30-day public comment period and inter-agency review; and

**WHEREAS**, the project details for the VDOT and MDOT off-cycle amendment to the 2016 CLRP were provided at the April and May TPB meetings and were included on the TPB website in Appendix A of the Air Quality Conformity Analysis report; and

**WHEREAS**, in the attached letter of October 11, 2017 VDOT selected Option A as the alternative that will be included for the I-66 outside the Beltway project in the VDOT and MDOT Amendment to the 2016 CLRP; and

**WHEREAS**, during the development of the VDOT and MDOT off-cycle amendment to the 2016 CLRP, the TPB Participation Plan was followed, and several opportunities were provided for public comment: (1) At the March 9, 2017 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March and April TPB meetings; (2) At the April 19, 2017 meeting, the TPB accepted a set of responses to the public comments on the project submissions for inclusion in the CLRP; (3) On September 14, 2017 in conjunction with the CAC meeting, the draft VDOT and MDOT off-cycle amendment to the 2016 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period, which closed on October 14, 2017; (4) On October 10, 2017 the amendment and results of the conformity analysis were presented to the Metropolitan Washington Air Quality Committee Technical Advisory Committee for its consideration and comment; (5) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the September and October TPB meetings; and (6) the documentation of the VDOT and MDOT off-cycle amendment to the 2016 CLRP will include summaries of all comments and responses; and

**WHEREAS**, on October 18, 2017, the TPB determined that the VDOT and MDOT amendment to the 2016 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the VDOT and MDOT amendment to the 2016 CLRP by the Board;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the Virginia Department of Transportation and Maryland Department of Transportation off-cycle amendment to the 2016 Constrained Long-Range Transportation Plan for the National Capital Region to include:

- Modification (Option A) to the I-66 Outside the Beltway project
- Addition of a new I-95 Northbound HOT lane Exit Ramp at Russell Rd.
- Modification of the completion date of the Governor Nice Bridge to 2023
- Addition of the I-270 Innovative Congestion Management Project

as described in Appendix A of the Air Quality Conformity Analysis report, which is provided on the TPB website.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jane Posey, TPB Transportation Engineer  
**SUBJECT:** VDOT and MDOT Off-Cycle Amendment to the 2016 CLRP  
**DATE:** October 12, 2017

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On September 14, 2017, the TPB released the draft Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) Off-Cycle Amendment to the 2016 Constrained Long Range Plan (CLRP) and the draft air quality conformity analysis results for a 30-day public comment period, which ended on October 14. The results of the conformity analysis are provided in the draft conformity report, *Air Quality Conformity Analysis: VDOT and MDOT Amendment to the 2016 Constrained Long Range Plan*, which is available on the TPB website. As presented to TPB in September, the TPB staff has found that the Air Quality Conformity Analysis demonstrates adherence to all mobile source emissions budgets for the pollutants analyzed. This memorandum provides a summary of the project inputs, highlights conformity comments made by the Metropolitan Washington Air Quality Committee, and provides information on actions related to this amendment to the 2016 CLRP.

The TPB will be asked to approve the air quality conformity analysis and the VDOT and MDOT amendment to the 2016 CLRP at its October 18, 2017 meeting.

### **AMENDMENT PROJECT INPUTS**

At the April 19, 2017 meeting, after a 30-day comment period, the TPB approved the project amendments submitted by VDOT and MDOT, as well as the Scope of Work for the air quality conformity analysis. The TPB made additional modifications to the project inputs at its May 17, 2017 meeting. Detailed information about the inputs is included in Appendix A of the conformity report.

VDOT's inputs included a new ramp on I-95 and modifications to the I-66 outside the Beltway HOT lanes project. The I-95 project involves the construction of an additional northbound off-ramp from the I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp will provide direct access from the northbound HOT lanes to Russell Road.

The modifications to the I-66 outside the Beltway HOT lanes project reflected changes to the Commonwealth Transportation Board's (CTB) "preferred alternative", which is the alternative included in the 2016 CLRP. VDOT's inputs for the amendment included two options for the I-66 outside the Beltway project, Option A and Option B. Option A reflected the technical proposal provided by the developer. Option B included the access points in Option A, plus some potential additional access points that were under consideration by the developer and VDOT. VDOT had agreed to select one of these options for advancement to the TPB in October, and recently requested that Option A be retained as the alternative for this amendment to the 2016 CLRP. A letter from VDOT to the TPB indicating the selection of Option A is attached (Attachment A).

MDOT's inputs included a change to the completion date of the widening of the Governor Harry Nice Bridge and implementation of the I-270 Innovative Congestion Management Project. The construction of a new 4-lane Governor Harry Nice bridge to replace the current 2-lane structure is already included in the current 2016 CLRP. MDOT modified the construction timeline to reflect a completion date of 2023 instead of 2030. The I-270 Innovative Congestion Management Project includes fourteen roadway improvements and innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management and virtual weigh stations. The limits of the project are from I-495 to I-70, and include the east and west spurs of I-270. In April, when the TPB approved the Governor Nice Bridge modification, the MDOT requested the inclusion of the I-270 project in the off-cycle conformity analysis. The TPB approved the inclusion of the I-270 project in May.

## CONFORMITY ANALYSIS

As outlined in the Scope of Work, TPB staff performed the air quality assessment and found that the VDOT and MDOT amendment to the 2016 CLRP meets all conformity requirements. The conformity report, which contains the detailed analysis and findings is available on the COG website at [https://www.mwcog.org/assets/1/28/09202017 - Item 13 - 2016 CLRP Amendment Off-Cycle Air Quality Conformity Report.pdf](https://www.mwcog.org/assets/1/28/09202017_-_Item_13_-_2016_CLRP_Amendment_Off-Cycle_Air_Quality_Conformity_Report.pdf).

## COMMENTS / RESPONSE TO COMMENTS

Comment: The Metropolitan Washington Air Quality Committee (MWAQC) provided written comments in the attached October 11, 2017 letter (see Attachment B). The letter states that MWAQC concurs that the transportation-sector emissions associated with the transportation plan meet the motor vehicle emissions budgets for ozone season pollutants, as is necessary to meet conformity requirements. The Committee points out that the region has made significant progress in reducing emissions of ozone precursors, and that the region has now met the 2008 ozone standard of 75 parts per billion (ppb). MWAQC notes that the region is in the final stages of developing a request for EPA to redesignate the area to attainment for the 2008 ozone standard which includes a plan showing how the region will maintain the standard in the future. The maintenance plan will include new motor vehicle emissions budgets. MWAQC mentions EPA's new ozone standard of 70 ppb, and notes that, with the current level for ozone at 72 ppb, the region will need to continue to work towards meeting that standard. MWAQC notes that EPA recently proposed to reconsider the final determination of the mid-term evaluation of the greenhouse gas (GHG) standards for light-duty motor vehicles and appreciates the TPB's position to maintain the existing standards promulgated in 2012. MWAQC comments positively on the continued VMT per capita reductions in the region, and urges TPB's continued investment in programs to mitigate future growth in vehicle emissions. MWAQC also urges the TPB to maintain its commitments to TERMS and other emissions reduction measures.

Response: The TPB appreciates MWAQC's concurrence that the air quality conformity analysis of the VDOT and MDOT off-cycle amendment to the 2016 CLRP meets all of the federal requirements. The TPB agrees that there should be a continued effort to reduce emissions across all sectors to meet current and future standards. The TPB looks forward to working with MWAQC in the development of plans to assist with the continued improvement of air quality in the region. The TPB also agrees with MWAQC on the need for continued investment in public transit, ridesharing, and other initiatives to reduce emissions. The TPB supports maintenance of commitments to TERMS and other cost-effective emissions reduction measures.

## **NEXT STEPS**

The VDOT and MDOT amendment and the air quality conformity analysis results were released for a 30-day comment period on September 14, 2017, which ended on October 14. The TPB will be briefed on the comments received and the recommended responses, and asked to approve the air quality conformity analysis and the VDOT and MDOT amendment to the 2016 CLRP at its October 18, 2017 meeting.







# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

October 11, 2017

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

Subject: I-66 Corridor Improvements Outside the Beltway

Dear Chairwoman Newton:

On March 7, 2017, the Virginia Department of Transportation (VDOT) and its I-66 P3 project development partner, Express Mobility Partners (EMP), submitted I-66 Access Options A and B to the Transportation Planning Board (TPB) for inclusion in an off-cycle air quality conformity analysis and amendment to the 2016 Constrained Long Range Plan (CLRP). Option A reflects the technical proposal provided by EMP. Option B includes the access points in Option A, plus some potential additional access points that were under consideration by EMP and VDOT. On April 19, 2017, the TPB adopted Resolution R20-2017 approving projects submitted by VDOT and the Maryland Department of Transportation (MDOT) to be included in an off-cycle air quality conformity analysis of the 2016 CLRP Amendment and the FY2017-2022 Transportation Improvement Program (TIP), pending concurrence from the Fairfax County Board of Supervisors for access changes on I-66 between US 50 and I-495.

Since then VDOT and EMP have continued with project development activities for the I-66 project and have held public information meetings in June, as well as over 40 briefings with local stakeholders and communities. Based on the results of further conceptual design development, and in response to input from local jurisdictions, the public, and stakeholders, VDOT and EMP have selected Option A for the I-66 Outside the Beltway project.

We are writing to request that the TPB, upon completion of its public comment period and review of the 2017 CLRP Air Quality Analysis, approve the analysis and adopt the 2017 CLRP amendment with the inclusion of Option A for the I-66 Outside the Beltway project. This action by the TPB is needed to allow VDOT to complete its reevaluation of the previous environmental assessment studies and secure federal approval before proceeding to the final design and construction. Any subsequent difference between Option A and the final design of the project will be reflected in a future update to the TPB's CLRP.

Option A differs from what is included in the approved 2016 CLRP Amendment (the locally preferred alternative) in three locations:

- 1) East of Virginia Route 234 Business, braided ramps will provide access from the eastbound I-66 general purpose lanes to the eastbound express lanes and from the westbound express lanes to the westbound general purpose lanes.
- 2) At the interchange with Virginia Route 123, two ramps will provide direct express lanes access to and from the west.
- 3) At the I-495 interchange, additional access will be provided from the eastbound express lanes to the northbound I-495 general purpose lanes and from the I-495 southbound general purpose lanes to the westbound I-66 express lanes.

Option A retains an important feature of the locally preferred alternative: the preservation of right-of-way in the median of I-66 between Route 28 and I-495, so as not to preclude the future extension of the Metrorail Orange Line or other transit options in the median. Consistent with the 2016 CLRP, Option A includes a phased approach for implementing the locally preferred alternative. The phased elements for the project would be constructed by 2040, and include: median widening to accommodate future transit in the median between Route 28 and Gainesville; additional express lanes access points in Prince William County; and a 4-mile extension of the western project limits from Gainesville to Haymarket.

VDOT and EMP project staff have consulted with appropriate representatives of the Virginia Division Office of the Federal Highway Administration (FHWA) regarding Option A. FHWA staff reviewed Option A relative to the locally preferred alternative and concurred with VDOT's and EMP's plan to proceed with including Option A in the TPB's 2017 amendment to the CLRP and regional air quality conformity analysis, with the understanding that any difference between Option A and the final design of the project would be reflected in a future update to the TPB's CLRP. VDOT and EMP subsequently briefed TPB staff on elements of Option A, VDOT's and EMP's determination that operationally it resembles the locally preferred alternative, and the feedback received from the FHWA Virginia Division.

VDOT will be presenting the access concept consistent with Option A to the Commonwealth Transportation Board (CTB) on October 23, 2017, as the recommended design to advance forward. Design Public Hearings are scheduled for November 13, 14, and 16, and the CTB is scheduled to take action on the approval of the limited access control changes associated with the updated design on December 5, 2017. Following the CTB action, VDOT plans to seek FHWA approval of a reevaluation of the approved 2016 Environmental Assessment for the design changes included in Option A.


VDOT remains committed to keeping the TPB and its member jurisdictions informed about the various milestones of ongoing project development and implementation. VDOT also remains committed to working with the TPB to ensure that any potential differences in the operational elements of the project's final design and Option A will be reflected in subsequent amendments to the CLRP and updates of the regional air quality conformity analysis, should they be necessary.

The Honorable Bridget Newton, Chairwoman  
October 11, 2017  
Page 3 of 3

We thank you and the Board for accommodating VDOT's earlier request to evaluate both Options A and B for the I-66 Outside the Beltway project as part of the regional air quality conformity analysis, and request inclusion of Option A in the 2017 CLRP Amendment. As

always, please let me know if I can be of further assistance in addressing any questions or comments members of the Board may have on this matter.

Sincerely,

  
for Helen Cuervo, P.E.  
District Administrator - VDOT Northern Virginia

cc: Renée Hamilton  
Deputy District Administrator, VDOT Northern Virginia



October 11, 2017

Honorable Bridget Donnell Newton, Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002

Dear Chair Newton:

Thank you for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) to comment on the draft amended 2016 Constrained Long Range Plan (CLRP) and the FY2017-2022 Transportation Improvement Program (TIP). MWAQC has reviewed the draft Air Quality Conformity assessment and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) approved for the 1997 8-hour ozone national ambient air quality standard (NAAQS).

The Washington region has made significant progress in reducing emissions of ozone precursors such as, volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) from both transportation and non-transportation sectors over the years. As a result, the region met the 2008 ozone standard of 75 parts per billion (ppb) based on the data for the period 2012 through 2014. The region is currently in the final stages of developing a request for EPA to redesignate the area to attainment for the 2008 ozone standard along with a required demonstration to maintain compliance in the future (maintenance plan).

The Washington region developed a draft set of MVEBs for VOC and NO<sub>x</sub> as part of the maintenance plan for the 2008 ozone standard using EPA's latest MOVES2014a model. These MVEBs will replace the currently used MVEBs, which were developed earlier using Mobile6.2 model. The MOVES2014a model includes the recently published Tier 3 vehicle emission and fuel standards rule as well as two greenhouse gas rules for motor vehicles.

However, MWAQC also notes that EPA published a revised and tougher health based ozone standard of 70 ppb in October 2015. The draft data for the period 2015 through 2017 shows the region's design value for ozone at 72 ppb. This indicates that even though the region has made significant progress in reducing emissions, it needs to continue its efforts in order to meet the 2015 ozone standard. While the recently adopted Tier 3 program will provide significant emissions reduction benefits from the transportation sector, MWAQC will need the support and cooperation of TPB to examine emissions and to identify new cost-effective strategies and opportunities to reduce on-road mobile emissions further in order to continue progress towards meeting the ozone standard. This is important as EPA recently proposed to reconsider the final determination of the mid-term evaluation of the greenhouse gas (GHG) standards for the light-duty motor vehicles for the model years 2022-2025. In this respect, MWAQC very much appreciates TPB's stand to maintain the existing GHG emission standards promulgated in 2012, which could also help in reducing emissions of ozone precursors namely, volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>).

The Honorable Bridget Donnell Newton  
October 11, 2017

MWAQC is encouraged to learn that the region is actually achieving reductions in per capita vehicle miles travelled (VMT), even with an increase in employment. However, the region is experiencing an increase in total VMT as the population grows. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, including all needed investments in Metro, ride-sharing, pedestrian and bike infrastructure, and other travel demand management strategies to continue to mitigate future growth in vehicle emissions. MWAQC strongly urges TPB to maintain its commitments to Transportation Emission Reduction Measures and other emission reduction measures. All of these efforts are essential to meet the 2015 ozone standard.

Thank you again for the opportunity to comment on the draft conformity analysis.

Sincerely,

A handwritten signature in black ink, appearing to be 'H. Reimer', written over a light gray rectangular background.

Hon. Hans Reimer  
Chair, Metropolitan Washington Air Quality Committee

**ITEM 10 –Action**  
October 18, 2017

Approval of Projects Recommended for Funding Under  
The FY 2018 Transportation Alternatives Set-Aside  
Program for the District of Columbia

**Staff**

**Recommendation:** Adopt Resolution R5-2018 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for the District of Columbia for FY 2018.

**Issues:** None

**Background:** A portion of the federal Transportation Alternatives Set-Aside Program (also referred to as the Transportation Alternatives Program) is sub-allocated to the TPB for project selection in the District of Columbia. The board will be briefed on the projects recommended by a technical review panel for funding as part of the FY 2018 project solicitation conducted by the District 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 SURFACE  
TRANSPORTATION BLOCK GRANT PROGRAM SET-ASIDE FOR FY 2018 IN  
THE DISTRICT OF COLUMBIA

**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 Fixing American's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, under the FAST Act's Surface Transportation Block Grant Program Set-Aside (STP Set Aside) 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 is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

**WHEREAS**, the STP Set Aside provides funding for transportation programs and projects defined as eligible per section 1109 of the FAST Act; and

**WHEREAS**, the STP Set Aside 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 STP Set Aside 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 FY 2018 STP Set Aside projects was concluded by the District of Columbia Department of Transportation on May 15, 2017; and

**WHEREAS**, the TPB's STP Set Aside Review Panel met on October 4, 2017 and recommended fully or partially funding all five of the applications received based on project readiness, eligibility, and each project's ability to meet the regional selection criteria; and

**WHEREAS**, on October 6, 2017, 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 STP Set Aside for FY 2018 in the District of Columbia as described in the attached materials.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Projects recommended for funding in FY 2018 in the District of Columbia under the Transportation Alternatives Set Aside Program  
**DATE:** October 12, 2017

---

**SUMMARY**

Under the federal Transportation Alternatives Set Aside (TA Set Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP) and that name is commonly still used.

For FY 2018, the TPB is responsible for project selection for \$1,150,000 in the District of Columbia. A selection panel has recommended that the following projects be approved by the TPB at its meeting on October 18, 2017:

Project	Sponsor	Total Cost	TAP Funding Request (80%)	Panel Recommendation
18th and Constitution Ave: Crosswalk and Access to Memorial	National Park Service	\$176,000	\$140,800	\$140,800
Historic Olmsted Parkways Enhancement	DC Office of Planning	\$775,000	\$620,000	\$460,896
Smart Bio-Retention: Jay Street NE Retrofit	DC Department of Energy and Environment	\$315,380	\$252,304	\$252,304
Taft Bridget Lion Statue Restoration	DC Department of Transportation	\$20,000	\$16,000	\$16,000
Union Station Legionnaires and Interior Restoration	DC Department of Transportation	\$750,000	\$600,000	\$280,000

## BACKGROUND

The Transportation Alternatives Set Aside (TA Set Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program as the Transportation Alternatives Set Aside (TA Set Aside) Program, but the key features of the program largely remain the same. Information on the TA Set Aside is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set Aside 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 TA Set Aside offers the region the ability to fund projects that support regional priorities and goals based on the *Regional Transportation Priorities Plan* and *Region Forward*. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews and recommends projects for funding.

## FY 2018 SOLICITATION FOR THE DISTRICT OF COLUMBIA

For FY 2018 in the District of Columbia, DDOT informed TPB staff that the TPB has responsibility for project selection for **\$1.15 million**. DDOT has discretion for decision-making over an additional \$1.15 million, which will be used for Safe Routes to School projects.

DDOT conducted the project solicitation for the FY2018 TA Set-Aside funding in the spring of this year. The applications were due on May 15. The DDOT application included a supplementary form requesting information about how projects address the TPB’s regional priorities, including promoting non-motorized circulation within Activity Centers, enhancing access to transit stations, and increasing multimodal transportation options.

DDOT received five discrete applications, representing a combined total of **\$1,629,104**. A sixth application was also submitted, which was essentially a subset (a partial request) of one of the five discrete applications noted above.

The federal regulations for the TA Set-Aside require a 20% local match. DDOT has indicated that it will ensure that the match for all approved projects is provided by DDOT.

Federal regulations typically prohibit state DOTs from receiving TAP funding. However, the Federal Highway Administration (FHWA) has ruled that DDOT, in its function as a department of local government, is eligible to apply for TAP funding. DDOT submitted two applications for consideration in this funding round.

## PROJECT SELECTION

The same TAP selection process is used for all three states. To develop draft recommendations, TPB staff invited representatives from the Maryland and Virginia departments of transportation, along with COG/TPB staff, to participate on a selection panel. Colleen Hawkins from DDOT participated in the panel discussion and served as a technical resource for the meeting.

Panel participants included:

- Christy Bernal, Maryland State Highway Administration
- Cindy Englehart, Virginia Department of Transportation
- Michael Farrell, COG/TPB
- Nicole McCall, COG
- John Swanson, COG/TPB

Panel members individually reviewed and scored applications for a maximum of 100 points combining each reviewer's professional assessment (50 points) and regional selection criteria (50 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria. Regional selection criteria included the following:

- **Transportation options** (10pts): 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** (10pts): Does the project enhance walkability and accessibility within or between Regional Activity Centers?
- **Safe routes to school** (5pts): Does the project enhance safe bicycle and pedestrian access to elementary and middle schools? Has the applicant submitted all the supplementary information for Safe Routes to School-based projects?
- **Disadvantaged communities** (5pts): Does the project promote accessibility for people in the TPB's Equity Emphasis Areas, which were approved by the TPB in March 2017?
- **Persons with disabilities** (5pts): Is the project largely intended to promote accessibility for people with disabilities?
- **Local commitment** (5pts): Does the application provide local matches greater than the 20 percent minimum requirement? Does the application note any other local resources or priority given to the project? (All D.C. applications were automatically given these five points.)

The panel met via WebEx on October 4, 2017. To provide a basis for discussion, each member provided general rankings for each project application (high, medium, or low) based on the numerical score they gave each project. The group discussed each project individually and asked the DDOT representative for additional information regarding the applications. The panel then agreed upon

joint preliminary rankings of high, medium, or low for each project. As a final step, the group determined funding recommendations based on these rankings. The final recommendations are the result of consensus. The recommendations are jointly decided and are not simply based on an aggregate of each panelist's individual scores.

At the end of the meeting on October 5, 2017, the review panel recommended full or partial funding for all five applications. A table listing all the submitted applications and funding recommendations is attached to this memorandum.

## **NEXT STEPS**

Following the TPB's action on the FY 2018 recommendations, TPB staff will forward information regarding the approval of projects to DDOT.

For FY 2019 funding, TPB staff will work with DDOT on the application process, which will be launched next spring.

**TPB Selection Panel Recommendations - FY 2018 Transportation Alternatives Set-Aside Program for the District of Columbia**

	<b>Project</b>	<b>Sponsor</b>	<b>Total Cost</b>	<b>TA Set-Aside Funding Request (80%)</b>	<b>Panel Recommendation</b>	<b>Project Description</b>
1	18th and Constitution Ave: Crosswalk and Access to Memorial	National Park Service	\$176,000	\$140,800	\$140,800	Develop Safe Crosswalk at 18th and Constitution Avenue NW and provide an accessible route to the Declaration of Independence Memorial
2	Historic Olmsted Parkways Enhancement*	DC Office of Planning	\$775,000	\$620,000	\$460,896	Plant trees and beautify four parkways designed by Frederick Law Olmsted, Sr. – Alabama/Texas avenues, Minnesota Avenue, Missouri/South Dakota avenues, and Nebraska/Arizona avenues.
3	Smart Bio-Retention: Jay Street NE Retrofit	DC Department of Energy and Environment	\$315,380	\$252,304	\$252,304	Implement a Continuous Monitoring and Adaptive Control (CMAC) system which will enhance an existing bio-retention facility by mitigating flood risks and improving runoff water quality.
4	Taft Bridge Lion Statues Restoration	DC Department of Transportation	\$20,000	\$16,000	\$16,000	Restore monumental statues on the William Howard Taft Bridge on Connecticut Avenue over Rock Creek.
5	Union Station Roman Legionnaires Statue and Interior Restoration**	DC Department of Transportation	\$750,000	\$600,000	\$280,000	Restore 42 plaster statues of Roman Legionnaires in Union Station and restore the interior walls of the Main Hall.
			\$2,036,380	\$1,629,104	\$1,150,000	

\*In approving this project, the Selection Panel requested that DCOP provide DDOT with a more specified indication of how maintenance will be ensured.

\*\* In addition to this larger application, DDOT submitted a separate application seeking \$280,00 in TA Set-Aside funding only for the restoration of the statues. The Selection Panel recommended funding for this statues-only proposal.





# TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

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## District of Columbia Project Recommendations for FY 2018

John Swanson  
Transportation Planner

Transportation Planning Board  
October 18, 2017



National Capital Region  
Transportation Planning Board

Agenda Item #10

## Overview

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- TA Set Aside
- FY 2018 Project Recommendations
- Next Steps: *Staff recommends TPB approval of Resolution R5-2018 to approve projects for funding under the Surface Transportation Block Grant Set-Aside Program for FY 2018 in the District of Columbia.*



National Capital Region  
Transportation Planning Board

Agenda Item #10: Maryland TA Set Aside | 2  
October 18, 2017

## TA Set Aside

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- *PURPOSE:* A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- *FEDERAL AUTHORIZATION:*
  - MAP-21 (2012) – Established as the “Transportation Alternatives Program”
  - FAST Act (2015) - Renamed “Transportation Alternatives Set Aside”
- *TPB ROLE:* Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds.



## FY 2018 Project Recommendations

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- TPB received **\$1,629,104** in funding requests for five projects in the District of Columbia.
- TPB’s STP Set Aside sub-allocation is **\$1,115,000**.
- **Five projects** were recommended for full or partial funding.



## FY 2018 Project Recommendations

Project	Sponsor	Total Cost	TAP Funding Request (80%)	Panel Recommendation
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Union Station Legionnaires and Interior Restoration	DC Department of Transportation	\$750,000	\$600,000	\$280,000



## Next Steps

- Staff recommends TPB approval of Resolution R5-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for FY 2018.



# TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

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## District of Columbia Project Recommendations for FY 2018

John Swanson  
Transportation Planner

Transportation Planning Board  
October 18, 2017



# Overview

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- TA Set Aside
- FY 2018 Project Recommendations
- Next Steps: *Staff recommends TPB approval of Resolution R5-2018 to approve projects for funding under the Surface Transportation Block Grant Set-Aside Program for FY 2018 in the District of Columbia.*



# TA Set Aside

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# FY 2018 Project Recommendations

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# FY 2018 Project Recommendations

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# Next Steps

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- Staff recommends TPB approval of Resolution R5-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for FY 2018.



## John Swanson

Transportation Planner

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[jswanson@mwcog.org](mailto:jswanson@mwcog.org)

[mwcog.org/tlc](http://mwcog.org/tlc)

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

**ITEM 11 – Information**  
October 18, 2017

Long-Range Plan Task Force Status Update

**Staff**

**Recommendation:** The board will be briefed on the proceedings and next steps of the September 20<sup>th</sup> Task Force meeting.

**Issues:** None

**Background:** The Long-Range Plan Task Force last met on September 20. The committee will receive a status update summarizing the proceedings of that meeting as well as next steps. The task force's next meeting is on October 18, immediately following the TPB meeting.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
Michael Grant, ICF  
**SUBJECT:** Status Report on Long-Range Plan Task Force Activities  
**DATE:** October 12, 2017

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This memo provides a summary of activities related to the Long-Range Plan Task Force from the month of September and lays out next steps in the process.

### **ANALYSIS UNDERWAY**

The task force met on September 20 and was briefed on the assumptions and inputs selected for use in analyzing the ten improvement initiatives the board selected for analysis at its July 19 meeting (Attachment A). The task force reviewed and provided feedback on a proposed set of performance measures, identified by staff, that will be used to present the results of the technical analysis. The performance measures (Attachment B) will enable a comparative assessment of contributions of the ten improvement initiatives towards addressing the challenges the region faces in attaining its transportation goals.

Staff and consultants have been conducting analysis using the assumptions and methods which were shared in September. Staff and consultants worked to finalize the performance measures (measures of effectiveness or “MOEs”) for use in the technical analysis.

### **NEXT STEPS**

At its next meeting on October 18 the task force will be briefed on the final list of performance measures that will be used to present the results of the technical analysis. The task force will also discuss and finalize “a process by which to select improvement initiatives from amongst the ten analyzed to recommend the TPB endorse for future concerted TPB action.” Staff is assisting in developing a process the task force could consider at its next meeting.

At its November 15 meeting the TPB will be briefed on the Draft Results of the technical analysis of the ten initiatives. The task force will meet after the board’s meeting to have a detailed discussion on the results of the analysis. The schedule for meetings and proposed focus for each meeting, which has recently been updated, is outlined in the table on the next page.

## SCHEDULE FOR REMAINING ACTIVITIES

Meeting Date	Proposed Focus of Meeting
<b>October 18 - TPB</b> 12:00–2:00 P.M.	<ul style="list-style-type: none"> <li>• Status report on September task force activities and next steps.</li> </ul>
<b>October 18 – Task Force</b> 2:15–4:00 P.M.	<ul style="list-style-type: none"> <li>• Discuss and agree on a process for the selection of a limited set of improvement initiatives from amongst the ten initiatives analyzed, as called for in resolution establishing the task force.</li> </ul>
<b>November 15 - TPB</b> 12:00–2:00 P.M.	<ul style="list-style-type: none"> <li>• Status report on October task force activities and next steps.</li> <li>• Receive presentation of Draft Results of the analysis of the 10 improvement initiatives.</li> </ul>
<b>November 15 – Task Force</b> 2:15–4:00 P.M.	<ul style="list-style-type: none"> <li>• Discuss findings and takeaways from the Draft Results of the analysis.</li> </ul>
<b>November 29 – Task Force (IF NEEDED)</b> 12:00–2:00 P.M.	<ul style="list-style-type: none"> <li>• Additional meeting of the task force, <u>if needed</u>, to further discuss the findings and takeaways of the analysis.</li> </ul>
<b>December 6 – Task Force</b> 2:00–4:00 P.M.	<ul style="list-style-type: none"> <li>• Select a limited set of improvement initiatives from amongst the ten initiatives analyzed to recommend the TPB endorse, as called for in resolution establishing the task force.</li> </ul>
<b>December 20 – TPB</b> 12:00–2:00 P.M.	<ul style="list-style-type: none"> <li>• Receive task force’s recommendation on a subset of improvement initiatives.</li> <li>• Discuss and act on proposed resolution endorsing a subset of improvement initiatives for future concerted effort by TPB.</li> </ul>



# ATTACHMENT A

## Memorandum

**To:** Long-Range Plan Task Force  
**From:** ICF Team and TPB Staff  
**Date:** September 14, 2017  
**Re:** Technical Assumptions and Analysis Methods for Long-Range Plan Task Force Study

---

Following Transportation Planning Board's (TPB) acceptance of the ten (10) initiatives (projects, policies, and programs) recommended for analysis by the Long-Range Plan Task Force, the TPB staff and ICF Team have been working to define assumptions, analysis methods, and measures of effectiveness to be used to quantify the estimated effects of each initiative toward achieving the goals laid out in TPB and COG's regional policy documents.

The ten initiatives focus on projects, policies, and programs that go above and beyond what is contained in the current 2040 CLRP. An interactive map available at <https://gis.mwcog.org/webmaps/tpb/clrp/2016clrp/> shows both highway and transit projects included in 2040 CLRP up to the 2016 amendment. The ICF team and TPB staff utilized the specific language on the initiatives approved by the TPB, together with analyses from the previous "all build" and aspirations scenarios, and supporting information to develop assumptions for each initiative that expand upon the 2040 CLRP as the baseline for analysis. While the assumptions associated with these ten initiatives build upon previously identified concepts, they are not constrained by local plans and projects. The assumptions are generally aggressive and broad in scope, reflecting the desire to explore concepts that could have a demonstrated regional impact on system performance.

While the initiatives have been defined with some specific parameters for analysis purposes; it is important to note that the analysis is being conducted at a sketch planning level to provide order-of-magnitude and generalized assessments of impacts across various performance criteria. The analysis will not assess the specifics of individual project components and, because of the sketch-level analysis, changes in detailed assumptions will not dramatically alter the regional results. The results will provide information on the potential effects of these regional initiatives and inform selection of initiatives that are worth further study, which would explore more detailed analysis of project, program, and policy details.

This memo provides a summary of the analysis methods and key assumptions that are being used for each of the ten initiatives.

## Analysis Methods

The technical analysis of the ten initiatives is being conducted using a sketch planning approach (simplified analysis techniques) recognizing the short time frame for the analysis and the conceptual nature of several of the initiatives (without details required for more in-depth, comprehensive analysis).

Given the wide array of different types of strategies that are being analyzed for the initiatives, including transportation capacity projects, land use strategies, demand management, and operational strategies, as well as policies related to pricing, no single sketch planning tool can be used to capture all of them. The technical analyses is being done by using a combination of: 1) input assumptions regarding land use, transportation system, and pricing changes; 2) application of components of COG's regional travel model and sketch planning tools; and 3) post-processing of travel-related metrics to estimate other performance outcomes (e.g., emissions, safety), as shown in the figure on the following page.



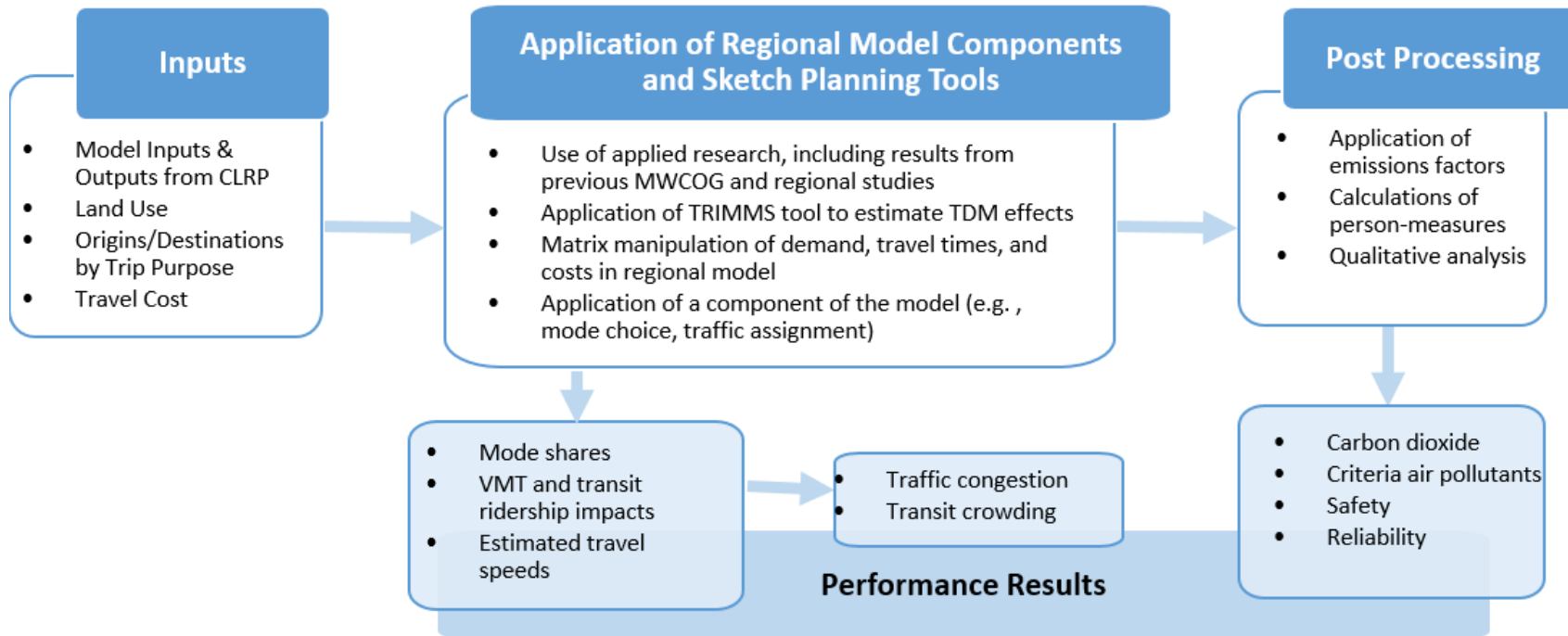


Figure 1: General Analysis Approach

The sketch planning approach include geographic information systems (GIS) analysis, spreadsheet analysis, and use of sketch planning tools, such as the Trip Reduction Impacts of Mobility Management Strategies (TRIMMS) tool to determine mode shifts for travel demand management (TDM) strategies. In addition, analysis using components of MWCOG’s regional model are being conducted in order to capture the regional effects of strategies that make significant changes to land use and transportation infrastructure, particularly to support analysis of assignment of trips to the network in order to estimate impacts on traffic congestion.

## Assumptions

For each of the ten initiatives, we have developed assumptions that are being used in the analysis. The assumptions are guided and constrained by the descriptions that the task force approved and the TPB accepted, which we provide below for your reference. The following pages summarize the related assumptions related to land use, transportation infrastructure and services, and policies all of which build off upon the 2040 CLRP as the foundation.

<i><b>Initiative</b></i>	<i><b>Components</b></i>
<p><b>1. Regional Express Travel Network</b></p>	<ul style="list-style-type: none"> <li>• Express toll lanes network (free to HOV and transit) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge.</li> <li>• New express bus services on network (paid in part through tolls) connecting major Activity Centers.</li> </ul>
<p><b>2. Regional Congestion Hotspot Relief Program</b></p>	<ul style="list-style-type: none"> <li>• Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections.</li> <li>• Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows).</li> <li>• Expanded regional incident management where appropriate.</li> <li>• Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations.</li> </ul>
<p><b>3. Additional Northern Bridge Crossing / Corridor</b></p>	<ul style="list-style-type: none"> <li>• New northern bridge crossing of Potomac River, as a multimodal corridor.</li> <li>• New express bus services connecting Activity Centers in this new multimodal corridor.</li> </ul>
<p><b>4. Regionwide Bus Rapid Transit and Transitways</b></p>	<ul style="list-style-type: none"> <li>• Bus rapid transit (BRT)/transitway networks in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC, and transitway from Branch Ave to Waldorf, specifications according to jurisdiction plans.</li> <li>• Additional DC streetcar line (north-south) as complement to network.</li> <li>• Improved bicycle and pedestrian connections and access improvements to transit stations.</li> </ul>

<b><i>Initiative</i></b>	<b><i>Components</i></b>
<b>5. Regional Commuter Rail Enhancements</b>	<ul style="list-style-type: none"> <li>• VRE System Plan 2040 and MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service).</li> <li>• Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>6. Metrorail Regional Core Capacity Improvements</b>	<ul style="list-style-type: none"> <li>• 100% 8-car trains</li> <li>• Metrorail station improvements at high-volume stations in system core.</li> <li>• Second Rosslyn station to reduce interlining and increase frequency.</li> <li>• New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>7. Transit Rail Extensions</b>	<ul style="list-style-type: none"> <li>• Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills.</li> <li>• Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later).</li> <li>• Purple line extension to Tysons (west) and Eisenhower Avenue (east).</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>8. Optimize Regional Land-Use Balance</b>	<ul style="list-style-type: none"> <li>• Optimize jobs/housing balance regionwide.</li> <li>• Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit.</li> <li>• Build more housing in the region to match employment (about 130,000 more households).</li> </ul>
<b>9. Transit Fare Policy Changes</b>	<ul style="list-style-type: none"> <li>• Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments.</li> <li>• Free transit for low-income residents.</li> </ul>
<b>10. Amplified Travel Demand Management for Commute Trips</b>	<p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> <li>• Employer-based parking cash-out</li> <li>• Expanded employer-based transit/vanpool benefits</li> <li>• Expanded telework and flexible schedule adoption</li> <li>• Substantial increase in priced commuter parking in major Activity Centers.</li> </ul>

## Initiative 1: Regional Express Travel Network

**Express Toll Lanes** - Regional network of express toll lanes on limited access highways; dynamic tolling is assumed on the express toll lanes with no toll for HOV-3.

### Express Lane Facilities in the Network

Facility	#HOT lanes*	Notes
I-95 (VA)	2-3 <sup>^</sup>	Existing/in 2040 CLRP
I-395 (VA) to DC line	3 <sup>^</sup>	Existing/in 2040 CLRP
I-66 outside Beltway (VA)	2	In 2040 CLRP
I-66 inside Beltway (VA)	2-3	In CLRP; converts existing HOV to HOT
MD-200 ICC	3	Toll road functions as HOT (free HOV-3)
I-495 Beltway (VA)	2	Largely existing/in CLRP; adds capacity from I-95 to Woodrow Wilson Bridge
American Legion Bridge	2	New capacity
I-495 Beltway, American Legion Bridge to I-270 (MD)	2	New capacity
I-495 Beltway, I-270 to Woodrow Wilson Bridge	1	New capacity
I-270, north of ICC (MD)	1	HOV converted to HOT lane
I-270, south of ICC (MD)	2	New capacity with 1 HOV lane converted to 2 HOT Lanes
I-95 (MD)	2	New capacity
US-50 (MD)	1	New lane from South Dakota Ave. to MD-410, conversion of HOV to HOT lane beyond
MD-4	1	New capacity
MD-5	1	New capacity
I-395 (DC)	1	New capacity
I-295 (DC)	1	New capacity
I-695 (DC)	1	New capacity
VA-267 Dulles Toll Road	1	New capacity east of VA-28
VA-28	2	New capacity with 1 HOV lane converted to 2 HOT Lanes

Each direction, unless otherwise noted.

<sup>^</sup>Reversible lanes

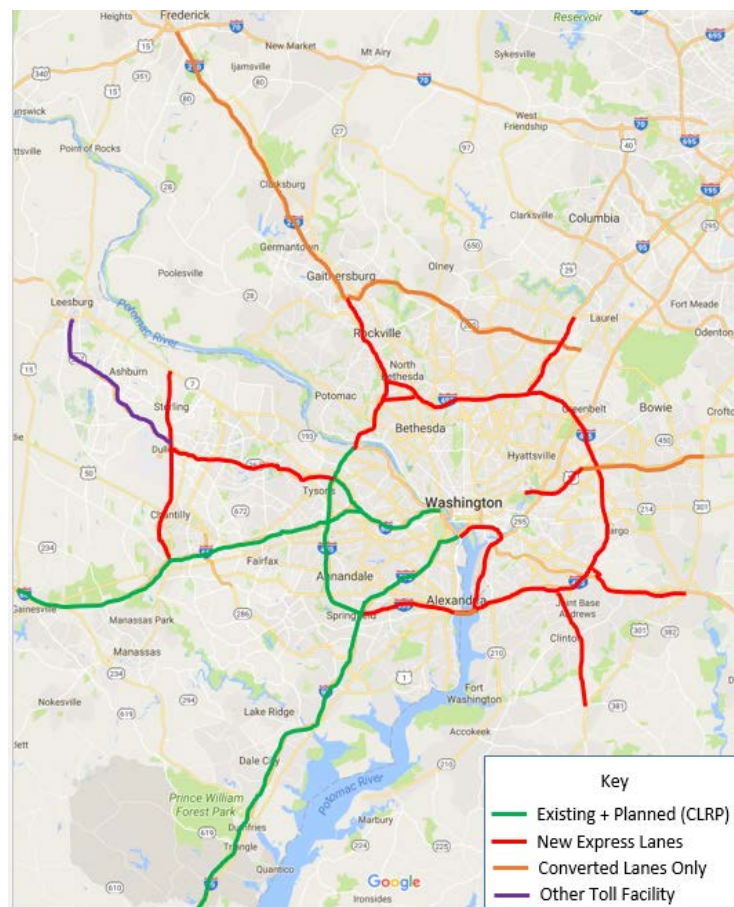


Figure 2. Express Lane Network

**Express Bus Network** - New express bus services on network (paid in part through tolls) will connect major Activity Centers. The express bus services will rely primarily on the express lanes. Analysis assumes headways of 10 minutes peak periods and 20 minutes off-peak periods.

No.	HOV/HOT Facilities	Origin, Destination, and Transfer Points
1	I-495 Beltway	I-270 (N. Bethesda), Georgia Ave., I-95, Greenbelt, US-50, Largo, MD-4, MD-5, National Harbor, Eisenhower Ave, I-395, I-66, Tysons, VA-267*
2	I-270	N. Frederick, Shady Grove/King Farm, I-495, DC core via Canal Rd.
3	ICC	King Farm, Shady Grove, Calverton/I-95, Muirkirk
4	I-95, I-495	West Laurel, Calverton/ICC, I-495/College Park, Silver Spring, DC Core via Georgia Ave.
5	US-50, New York Ave.	US301 (Bowie), I-495, DC Core via US-50/New York Ave.
6	MD-4, I-495	Wayson’s Corner, I-495, MD 5, Anacostia (via Suitland Pkwy.), DC Core
7	MD-5	Waldorf, I-495, Anacostia (via Suitland Pkwy.), DC core.
8	I-295	National Harbor, Anacostia, DC Core.
9	I-95 S, I-395	Dale Blvd, Lorton, Springfield, I-495, DC Core.
10	I-66	Gainesville, VA-28, I-495, West Falls Church, Rosslyn, DC Core.
11	I-66, VA-28	Gainesville, VA-28, VA-267, Sterling, Leesburg.
12	Dulles Tollway	Dulles Airport, VA-28, Spring Hill, I-495, West Falls Church, Rosslyn, DC Core via I-66.

\*For sketch analysis purposes, showing service around the entire Beltway, but individual bus routes might cover portions (e.g., Greenbelt-N. Bethesda; Largo-Eisenhower Ave.) Also, some “Beltway” routes might include connections to spurs (e.g., Dale Blvd. /I-95 toward Tysons via I-495).

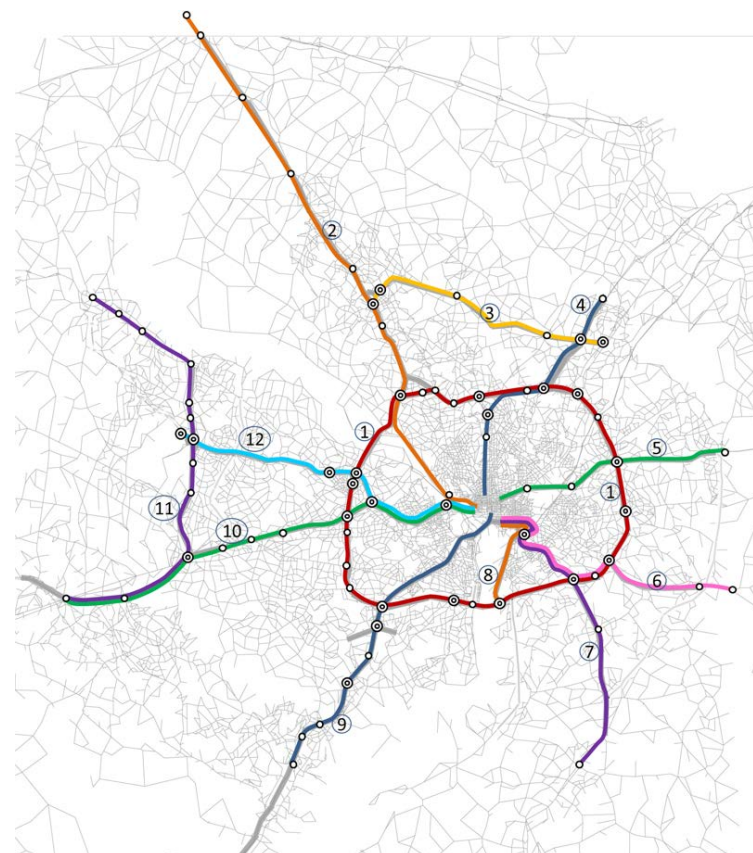


Figure 3. Express Bus Network

**Land Use** – 2040 CLRP Round 9.0 Cooperative land Use Forecasts are being used without any change

**Analysis Approach** – The express lanes and express buses is being coded in the 2040 CLRP network to assess mode choice and traffic assignment effects (using the 2040 CLRP person trip tables as inputs). Tolls are assumed on the newly coded facilities with no toll for HOV-3.

## Initiative 2: Regional Roadway Congestion Hotspot Relief

**Hotspot Relief** – Maximize available capacity using technological and operations management strategies at locations with top congestion hotspots in the region, and supplemental lane capacity in limited locations where potentially warranted. The hotspots selected were based upon the Congestion Management Process list of top bottlenecks plus selected spots from the 2040 CLRP where the forecast volume to capacity ratio was greater than 1.

	Location	Addressed In 2040 CLRP?
From Congestion Management Process Report	I-495 IL between VA-267 and I-270 Spur	X
	I-495 OL between I-95 and MD-193	
	I-66 EB at VA-267	X
	I-270 SPUR SB	
	I-95 SB at VA-123	X
	VA-28 SB between US-50 and I-66	X
	US-15 NB between VA-7 and N. King St.	
	I-495 OL between I-270 and MD-190	
	I-495 IL between MD-355 and MD-185	
	I-66 WB at Vaden Dr./Exit 62	X
	I-495 IL between I-95 and US-1	
	I-495 OL at Telegraph Rd.	X
	I-495 OL at MD-202/Landover Rd.	
	Constitution Ave WB between 12th St. and 17th St.	X
	New York Ave. WB between N. Capitol St. and I-395	X
	DC-295 NB at Pennsylvania Ave	X
	DC-295 SB at Benning Rd.	X
I-395 NB between US-1 and GW Pkwy	X	
VA-123 between GW Pkwy and Canal Rd		
Canal Rd NW between M St and Foxhall Rd		
US 301 between Berry Rd and McKendree Rd		
I 695 between Anacostia Fwy and M St		

Note: Locations addressed in the CLRP will not be analyzed as a part of this effort.

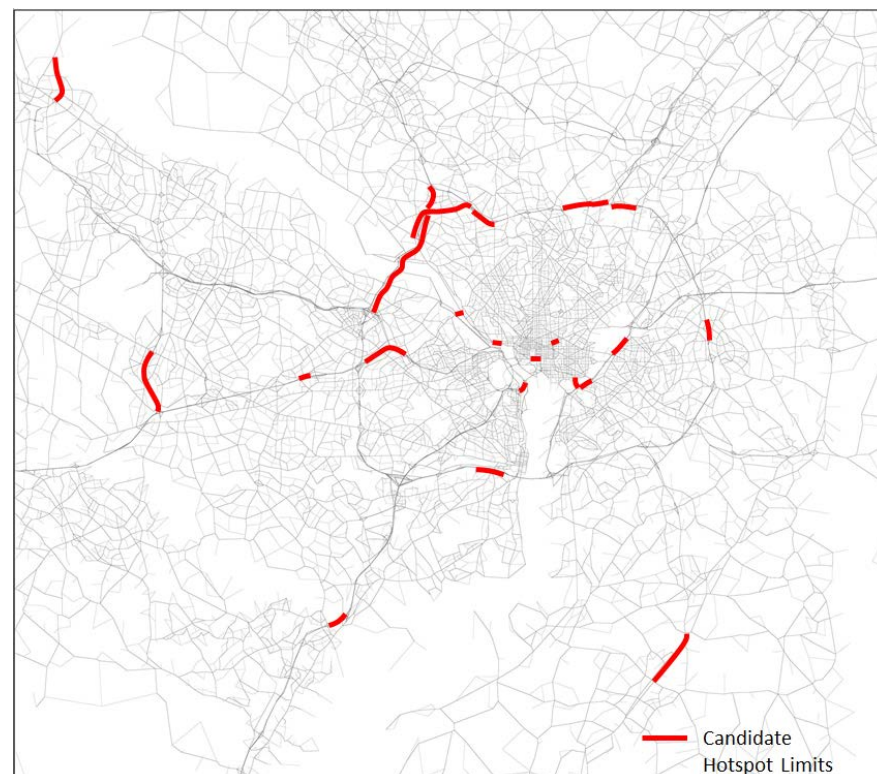


Figure 4. Targeted Hotspot Relief Locations (Source: Sabra Wang and Associates)

**Reversible Lanes** – Non-expressway segments with 3+ lanes and with high volume/capacity ratios in the peak direction and relatively low volume/capacity ratios in the off peak direction in the 2040 CLRP forecast were selected.

Facility	Limits		Divided	Undivided	2040 CLRP Total # Lanes
	A	B			
MD-355	MD-124	Montrose Pkwy			
Connecticut Ave	Georgia Ave	Knowles Ave	X		6
Connecticut Ave	I-495	Calvert St	in MD	in DC	6
Georgia Ave	Randolph Road	I-495	X		6
Georgia Ave	Colesville Road	Arkansas Ave		X	6
New Hampshire Ave	Eastern Ave NE	Metzerott Road	X		6
Rhode Island Ave	Eastern Ave NE	Logan Circle	X		6
New York Ave	South Dakota Ave	H Street	X		6
Bladensburg Road	South Dakota Ave	Benning Road	X		6
Benning Road	Bladensburg Road	Minnesota Ave	X		8
Pennsylvania Ave	Minnesota Ave	Independence Ave	X		8
Martin Luther King Jr Hw	Eastern Ave NE	Glen Dale Road	X		6
Central Ave	Harry Truman Drive	Hill Road	X		6
Crian Hwy	Smallwood Drive	Accokeek Road	X		6
US 1	Curtis Drive	Backlick Road	X		6
Minnieville Rd	Dale Blvd	Caton Hill Road	X		6
US-50	Watson Road	Sully Road	X		6

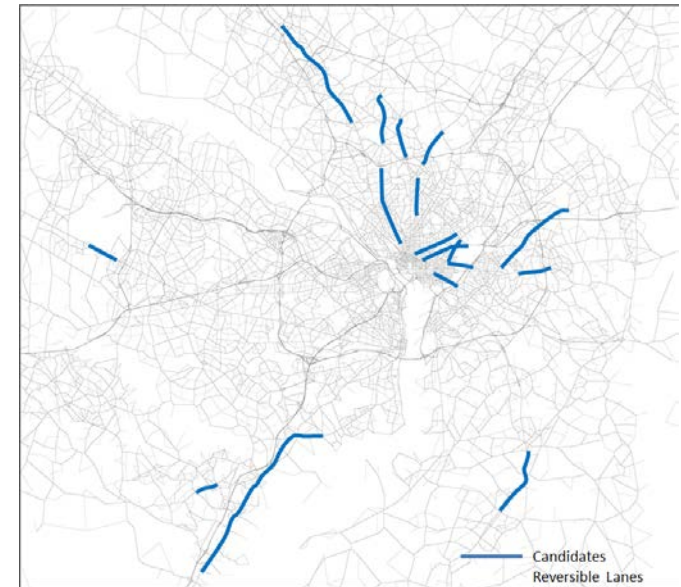


Figure 5. Candidate Facilities for Reversible Lanes (Source: Sabra Wang and Associates)

**Demand-Responsive Services** – for persons with limited mobility and general population.

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts are being used without any change.

**Analysis Approach** – Estimated benefits by application of the strategies described above are being coded in the regional model by increasing the effective capacities of the segments on the selected corridors. The increased capacity will reflect the cumulative operational improvements expected to accrue from the strategies applied, based on available literature/studies. A post mode choice assignment will then be carried out using the 2040 CLRP vehicle trip tables as inputs. Improvements to Demand Responsive Services for persons with disabilities are being explored and its potential impacts to targeted markets will be done with a separate off model data and analysis

**Enhanced Incident Management, Active Traffic Management (ATM) & Integrated Corridor Management (ICM) –**

Increased effective capacity on selected major arterials, expressways, and parkways, including:

- I 495
- I 270
- ICC
- Baltimore Washington Parkway
- George Washington Parkway
- US 50, VA 7, MD-355, MD-210 and VA 28.

## Initiative 3: Additional Northern Bridge Crossing /Corridor

**New Northern Bridge Crossing** – New toll road (about 14 miles long) between VA28/VA 7 junction and I 270/I-370 junction (MD-200/Intercounty Connector) across Potomac River, 3-lanes each direction (to connect with existing 3-lane per direction facilities). Parkway-style facility (similar to Intercounty Connector) with no interchanges between the above terminal points. The per-mile toll rates from MD-200 is assumed on the new toll road connection.

**New Express Bus Service** – New express bus services connecting activity centers along the corridor (Rockville-King Farm-Research Center-Shady Grove to/from Dulles Town Center, Route 28 Central/South, Innovation Center at 20 minute peak, 30 minute off-peak headways. Existing fare pricing is assumed for the new express bus service.

**Land Use** – 2040 CLRP Round 9.0 Cooperative land Use Forecasts were altered by assuming modest increase in households and jobs in areas with existing development areas within Montgomery and Loudoun Counties impacted by the new facility. About 8,900 households and 16,200 jobs (about 0.4% and 0.3% of TPB Planning Region totals, respectively) will be added to these areas with reduction in other parts of the planning area proportionate to anticipated growth in the CLRP Round 9.0 Cooperative Land Use Forecasts. The new households and jobs in the corridor will be added based on accessibility across the bridge using an initial model run, as below:

- 5% increase in households and employment in Traffic Analysis Zones (TAZs) with a 55-minute or less travel time between Loudoun and Montgomery County
- 3.5% increase in households and employment in TAZs with a 56- to 60-minute travel time between Loudoun and Montgomery County
- Proportional reductions in all other TAZs (approximately 0.3%) to maintain normalized regional totals

Approximately 60% of the job shift and 30% of the household shift are to activity centers in the corridor.

**Analysis Approach** – Add new 6-lane toll corridor and express bus service, along with modified land use, to the regional model; run the model analysis.

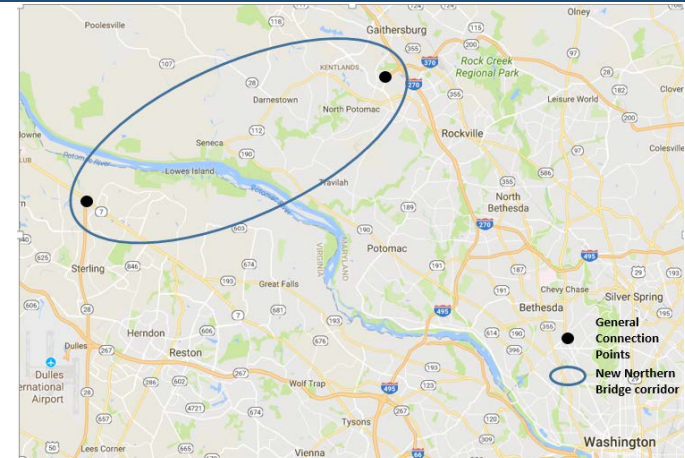


Figure 6. General Connection Points for New Corridor

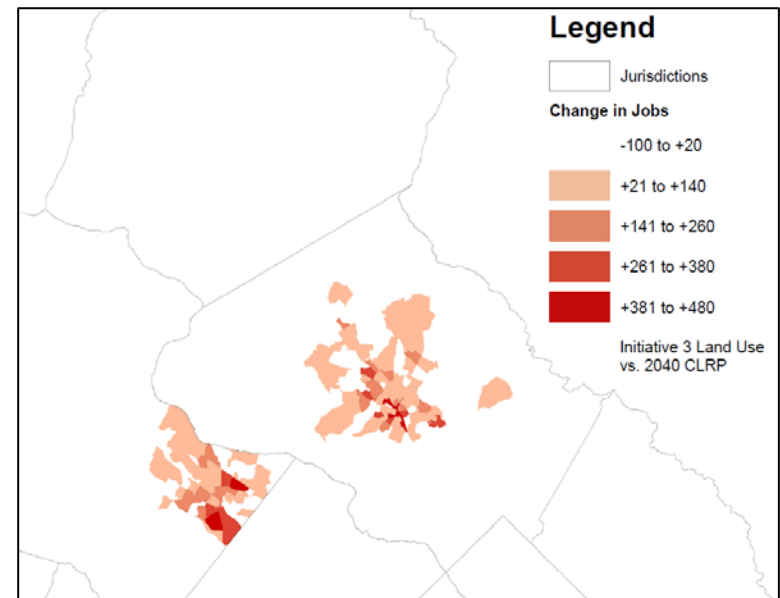


Figure 7. Location of Assumed Increase in Jobs in the Corridor (Source: Fehr & Peers)



## Initiative 4: Regionwide Bus Rapid Transit and Transitways

**Bus Rapid Transit/Transitway Networks** – Additional bus rapid transit (BRT)/transitway networks in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC, and a transitway from Branch Ave to Waldorf. *These lines are in addition to those already in the CLRP, which include: DC streetcar (Union Station-Georgetown), Corridor Cities Transitway, Crystal City Transitway Northern Extension, US-1 BRT (Huntington Metro to Woodbridge), West End Transitway (Van Dorn Metro to Pentagon Metro), and Tiger Grant Bus Priority Improvements.*

**DC:**

- Georgia Ave/9th St (Takoma Park-Buzzard Pt)
- Waterfront- Capitol South Metro
- 16th St (Silver Spring-McPherson Sq)
- Minnesota Ave/11 St (E. Capitol St-Eastern Mkt),
- Nebraska/Military Rd/Missouri Ave/S. Dakota (Tenleytown-Michigan Park)
- U Street/ Florida Ave/ 8th Street (Woodley Park-Navy Yard)
- Wisconsin Ave (Tenleytown-Georgetown)
- N. Capitol (McMillan-Union Station)

**Maryland:**

- Georgia Avenue North / Georgia Avenue South
- MD-355 North / MD-355 South
- Randolph Road (US-29 to White Flint)
- New Hampshire Avenue
- North Bethesda Transitway (White Flint Metro - Montgomery Mall)
- University Blvd (Wheaton – Takoma/ Langley Transit Center)
- US-29 (Columbia-Silver Spring)

- Veirs Mill Rd (Rockville-Wheaton)
- US-1 (Arundel Mills-College Park)
- US-1 (Greenbelt-Konterra)
- MD-5 / US-301 (White Plains-Branch Ave)
- US-50 (Bowie-New Carrollton)
- University Blvd/Riggs Rd/MD-410/MD-201/MD-450 (Bladensburg-Takoma-Langley)

**Virginia:**

- VA-28 (Manassas to Dulles Town Center)
- US-29 (Fair Oaks Mall to Rosslyn)
- US-50 (Dunn Loring Metro to Rosslyn)
- VA-236/US-50 (King Street Metro to Fair Oaks Mall)
- VA-7 (Spring Hill Metro to West End Transitway)
- Gallows Rd/Annandale Rd (Tysons - Annandale)
- Columbia Pike (Pentagon City - Annandale)

**Multi-State:**

- MD-4/Penn Ave (Upper Marlboro-Eastern Market),
- MD-210/S. Capitol SW (Byan’s Rd-Navy Yard),
- MD-5/Nat’l Harbor/King Street Metro

Existing local bus/streetcar fare pricing is assumed for the new BRT/ Transitways.

Initiative also includes improved bicycle and pedestrian access.

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts were adjusted to have modest increase in employment and household densities in zones with new services, relocating employment and housing from outside activity centers within jurisdictions. Increase densities in TAZs with new BRT to 5 households/acre and 30 jobs/acre while maintaining the regional control totals

**Analysis Approach** – The new BRT/ Transitways with the stops are being coded in the MWCOG Model. The bicycle/pedestrian boarding mode shares to the BRT were altered in the MWCOG model to represent increased bike/ped accessibility to the BRT. A post distribution mode choice and assignment will be carried out using the person trip tables from the 2040 CLRP model.

## Initiative 5: Regional Commuter Rail Enhancements

**Improvements to MARC and VRE Commuter Rail Systems** – Expand upon commuter rail enhancements already in 2040 CLRP (which includes an increase in MARC and VRE capacity, frequency, and additional reverse peak service, as well as 3 new stations on an extended Haymarket branch of the Manassas VRE line (Although this extension is not planned to be included in the updated CLRP, it is part of the 2040 CLRP that is forming the base for this analysis).

**Additional Improvements on top of CLRP:**

Improvement	Notes
Upgrading all 60-min, peak-time headways in the CLRP to 30-min headways.	Applies to both MARC and VRE systems.
Upgrading all 30-min headways in the CLRP to 20-min headways.	Applies to both MARC and VRE systems.
Establishing off-peak service on all MARC and VRE lines, if not already in CLRP.	All off-peak service will run every 60 minutes.
Run-through services of the MARC Camden and Penn lines with VRE to extend to Alexandria.	These two lines have the most potential for run-through service
Improved bicycle and pedestrian connections and access improvements to rail stations	N/A

Note: Existing fare structures and pricing are assumed

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts are being without any change.

**Approach** – The increased services and run-through service into network is being coded to estimate potential ridership increase and mode shifts. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model. Utilize estimating ridership increased forecast figures from MARC and VRE to validate/adjust the results. The additional trips due to interlining will be incorporated into the VRE and MARC totals.

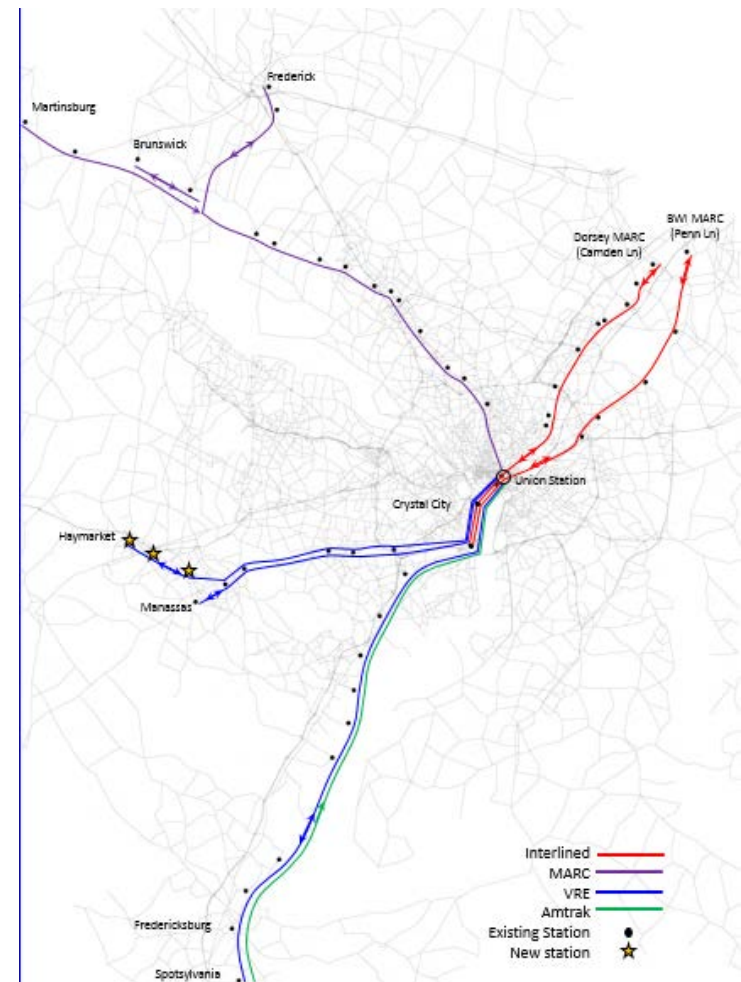


Figure 8. Commuter Rail System being Analyzed

## Initiative 6: Metrorail Regional Core Capacity Improvements

**Core Capacity Improvements** – 100% 8-car trains, and additional stations and station improvements to increase core system capacity

### Improvements to the Existing System

- 100% 8-car trains
- Metrorail station improvements at high-volume stations in system core
- Improved bicycle and pedestrian connections and access improvements to rail stations.

**Additional Stations and Routes-** In addition to the general core system improvements listed above, this initiative also expands the Metrorail system:

- Second Rosslyn station to reduce interlining and increase frequency
- New Metrorail core line to add capacity across Potomac River (New Rosslyn tunnel between Virginia and DC through Georgetown to Union Station toward Waterfront as loop, based on WMATA Momentum 2040).

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts will be used without any change.

**Fares** – Existing fare structures and pricing are assumed.

**Analysis Approach** – The new stations and new lines are being added to the MWCOCG model network with a simplified approach. Core capacity constraint in the model were removed. Further, walking and automotive access are assumed at stations. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model.



Figure 9. Metrorail Core Capacity Improvements

## Initiative 7: Transit Rail Extensions

**Metrorail Extensions** – Extensions to all existing Metro lines (except Silver), plus Purple Line Light Rail extensions. Improved bicycle and pedestrian connections and access improvements to rail stations.

Metrorail / Light Rail Line	Proposed Extension
Orange Line	Extend West-bound rails beyond Vienna-Fairfax to Centreville
Blue Line	Extend South-bound rails beyond Franconia-Springfield to Potomac Mills
Yellow Line	Extend South-bound rails beyond Huntington to Hybla Valley
Red Line	Extend Northwest-bound rails beyond Shady Grove to Germantown
Green Line	Extend North-bound rails beyond Greenbelt to South Laurel
	Add new South-bound light rail from Branch Ave to Waldorf
Purple Line Light Rail	Extend West-bound rails beyond Bethesda to Tysons (running north toward Montgomery Mall then along Beltway)
	Extend East-bound rails beyond New Carrollton to Eisenhower Avenue (with stops at Branch Avenue and National Harbor)

Note: Existing fare pricing for transit rail will be used for the extended lines with a cap on the maximum fare

### Land Use Assumptions

Assume some shift of land use to Activity Centers in these corridors.

- Increase densities in TAZs with new LRT to 7 households/acre and 45 jobs/acre
- Increase densities in TAZs with new Metrorail to 15 households/acre and 90 jobs/acre
- Maintain regional control totals, shift within jurisdictions

**Analysis Approach** – The new extended lines and new stations are being added to the transit network of the MWCOG model. Auto access and walk access were added to the new stations. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model.

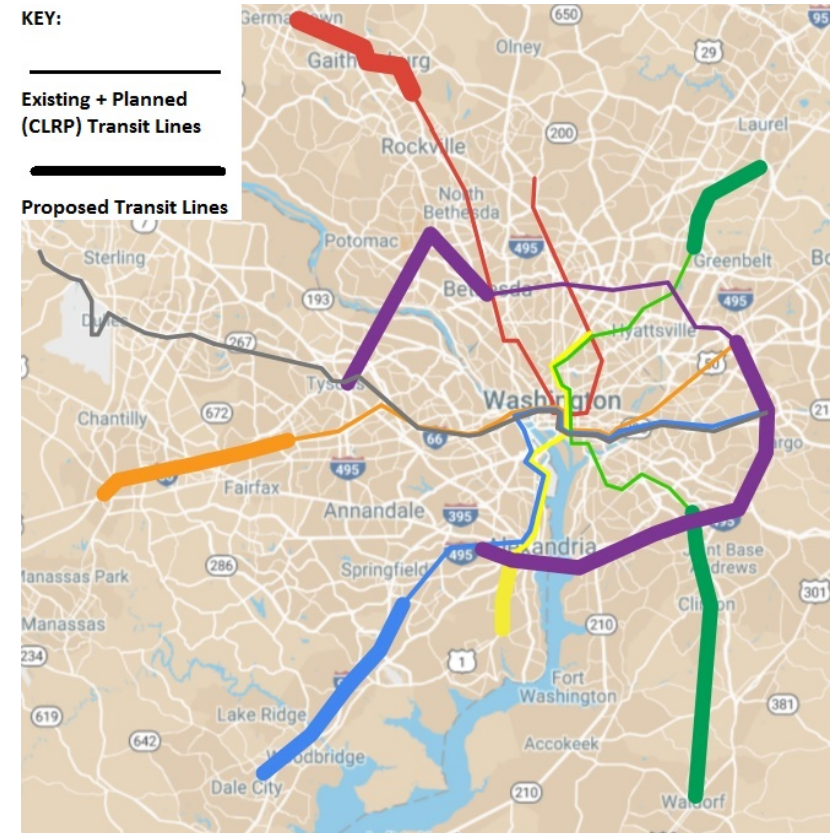
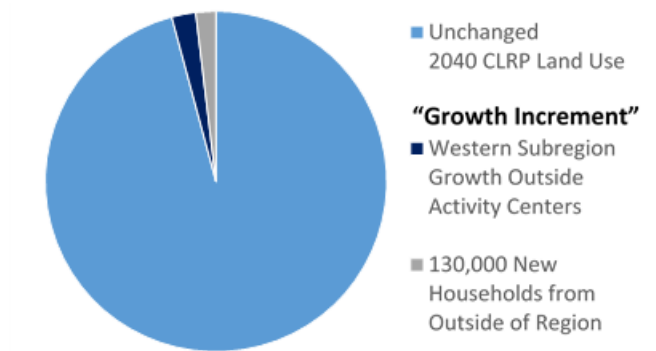


Figure 8. Existing Metrorail and Proposed Rail Extensions

## Initiative 8: Optimize Regional Land-Use Balance

**Land Use Assumptions** – The focus of this initiative is to achieve better jobs-housing balance in the region. This initiative encourages development near and around underutilized premium transit stations. A better jobs/housing ratio is achieved in the region by increasing the increment of future employment growth in the eastern portion of the region and reducing this increment of future growth in the western portion of region. (Note that the eastern subregion includes the eastern portions of the City of Alexandria, Arlington County, Fairfax County, Prince William County, the District of Columbia, and Montgomery County, in addition to Charles County and most of Prince George’s County). Additionally, more housing is added to the region (130,000 households) to reduce the need for daily long-distance “in-commuters” living beyond the region’s outer boundaries. Jobs and housing in this optimization process are reallocated to underutilized rail stations and Activity Centers with high capacity transit. Only the increment of growth between 2025 and 2040 outside of Activity Centers (“Growth Increment”; 2.3% of 2040 CLRP total) is reallocated in this Initiative.



The increment of land use growth between 2025 and 2040 (“growth increment”) in the Round 9.0 Cooperative Forecast is adjusted in the following way:

1. Including the 130,000 additional households from outside the region, the regional job/household ratio in 2040 is 1.54 (including corresponding adjustments in external travel in the region).
2. The job and household growth increment is allocated between the eastern and western subregions such that both subregions reach a job/household ratio of 1.54.
3. Within each subregion, the job and household growth increment is allocated to individual jurisdictions in an iterative process with the goal of each jurisdiction approaching the regional job/household ratio of 1.54. The allocated growth increment for each jurisdiction is assigned to Transportation Analysis Zones (TAZs) to favor Activity Centers with high-capacity transit (underutilized rail stations).

Jurisdiction	2040 CLRP			Initiative 8 Land Use		
	Households	Jobs	Ratio	Households	Jobs	Ratio
Alexandria	92,898	142,735	1.54	92,898	142,735	1.54
Arlington	131,149	267,641	2.04	165,427	266,422	1.61
Charles	83,426	58,762	0.70	83,426	71,019	0.85
District of Columbia	396,233	1,011,806	2.55	485,486	1,007,702	2.08
Fairfax	530,118	908,430	1.71	578,515	903,797	1.56
Fauquier	10,806	25,296	2.34	13,140	20,961	1.60
Frederick	126,539	133,934	1.06	113,522	127,507	1.12
Loudoun	167,588	273,910	1.63	162,387	249,798	1.54
Montgomery	450,922	653,917	1.45	438,110	644,989	1.47
Prince George's	370,023	393,336	1.06	370,011	453,943	1.23
Prince William	209,020	280,546	1.34	195,800	261,440	1.34
<b>Eastern Subregion</b>	<b>1,054,764</b>	<b>1,604,039</b>	<b>1.52</b>	<b>1,107,094</b>	<b>1,702,578</b>	<b>1.54</b>
<b>Western Subregion</b>	<b>1,513,958</b>	<b>2,546,274</b>	<b>1.68</b>	<b>1,591,628</b>	<b>2,447,735</b>	<b>1.54</b>
<b>TPB Planning Region Total</b>	<b>2,568,722</b>	<b>4,150,313</b>	<b>1.62</b>	<b>2,698,722</b>	<b>4,150,313</b>	<b>1.54</b>

**Analysis Approach** – Run model analysis with modified land use and unmodified 2040 CLRP transportation network. Adjust external travel to reflect reduced regional in-flow associated with 130,000 households moved from outside the region.

## Initiative 9: Transit Fare Policy Changes

**Reduced Off-Peak Fares** – Metrorail fares were reduced for off-peak direction during peak period and on underutilized segments. Fares were set to the non-peak rates for the off-peak direction, even during peak travel times.

**Reduced Fares for Low-Income Residents** – Metrorail fares for low-income residents were reduced to zero. The low-income group is assumed to be the lowest income quartile from the MWCOG model.

*2040 CLRP network will be assumed for this Initiative.*

**Land Use** – 2040 CLRP Round 9.0 Cooperative Forecasts were used without any change.

**Analysis Approach** – Low-income trips fares were reduced to zero in the model, and non-peak fares will be used for peak trips in the off-peak direction. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model. An alternative comparison is to use transit price elasticities to estimate change in off-peak ridership and literature to estimate change low-income ridership, and incorporate into network assignment.

## Initiative 10: Amplified Employer-based Travel Demand Management

**Expansion of Existing and Planned TDM Programs** – This initiative assumes significant expansion beyond current TDM programs in the region, and includes new policies to expand them further at a regional scale. Policies that were included in this initiative are listed below:

- Expanded employer-based transit/vanpool benefits
  - Transit/vanpool subsidies averaging \$50 per month are provided by 80% of employers
- Increase in priced parking in major activity centers.
  - 90% of parking for work-trips in activity centers is priced, with parking costs assumed to range from \$4/day minimum (could reflect employer-provided parking cash out).
- Substantial increase in telework and flexible schedule adoption
  - 20% telework share (from current 10% share; this equates to an average of about 2 days per week [40% telework] for “office” employees, given overall share of office workers). Teleworkers come proportionately from other modes (drive alone, carpool, transit, etc.)

*2040 CLRP network is assumed for this Initiative.*

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts is used without any change.

**Analysis Approach** – Use sketch planning analysis (TRIMMS, spreadsheet tools) to estimate mode shifts; apply to network assignment.

## Measures of Effectiveness

As discussed during the task force's September meeting, a combination of quantitative and qualitative assessments will be provided to compare the 10 initiatives based on their performance on the following measures of effectiveness (MOEs).

### Measures of Effectiveness

1. Travel time (average travel time per trip for each mode)
2. Traditional congestion (vehicle hours of delay)
3. Accessibility by transit (% change in # of jobs accessible within 45 min transit commute)
4. Accessibility by auto (% change in # of jobs accessible within 45 min car commute)
5. Mode share for work trips (non-single occupant vehicle, transit)
6. Daily vehicle miles traveled (VMT) or VMT per capita
7. Rail transit crowding (qualitative)
8. Transit options for households (share of households in high capacity transit zones)
9. Transit options for employment (share of jobs in high capacity transit zones)
10. Reliable trips (share of trips on reliable modes – express lanes, BRT and transit)
11. Access/reliability to interregional hubs (major airports and Union Station, qualitative)
12. Mobile/on-road emissions (VOC, NOx, and CO2)
13. Water quality/habitat (qualitative)
14. Open space development (qualitative)
15. Safe walking and biking options (qualitative)
16. Metrorail repair needs (qualitative)
17. Roadway repair needs (qualitative)

The report will also discuss other considerations, such as whether the initiative requires additional right-of-way and whether users' costs may increase.

**ITEM 12 –Information**  
October 18, 2017

Critical Urban Freight Corridor  
Designation for the National Capital Region

**Staff**

**Recommendation:** The Board will be briefed on the draft critical urban freight corridor segments for the Maryland, District of Columbia, and Virginia portions of the National Capital Region.

**Issues:** None

**Background:** The board will be briefed on the draft critical urban freight corridor segments for the Maryland, District of Columbia, and Virginia portions of the National Capital Region. The board will be asked to designate the National Capital Region’s critical urban freight corridors at its November 15 meeting.







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jon Schermann, TPB Transportation Planner  
**SUBJECT:** Critical Urban Freight Corridor Designation for the National Capital Region  
**DATE:** October 12, 2017

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This memorandum describes the proposed critical urban freight corridor (CUFC) segments for the National Capital Region. It includes the Maryland CUFCs that were provisionally designated by the Steering Committee on June 2, 2017 as well as the Virginia and District of Columbia CUFC segments that have been developed since then. The Board will be requested to take action to designate the critical urban freight corridors for the National Capital Region during the November 15, 2017 TPB meeting.

## **BACKGROUND**

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFP provides Federal funding eligibility for a wide range of activities including planning, engineering, and construction on the NHFN.

The NHFN consists of four components:

- Primary Highway Freight System (PHFS);
- The portions of the Interstate System not on the PHFS;
- Critical Rural Freight Corridors (CRFC); and
- Critical Urban Freight Corridors (CUFC).

The first two components (PHFS and other interstate portions not on the PHFS) were designated within the FAST Act itself. The last two components (Critical Rural Freight Corridors and Critical Urban Freight Corridors) may be designated by either State Departments of Transportation (DOT) or by Metropolitan Planning Organizations (MPO) depending on the type of corridor (CRFC or CUFC) and the size of the MPO. In all cases, the FAST Act requires DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1 (next page).

**Table 1: Role in Designating CUFCs and CRFCs**

Corridor Type	State DOT role	MPO role
CRFC	Designates all CRFC's – must coordinate with MPOs	Coordinates with state DOTs
CUFC	Designates CUFCs in MPOs with less than 500,000 population – must coordinate with MPOs	Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs

After December 4, 2017, designated and approved CUFCs and CRFCs become part of the National Highway Freight Network (NHFN) and thereby become eligible for National Highway Freight Program (NHFP) funding.<sup>1</sup> Table 2 below provides a rough estimate of the NHFP funding available statewide for each of our member states. The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

**Table 2: Estimate of NHFP Funding by State (statewide)**

State	NHFP Funds
District of Columbia	approximately \$6 million / year
Maryland	approximately \$20 million / year
Virginia	approximately \$25 million / year

## REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

To be designated as a Critical Urban Freight Corridor, a candidate public roadway must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

<sup>1</sup> Provided the State has an approved, FAST-Act compliant State Freight Plan.

Two caveats should be noted regarding CUFCs. First, they comprise a funding network – they do not have to be contiguous, nor is there necessarily enough mileage allotted in the FAST Act to allow for a contiguous functional network. Second, CUFCs can be redesignated as needed, and would be expected to be designated for locations where projects are programmed or anticipated in the near future.

## MILEAGE LIMITATIONS

For each state, according to the FAST Act, a maximum of 75 miles of highway or 10% of the PHFS mileage in the state, whichever is greater, may be designated as a CUFC. Table 3 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia.

**Table 3: Critical Urban Freight Corridor Mileage**

State	CUFC Miles: Total	CUFC Miles: National Capital Region
Maryland	75.00	25.0
District of Columbia	75.00	75.0
Virginia	83.35	17.8

## MARYLAND CRITICAL URBAN FREIGHT CORRIDORS

The proposed Maryland CUFC segments listed here are **nearly identical to those that the TPB Steering Committee provisionally designated at their June 2, 2017 meeting**. The Steering Committee action was part of an expedited process that MDOT requested for the approval of provisional CUFCs within Maryland to enable completion of their FAST Act-compliant State Freight Plan by June 30, 2017. The TPB will be requested to designate the full set of National Capital Region CUFCs including those in Maryland, Virginia, and the District of Columbia in November 2017. The Maryland Public Roads listed in Table 4 and shown in Figure 1 (below and following page) are proposed as CUFCs.

**Table 4: Critical Urban Freight Corridors in the Maryland Portion of the National Capital Region**

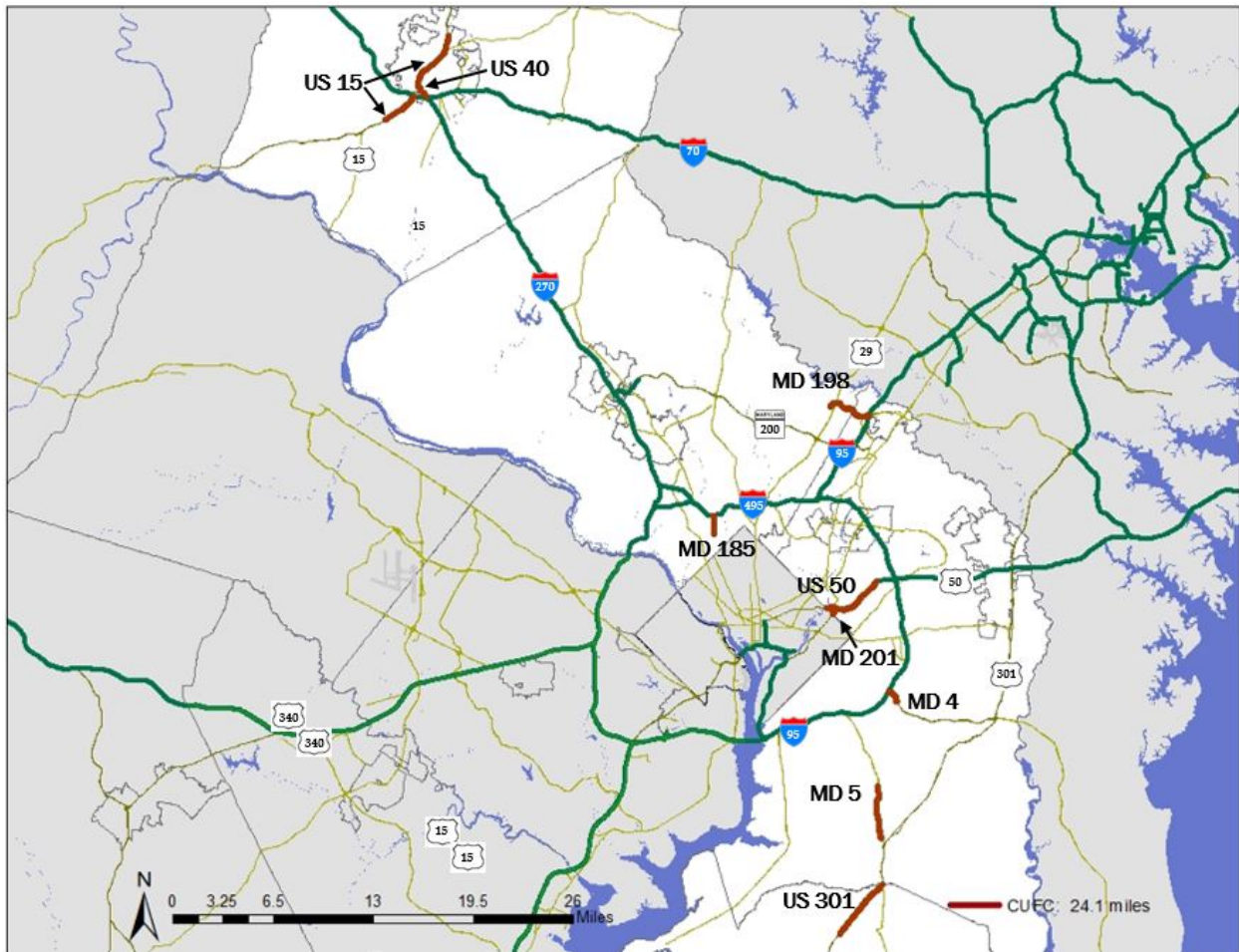
ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC 01	US 15	MD 26	US 40 / S. Jefferson St	3.2	J, K
CUFC 02	US 40	US 15 / US 340	I-70 / I-270	0.6	I, J, K
CUFC 03	US 15 / US 340	I-70	Mt. Zion Rd	2.5	K
CUFC 04	US 15	Hayward Rd	MD 26	1.0	J, K
CUFC 05	US 301	Mattawoman Rd	Smallwood Dr	4.0	I, J, K
CUFC 06	US 50	DC / MD line	MD 410	4.1	I, J, K
CUFC 07	MD 198	Old Columbia Pike	I-95	2.6	J, K
CUFC 08	MD 201 (Kenilworth Ave)	US 50	MD / DC line	0.5	I, J, K
CUFC 09	MD 4	I-95	MD 337	0.9	J, K

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC 10	MD 185 (Connecticut Ave)	I-495	MD 410 (East West Hwy)	1.2	J, K
CUFC 11	MD 5	Surratts Rd	MD 373	3.5	K

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Figure 1: CUFCs (Red) and Other NHFN-Designated Roadways (Green) in the Maryland Portion of the National Capital Region**



## MARYLAND METHODOLOGY

TPB and SHA staff worked together to identify the CUFCs shown above. The methodology utilized both objective data and professional judgment and is outlined on the next page:

- The Maryland State Highway Administration (SHA) and its consultant partner Cambridge Systematics developed a Geographic Information System (GIS) geodatabase that assigned truck volumes and a freight density score<sup>2</sup> to each link in Maryland’s highway network.
- TPB staff scored each urban link within the Maryland portion of the National Capital Region by normalizing the truck volumes and freight density scores and then combining them into a “total score”.
- The links were sorted in descending order by total score.
- The highest scoring corridor segments (by total score) totaling 50 miles in length (twice the mileage allotted) were identified by TPB staff iteratively querying the geodatabase.
- The resulting 50 miles of CUFC corridor “candidates” were compared to project locations within Maryland’s 2017 Consolidated Transportation Program to identify those candidate corridors where expenditures are planned for budget years 2018 through 2022.
- Those candidate corridors (less than 25 miles in total length) were advanced to the final stage.
- The highest scoring remaining candidates were advanced to the final stage such that the total combined mileage of all the identified corridors did not exceed 25 miles.
- These “final” CUFCs comprise the list displayed in Table 4 and are the Critical Urban Freight Corridors the Steering Committee will be asked to provisionally approve.

## VIRGINIA CRITICAL URBAN FREIGHT CORRIDORS

The Virginia Public Roads listed in Table 5 and Figure 2 (below and following page) are proposed as CUFCs.

**Table 5: Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC A	I-395	I-95	VA-DC Line	10.5	I, K
CUFC B	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC C	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC D	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K

\* Criteria code:

H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility

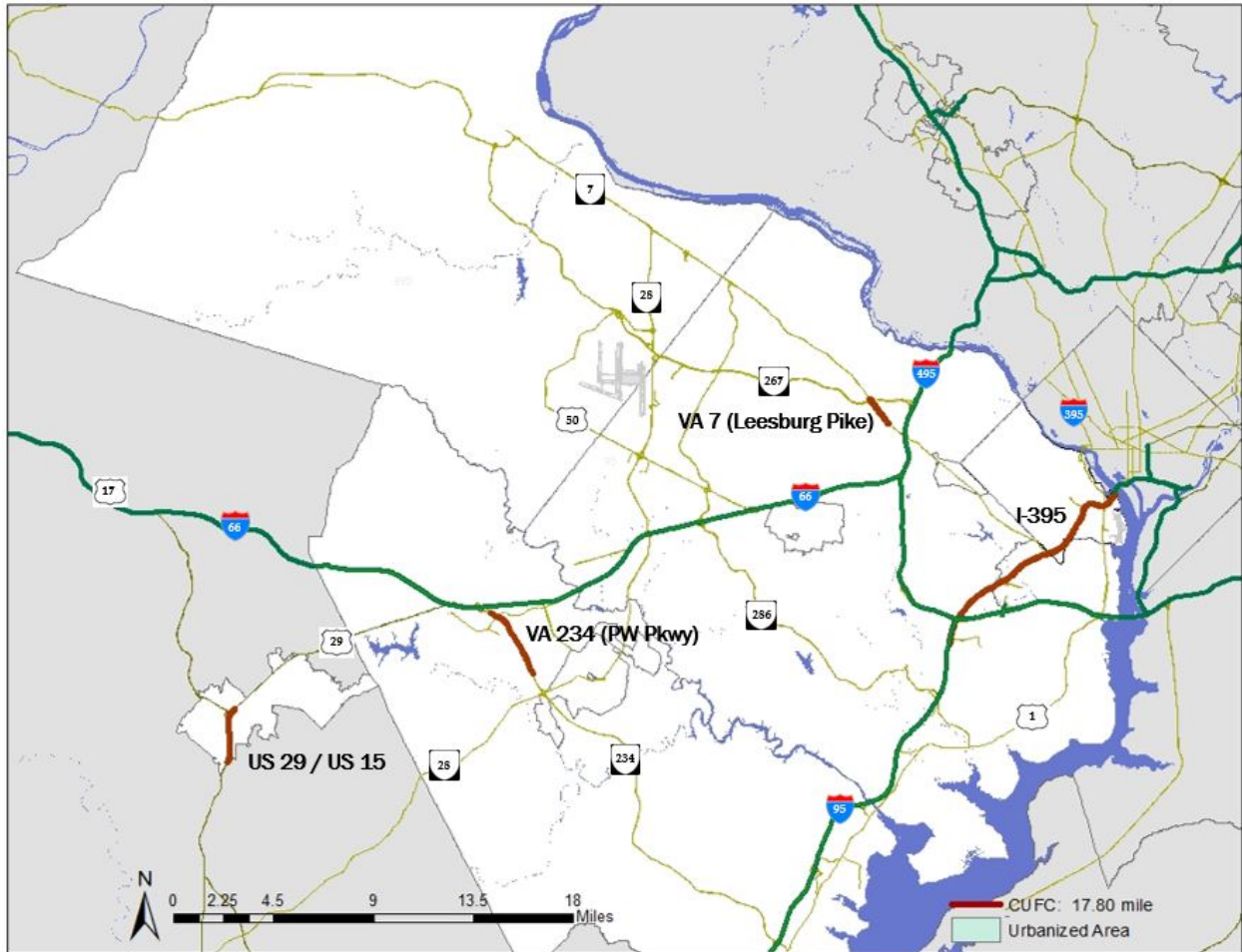
I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement

J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land

K: Is important to the movement of freight within the region, as determined by the MPO or the State

<sup>2</sup> The freight density score is based on each roadway link’s proximity to freight dependent businesses. It is derived using US Census Bureau economic census data and other sources.

**Figure 2: CUFCs (Red) and Other NHFN-Designated Roadways (Green) in the Virginia Portion of the National Capital Region**



## VIRGINIA METHODOLOGY

TPB staff coordinated with VDOT to identify the CUFCs shown above. The methodology outlined below is similar to that used for the Maryland CUFCs and utilized both objective data and professional judgment:

- VDOT provided truck volumes for each urban roadway link
- TPB staff examined available data and developed a freight density score for each link based on total square footage of industrial, warehouse/distribution, and retail buildings within  $\frac{3}{4}$  mile
- TPB staff developed an intermodal connector score for each link based on whether it provided access to NOVA freight intermodal terminals
- Truck volumes, freight density scores, and intermodal connector scores were normalized and combined into an overall score

- Urban roadway links in Virginia’s portion of the TPB planning area were sorted in descending order by overall score
- TPB staff iteratively identified top 50 miles of CUFC “candidates”
- Three tiers (17.8, 22.4, and 30.1 miles) of CUFCs were identified based on total scores and planned VDOT investments. VDOT notified TPB staff that the 17.8-mile tier would be the correct tier to use at this time.

## DISTRICT OF COLUMBIA CRITICAL URBAN FREIGHT CORRIDORS

The District of Columbia Public Roads listed in Table 6 and Figures 3 and 4 (below and following pages) are proposed as CUFCs.

**Table 6: Critical Urban Freight Corridors in the District of Columbia Portion of the National Capital Region**

ID	Route	Start Point	End Point	Length (miles)	Criteria*
CUFC 01	16th St	U St NW/New Hampshire Ave NW	K St NW	0.9986	K
CUFC 02	Georgia Ave	DC Line/Eastern Ave NW	Florida Ave NW	4.7550	J, K, I
CUFC 03a	Massachusetts Ave.	Dupont Cir NW	9th St NW	1.0611	J, K
CUFC 03b	Massachusetts Ave.	7th St NW	North Capitol St BN	0.7636	J, K
CUFC 04a	Pennsylvania Ave.	29th St NW	22nd St NW	0.4744	J, K
CUFC 04b	Pennsylvania Ave.	14th St NW	3rd St NW	0.9522	J, K
CUFC 04c	Pennsylvania Ave.	Independence Ave SE	DC Line/Southern Ave SE	3.4834	K
CUFC 05	Wisconsin Ave.	DC Line/Western Ave NW	M St NW	4.1218	J, K
CUFC 06	Connecticut Ave.	DC Line/Western Ave NW	K St NW	5.0031	J, K
CUFC 07	Rhode Island Ave.	DC Line/Eastern Ave NE	Scott Cir NW	4.5508	J, K
CUFC 08	South Dakota Ave.	Riggs Rd NE	New York Ave NE	3.7028	J, K
CUFC 09	Florida Ave.	9th St NW	H St NE	2.4386	J, K
CUFC 10	North Capitol St.	New Hampshire Ave NE	Louisiana Ave NE	4.3487	K, I
CUFC 11	14th St.	Rhode Island Ave NW	I-395	2.5628	J, K
CUFC 12	Nebraska Ave.	Military Rd NW	Tenley Cir NW	1.1852	K
CUFC 13	H St.	Florida Ave NE	Massachusetts Ave NW	1.7157	K
CUFC 14	7th St.	Florida Ave NW	Independence Ave SW	1.9797	J, K
CUFC 15	Benning Rd.	East Capitol St BN	Florida Ave NE	2.6696	J, K
CUFC 16	Missouri Ave.	Military Rd NW	North Capitol St BN	1.3273	K
CUFC 17	K St.	27th St NW	7th St NW	1.8414	J, K



ID	Route	Start Point	End Point	Length (miles)	Criteria*
CUFC 18a	Constitution Ave.	14th St NW	Pennsylvania Ave NW	0.7297	K
CUFC 18b	Constitution Ave.	Pennsylvania Ave NW	Louisiana Ave NW	0.1781	K
CUFC 19	Independence Ave.	14th St SW	3rd St SW	0.9043	H, K
CUFC 20	South Capitol St.	Firth Sterling Ave SE	Washington Ave SW	2.3447	J, K, I
CUFC 21	M St.	US29	29th St NW	0.6764	J, K
CUFC 22	Military Rd.	Nebraska Ave NW	Missouri Ave NW	1.9496	K
CUFC 23	New Hampshire Ave.	DC Line/Eastern Ave NE	North Capitol St BN	0.7020	J, K
CUFC 24	Dupont Cir.	Massachusetts Ave NW	Massachusetts Ave NW	0.2682	K
CUFC 25	U St.	15th St NW	9th St NW	0.5700	J, K
CUFC 26	Thomas Cir.	M St NW	M St NW	0.1569	K
CUFC 27	Tenley Cir.	Nebraska Ave NW	Nebraska Ave NW	0.1359	K
CUFC 28	Washington Cir.	Pennsylvania Ave NW	Pennsylvania Ave NW	0.2318	K
CUFC 29	Scott Cir.	Massachusetts Ave NW	Massachusetts Ave NW	0.1165	K
CUFC 30	New York Ave. (US 50)	DC Line NE	7th St NW	4.6039	J, K, I
CUFC 31	East Capitol St.	DC Line/Southern Ave SE	Benning Rd SE	1.3113	K, I
CUFC 32	Louisiana Ave.	North Capital St BN	Constitution Ave NW	0.3042	K
CUFC 33	Riggs Rd.	South Dakota Ave NE	North Capitol St BN	0.4001	K
CUFC 34a	9th St.	Mt Vernon Pl NW	K St NW	0.0581	K
CUFC 34b	9th St.	Pennsylvania Ave NW	Frontage Rd SW	0.7452	K
CUFC 35	12th St.	I-395 BN	Pennsylvania Ave NW	1.1082	K
CUFC 36	Francis Scott Key Bridge	DC Line/GW Memorial Pkwy	M St NW	0.3111	K
CUFC 37	Mt. Vernon Pl.	7th St NW	9th St NW	0.1145	K
CUFC 38	Anacostia Fwy	I-295	East Capitol St BN	2.4600	K, I
CUFC 39	Kenilworth Ave	East Capitol St BN	DC Line/Eastern Ave NE	2.0424	K
CUFC 40	Water St NW/Whitehurst Fwy NW	350' east of Key Bridge NW	27th St NW	0.7850	K

\* Criteria code:

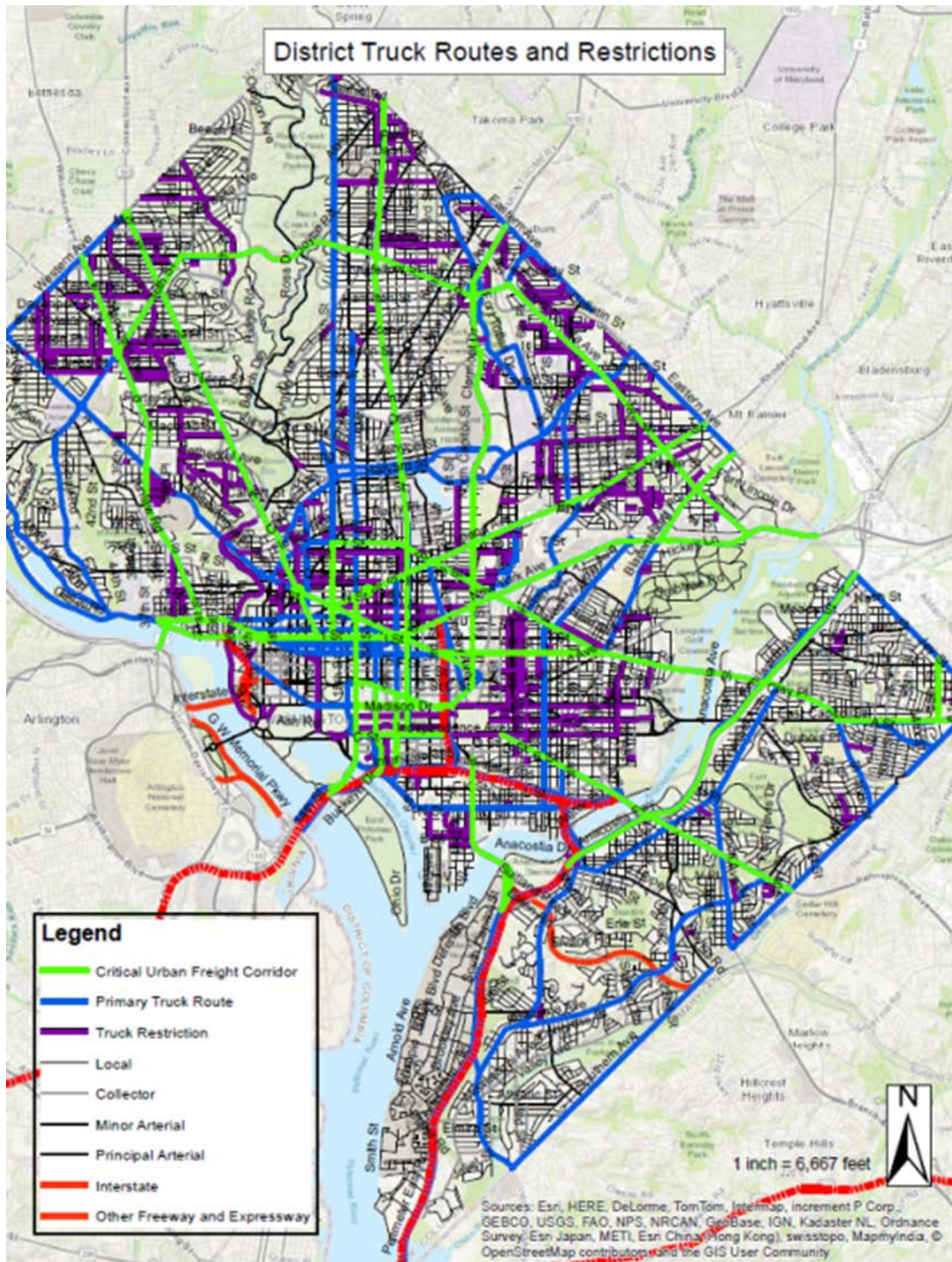
H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility

I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement

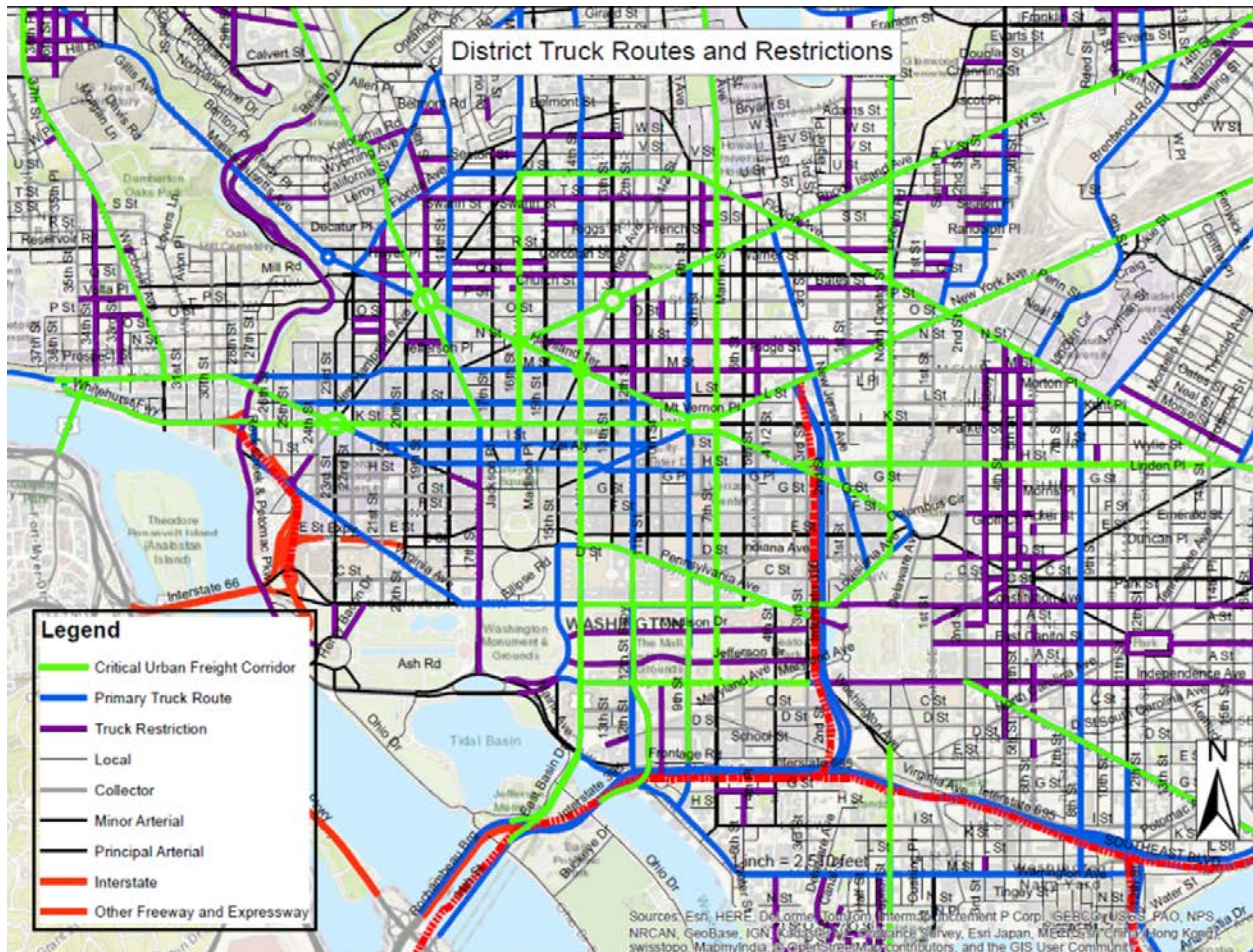
J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land

K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Figure 3: CUFCs (Green) in the District of Columbia**



**Figure 4: CUFCs in the District of Columbia – Downtown Area Detail**



## DISTRICT OF COLUMBIA METHODOLOGY

DDOT staff used their 2010 District truck and bus route designation as a starting point in their work to identify CUFC segments. The effort to designate truck and bus routes in the District included extensive data collection and analysis that considered road characteristics, percent truck traffic, AADT, functional classification, and connectivity. The truck and bus route designation process also included a thorough review of existing restrictions and outreach to the public and private industry.

Because the extent of the designated truck and bus routes was greater than the 75 mile CUFC limit, DDOT staff analyzed additional factors to select the most important segments from the overall truck and bus route network. This included analysis of high traffic corridors, connections to freight generators and commercial districts, and locations of planned investments, among other considerations.

## SUMMARY OF NATIONAL HIGHWAY FREIGHT NETWORK MILEAGE IN THE NATIONAL CAPITAL REGION

Most of the National Highway Freight Network (NHFN) miles within the National Capital Region were designated by Congress within the FAST Act. Because critical urban freight corridors become part of the NHFN, the proposed segments identified in this memo will provide additional miles to the NHFN as shown in Table 7 below.

**Table 7: National Highway Freight Network Miles within the National Capital Region**

State	NHFN miles established within the		Total NHFP miles
	FAST Act	Proposed CUFC miles	
District of Columbia	11.7	73.1	84.8
Maryland	126.3	24.1	150.4
Virginia	73.6	17.8	91.4
<b>National Capital Region</b>	<b>211.6</b>	<b>115.0</b>	<b>326.6</b>

### NEXT STEPS

- TPB staff will respond to input from the Technical Committee and this Board.
- Board action to designate CUFCs for the District of Columbia, Maryland, and Virginia will be requested at the November TPB meeting in order to meet the December 4, 2017 federal deadline.
- Following TPB action, the TPB resolution designating CUFCs will be submitted to the FHWA with copies to the state DOTs.





# CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION

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Jon Schermann  
TPB Transportation Planner

Transportation Planning Board  
October 18, 2017



National Capital Region  
Transportation Planning Board

Agenda Item #12

## Action Requested

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- The board will be asked to officially **designate Critical Urban Freight Corridors** for the National Capital Region during the **November 15, 2017 TPB meeting**

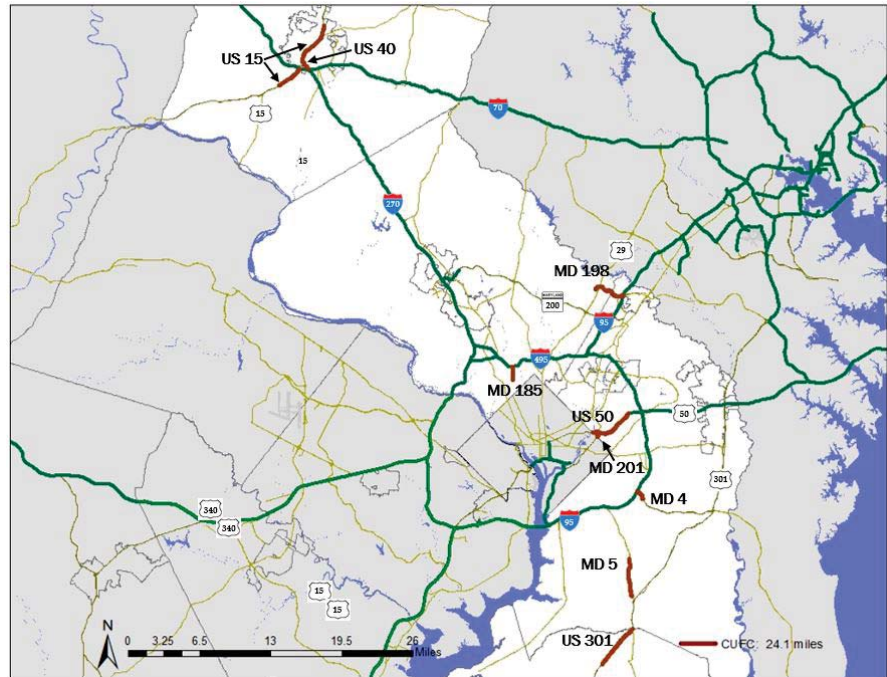


# Recommended CUFC Segments: Maryland Portion of the NCR

NHFN miles  
established within  
the FAST Act:  
126.3

Proposed CUFC  
miles: 24.1

**Total NHFP miles:**  
**150.4**

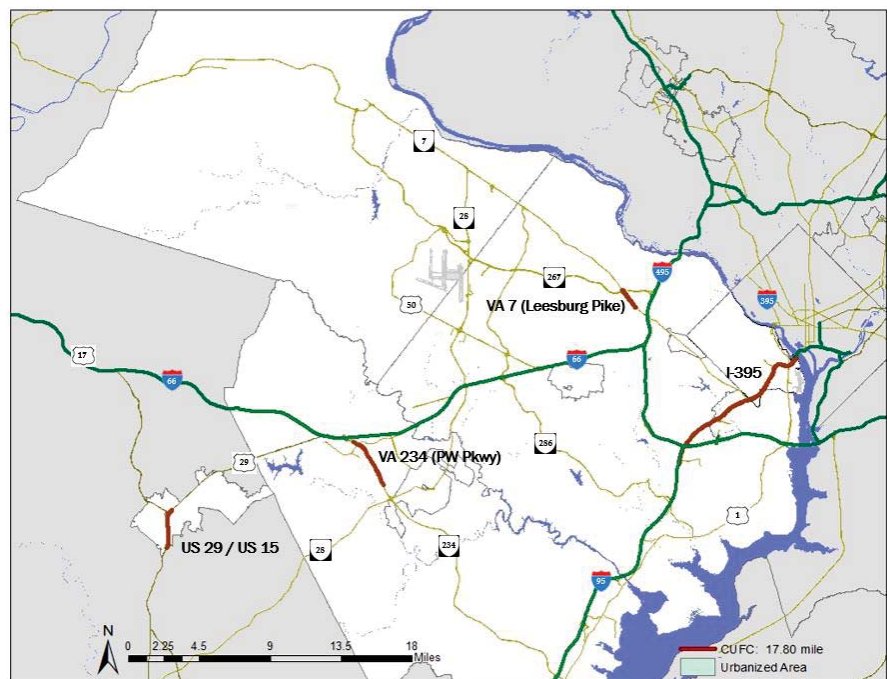


# Recommended CUFC Segments: Virginia Portion of the NCR

NHFN miles  
established within  
the FAST Act:  
73.6

Proposed CUFC  
miles: 17.8

**Total NHFP miles:**  
**91.4**



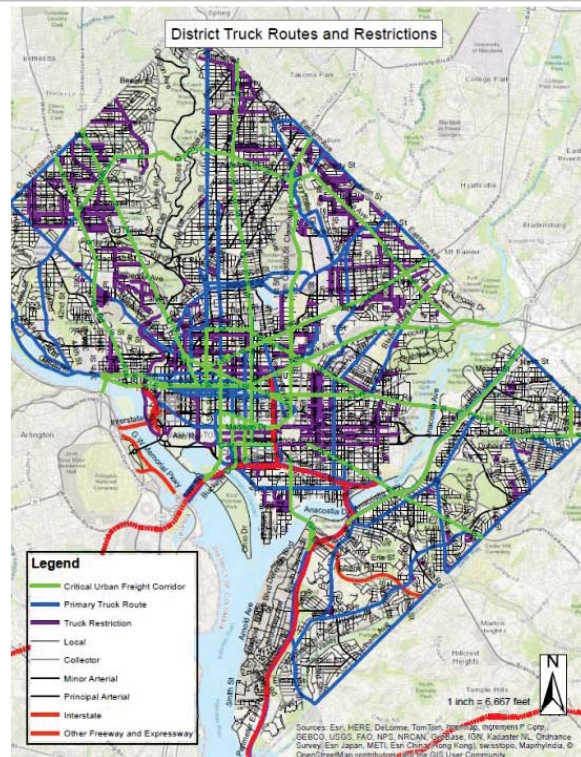
# Recommended CUFC Segments: District of Columbia Portion of the NCR

NHFN miles established within the  
FAST Act: 11.7

Proposed CUFC miles: 73.1

**Total NHFP miles: 84.8**

Note: Proposed CUFCs are in **Green**



## Critical Urban Freight Corridors

- **CUFCs** are a component of the National Highway Freight Network (NHFN) established by the FAST Act
- CUFCs provide additional roadway miles eligible for National Highway Freight Program (NHFP) funding
- MPOs with > 500,000 population can designate CUFCs – must coordinate with State DOTs
- Rough magnitude of federal NHFP funds available statewide are:
  - Maryland ~ \$20 million per year
  - Virginia ~ \$25 million per year
  - District of Columbia ~ \$ 6 million per year



# CUFC Caveats

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- CUFCs comprise a funding network – they do not have to be contiguous
- CUFCs can be redesignated as needed

## Next Steps

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- TPB staff will address comments received
- TPB staff will present all regional CUFC candidates (MD, VA, and DC) to the Technical Committee and to the TPB to request official designation (November 2017)
- TPB resolution designating CUFCs will be submitted to FHWA with copies to the state DOTs (November 2017)

## Jon Schermann

Transportation Planner  
(202) 962-3317  
jschermann@mwkog.org

[mwkog.org/TPB](http://mwkog.org/TPB)

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

# CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION

---

Jon Schermann  
TPB Transportation Planner

Transportation Planning Board  
October 18, 2017



# Action Requested

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- The board will be asked to officially **designate Critical Urban Freight Corridors** for the National Capital Region during the **November 15, 2017 TPB meeting**

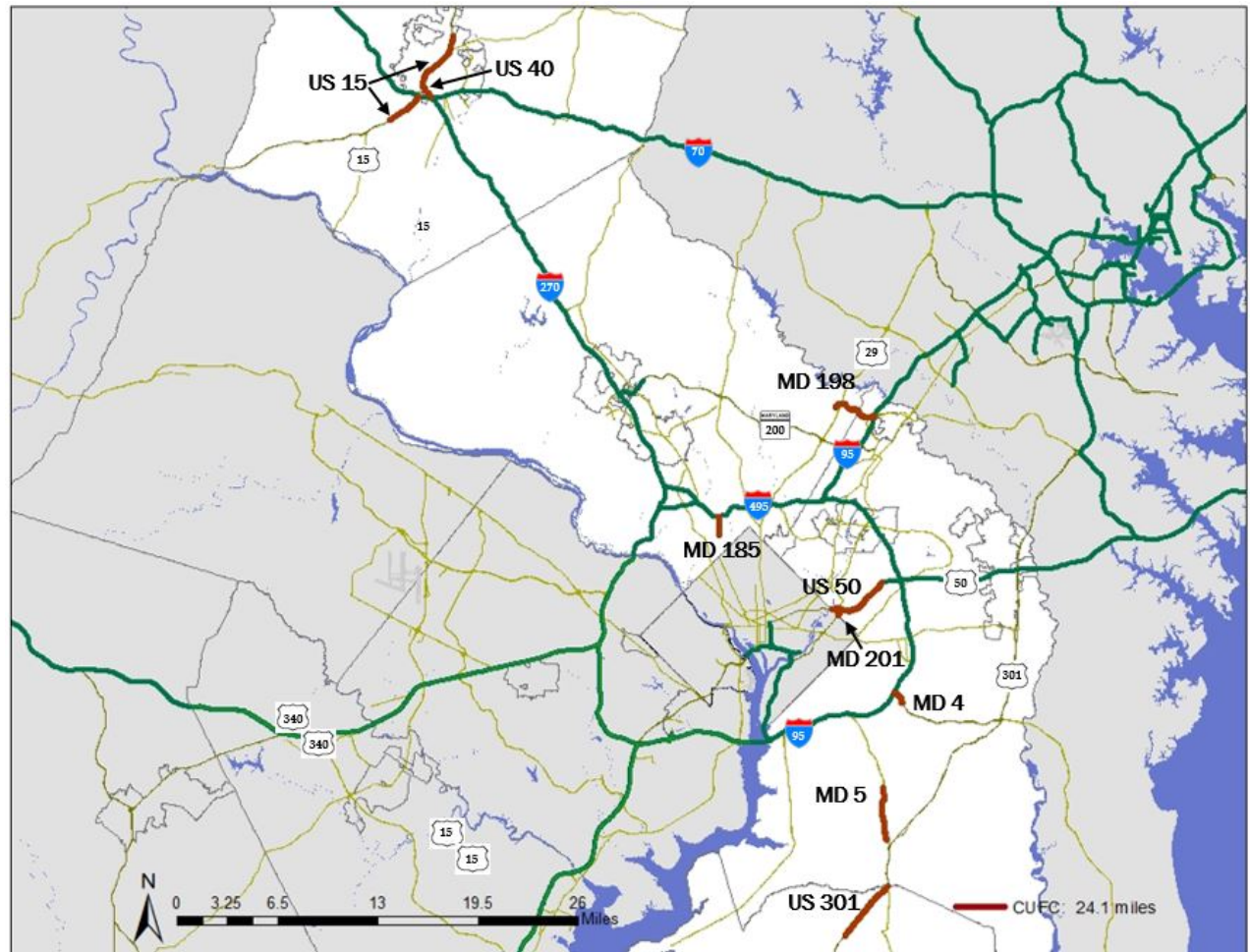


# Recommended CUFC Segments: Maryland Portion of the NCR

NHFN miles  
established within  
the FAST Act:  
126.3

Proposed CUFC  
miles: 24.1

Total NHFP miles:  
**150.4**

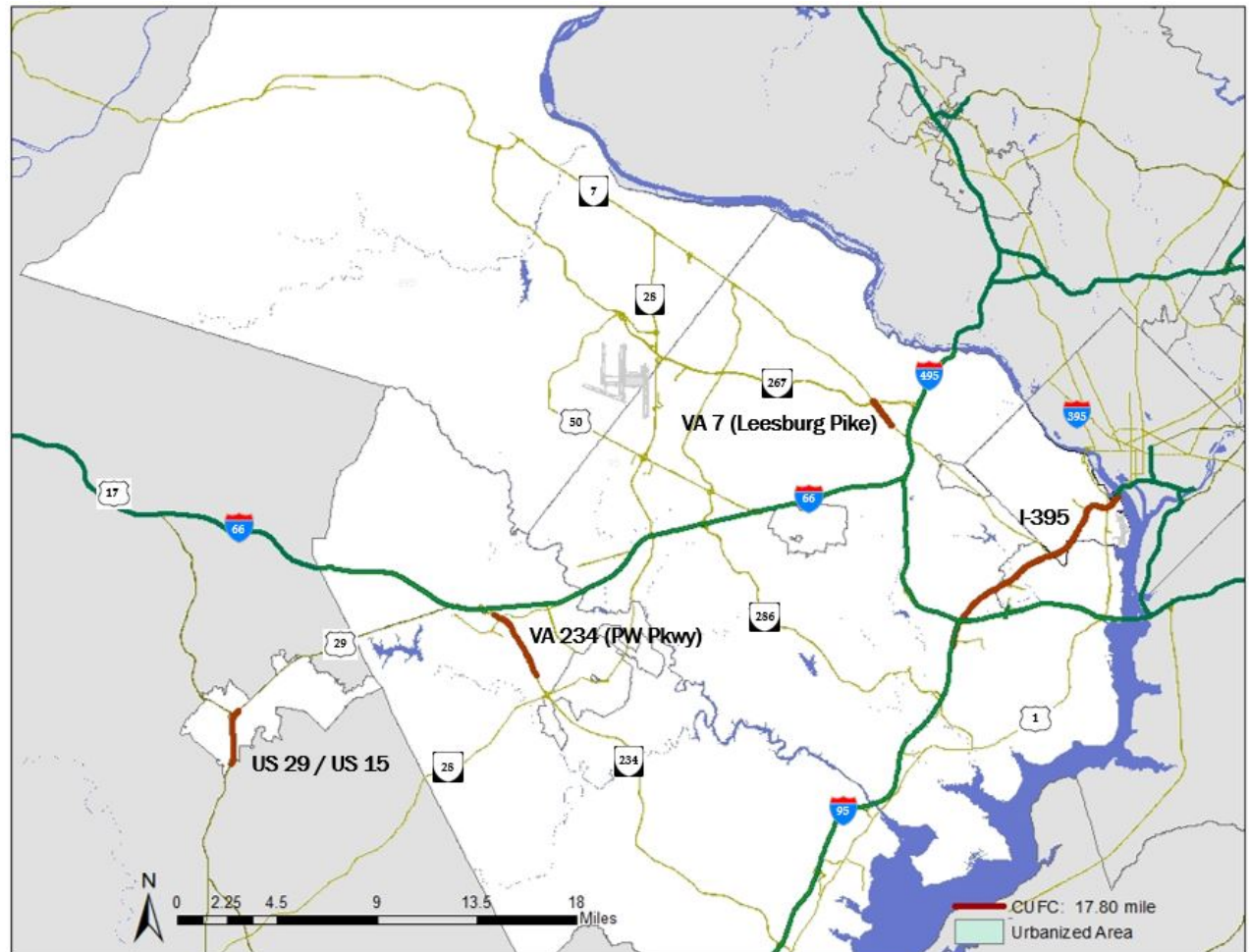


# Recommended CUFC Segments: Virginia Portion of the NCR

NHFN miles  
established within  
the FAST Act:  
73.6

Proposed CUFC  
miles: 17.8

Total NHFP miles:  
**91.4**



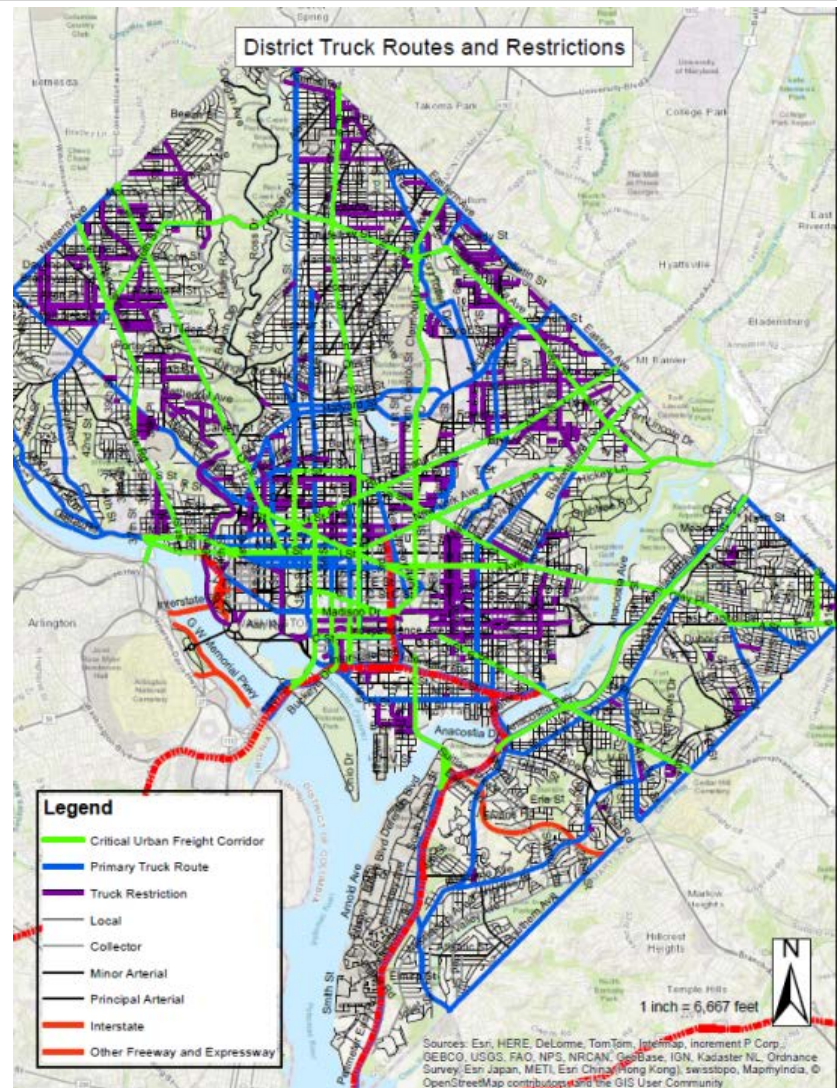
# Recommended CUFC Segments: District of Columbia Portion of the NCR

NHFN miles established within the  
FAST Act: 11.7

Proposed CUFC miles: 73.1

Total NHFP miles: 84.8

*Note: Proposed CUFCs are in Green*



# Critical Urban Freight Corridors

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- **CUFCs** are a component of the National Highway Freight Network (NHFN) established by the FAST Act
- CUFCs provide additional roadway miles eligible for National Highway Freight Program (NHFP) funding
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- Rough magnitude of federal NHFP funds available statewide are:
  - Maryland ~ \$20 million per year
  - Virginia ~ \$25 million per year
  - District of Columbia ~ \$ 6 million per year





# CUFC Caveats

---

- CUFCs comprise a funding network – they do not have to be contiguous
- CUFCs can be redesignated as needed



# Next Steps

---

- TPB staff will address comments received
- TPB staff will present all regional CUFC candidates (MD, VA, and DC) to the Technical Committee and to the TPB to request official designation (November 2017)
- TPB resolution designating CUFCs will be submitted to FHWA with copies to the state DOTs (November 2017)



## Jon Schermann

Transportation Planner

(202) 962-3317

jschermann@mwkog.org

[mwkog.org/TPB](http://mwkog.org/TPB)

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

**ITEM 13 –Notice**  
October 18, 2017

Notice of Proposed Amendment to Update Projects  
And Funding in the District of Columbia Section  
Of the FY 2017-2022 TIP

**Staff**

**Recommendation:** The Board will be briefed on an amendment to include projects and funding in the District section of the FY 2017-2022 TIP.

**Issues:** None

**Background:** The District Department of Transportation (DDOT) has requested an amendment to update projects and funding in the District section of the FY 2017-2022 TIP. The amendment was released for a 30-day public comment and inter-agency review period on October 12, 2017. The Board will be asked to approve this amendment at its November 15 meeting.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

**WHEREAS**, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

**WHEREAS**, in the attached letter of October 11, 2017, DDOT has requested that the FY 2017-2022 TIP be amended to include project and funding updates for the District of Columbia section, as described in the attached materials, and

**WHEREAS**, the TIP is available online at [mwcog.org/tip](http://mwcog.org/tip) in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

**WHEREAS**, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on October 12, 2017 that DDOT had requested an amendment to the FY 2017-2022 TIP to comprehensively update project and funding information in the District of Columbia section to be consistent with DDOT's proposed FY 2018-2022 State Transportation Improvement Program (STIP), as described in the attached materials; and

**WHEREAS**, copies of the proposed TIP update document were available at the October 18 and November 15 TPB meetings and on the web at [mwcog.org/tip](http://mwcog.org/tip); and

**WHEREAS**, these projects are either included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include project and funding updates for the District of Columbia section, as described in the attached materials.



**Government of the District of Columbia**  
**Department of Transportation**



**d. Planning and Sustainability Division**

October 11, 2017

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

Dear Chairman Newton,

The District Department of Transportation (DDOT) requests that the FY 2017-2022 Transportation Improvement Program (TIP) be amended to include the District's updated Obligation Plan.

The Obligation Plan is a seven-year plan for obligating (initiating) projects. DDOT updates its Obligation Plan annually. The proposed amendment will update the District's element of the FY 2017-2022 TIP with project-related information and funding for FY 2018-2022 as reflected in DDOT's most recently approved Obligation Plan. The updated FY 2018-2022 TIP sheets for the proposed amendment are attached.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB issue a notice item initiating a 30-day public comment and inter-agency review period beginning October 12<sup>th</sup>; and request that the TPB approve the proposed amendment at its meeting on November 15, 2017.

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

Sincerely,

James Sebastian  
Associate Director, Planning and Sustainability Division (PSD)





**DISTRICT OF COLUMBIA  
FY 2017-2022 TIP PROJECT TYPE INDEX**

**Interstate****11th Street Bridges and Interchange Reconstruction**

TIP ID: 6613	Agency ID:	Title: I-695 Bridges From I-395 to I-295/DC-295
TIP ID: 3193	Agency ID: CD056A	Title: 11th Street Bridges SE, Replace and Reconfigure
TIP ID: 5554	Agency ID: HTF02A	Title: Garvee Bond Debt Service

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

TIP ID: 6187	Agency ID: MRR27A	Title: Rehabilitation of I-395 HOV Bridge over Potomac River
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**Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No.1303)**

TIP ID: 6416	Agency ID:	Title: Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and R
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**Primary****Anacostia Waterfront Initiative**

TIP ID: 5957	Agency ID: AW0, EW002C	Title: Pennsylvania Ave/Potomac Circle
TIP ID: 5723	Agency ID: AW027A	Title: St. Elizabeths Campuses Access Improvements
TIP ID: 5802	Agency ID: CD044A	Title: Program Manager AWI
TIP ID: 3290	Agency ID: SR049A	Title: Reconstruction of Kenilworth Avenue, NE

**Audit and Compliance**

TIP ID: 6611	Agency ID: CFPID160076	Title: Audit and Compliance
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**South Capitol Street**

TIP ID: 6038	Agency ID:	Title: Garvee Debt Service
TIP ID: 3423	Agency ID: AW011, AW024	Title: South Capitol Street Corridor

**Secondary****Florida Avenue Transportation Study**

TIP ID: 6195	Agency ID: ZU033A	Title: Florida Avenue Transportation Study
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**Maryland Avenue Pedestrian Safety Project**

TIP ID: 6014	Agency ID: SR088A	Title: Maryland Avenue NE Road Diet
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**Mid City East**

TIP ID: 6184	Agency ID: OSS14A	Title: Mid City East
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**Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street**

TIP ID: 6412	Agency ID:	Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M St
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**Reconstruction of Harvard Street NW from 16th Street NW to Georgia Ave NW**

TIP ID: 6425	Agency ID:	Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW
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**Reconstruction of Kenyon Street NW from Park Place to 13th Street**

TIP ID: 6414	Agency ID:	Title: Reconstruction of Kenyon Street NW from Park Place NW to 13th Street NW
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**Reconstruction of Ward II**

TIP ID: 6493	Agency ID:	Title: Reconstruction of Ward II
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**Safety Improvements of 22nd and I NW**

TIP ID: 6492	Agency ID:	Title: Safety Improvements of 22nd and I NW
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**Bike/Ped****District-wide Bicycle and Pedestrian Management Program**

TIP ID: 3232	Agency ID: CM064A, ZUT0	Title: Bicycle and Pedestrian Management Program
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**East Capitol Street Pedestrian Safety Project**

TIP ID: 6315	Agency ID: SR086A	Title: East Capitol Street Corridor Mobility & Safety Plan
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**DISTRICT OF COLUMBIA  
FY 2017-2022 TIP PROJECT TYPE INDEX**

**Metropolitan Branch Trail**

TIP ID: 3228 Agency ID: AF073A, ZU024 Title: Metropolitan Branch Trail

**National Recreational Trails**

TIP ID: 2796 Agency ID: AF066A Title: National Recreational Trails

TIP ID: 6230 Agency ID: ZU010A Title: New York Avenue Trail

**Reconstruction/Rehabilitation of Superstructure and Substructure Arizona Ave NW**

TIP ID: 6516 Agency ID: Title: Reconstruction/ Rehabilitation of Superstructure and Substructure of a Pede

**Rock Creek Park Trail**

TIP ID: 3230 Agency ID: AF005A Title: Rock Creek Park Trail

**Safe Routes to School**

TIP ID: 2888 Agency ID: CM086A Title: Safe Routes to School

**South Capitol Street Trail**

TIP ID: 6114 Agency ID: ZUT10C Title: South Capitol Street Trail

**Bridge****Anacostia Freeway Bridges over Nicholson Street SE**

TIP ID: 6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)

**H Street Bridge over Amtrak**

TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad

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

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

**Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal**

TIP ID: 6426 Agency ID: Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal

**Rehabilitation of 16th St Bridge over Piney Branch Rd, NW (Bridge No. 0022)**

TIP ID: 6418 Agency ID: Title: Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No. 0022)

**Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)**

TIP ID: 6417 Agency ID: Title: Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge

**Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge**

TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over

**Enhancement****Transportation Alternatives Program**

TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program

**ITS****Traffic Operations Improvements Citywide**

TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide

TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes

**Traffic Signal LED Replacement**

TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement

**Other****Arboretum Bridge and Trail**

TIP ID: 6497 Agency ID: Title: Arboretum Bridge and Trail

**Asset Condition Assessment**

TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment

**DISTRICT OF COLUMBIA  
FY 2017-2022 TIP PROJECT TYPE INDEX**

**Cleveland Park Study**

TIP ID: **6193** Agency ID: **PM0D7A** Title: **Cleveland Park Study**

**Planning and Management Systems**

TIP ID: **3213** Agency ID: **CAL16C, PM30** Title: **Planning and Management Systems**

TIP ID: **5322** Agency ID: **CM085A** Title: **Preventive Maintenance and Repair of Stormwater Pumping Stations**

TIP ID: **3355** Agency ID: **PM086A** Title: **Professional Capacity-Building Strategy**

**Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)**

TIP ID: **6097** Agency ID: **MRR14A** Title: **Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridg**

**Roadside Improvements Citywide**

TIP ID: **5792** Agency ID: **ED0C2A** Title: **C Street NE Implementation**

TIP ID: **5315** Agency ID: **MRR09A** Title: **Blair / Cedar / 4th Street NW**

TIP ID: **5308** Agency ID: **SR070A, ED07** Title: **Neighborhood Streetscape Improvements**

**Roadway Reconstruction Citywide**

TIP ID: **6597** Agency ID: Title: **Aspen Street NW Improvements**

TIP ID: **6598** Agency ID: Title: **Tenleytown Multi-Modal Access**

TIP ID: **2965** Agency ID: **SR060A MRR1** Title: **Roadway Reconstruction Citywide**

**Safety Improvements**

TIP ID: **3212** Agency ID: **CB0, CIO** Title: **Safety Improvements Citywide**

TIP ID: **6240** Agency ID: **MRR01A** Title: **Safety and Geometric Improvements of I-295**

**Streetscape**

TIP ID: **6595** Agency ID: Title: **Pennsylvania Ave NW Streetscape from 17th Street NW to Washington Circle**

TIP ID: **2922** Agency ID: **ED064A** Title: **Great Streets - Minnesota Ave, NE**

**Traffic Congestion Mitigation**

TIP ID: **2945** Agency ID: **CM074A** Title: **District TDM (goDCgo)**

**Traffic Signal Maintenance**

TIP ID: **5347** Agency ID: **CI046A, CI047** Title: **Traffic Signal Maintenance NHPP-STP**

**Urban Forestry Program**

TIP ID: **5313** Agency ID: **CG311, CG312,** Title: **Urban Forestry Program**

**TERMS****Transportation Emissions Reduction Measures**

TIP ID: **3219** Agency ID: **ZU022A** Title: **Commuter Connections Program**

**Maintenance****Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project**

TIP ID: **6190** Agency ID: **FLD01** Title: **Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project**

**Bridge Replacement/Rehabilitation Program**

TIP ID: **6596** Agency ID: Title: **Theodore Roosevelt Memorial Bridge**

TIP ID: **5298** Agency ID: **AF067A** Title: **Emergency Transportation Project**

TIP ID: **5346** Agency ID: **CD026** Title: **Theodore Roosevelt Bridge Rehabilitation**

TIP ID: **3202** Agency ID: **CD032C, MNT0** Title: **Bridge Design Consultant Services**

TIP ID: **5342** Agency ID: **CD046A** Title: **Approach Bridges to 14th Street Bridge**

TIP ID: **5337** Agency ID: **CD051A** Title: **Replacement of Pedestrian Bridges over Kenilworth Ave**

TIP ID: **5334** Agency ID: **CD052A** Title: **Safety Improvements of Benning Road Bridges over Kenilworth Ave**

Maintenance DDOT

10/12/2017

**DISTRICT OF COLUMBIA  
FY 2017-2022 TIP PROJECT TYPE INDEX**

TIP ID: 3243	Agency ID: CD062A	Title: Citywide Consultant Bridge Inspection
TIP ID: 5316	Agency ID: CD062A	Title: Impact Attenuators and Guiderails
TIP ID: 3181	Agency ID: CD066A	Title: Replacement of 31st Bridge, NW over C&O Canal
TIP ID: 5804	Agency ID: MRR04A	Title: East Capitol St. Bridge over Anacostia River, Br. # 233
TIP ID: 5433	Agency ID: PM094A, CD05	Title: Bridge management Project/AASHTOWARE

**Maintenance of Stormwater management / Best Management Ponds**

TIP ID: 3242	Agency ID: CA303C, MNT0	Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structures
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**Normanstone/Fulton Street Culvert & LID**

TIP ID: 6194	Agency ID: Temp1315	Title: Normanstone/Fulton Street Culvert & LID
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**Resurfacing Streets and Freeways Citywide**

TIP ID: 5339	Agency ID: SR037A	Title: FY2012 Pavement Restoration - NHPP Streets
TIP ID: 3215	Agency ID: SR092A	Title: Federal Aid Pavement Restoration

**Southwest Freeway Bridgeover South Capitol Street**

TIP ID: 6490	Agency ID:	Title: Southwest Freeway Bridge over South Capitol Street
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**Streetlight Asset Mgmt & Streetlight Construction - Federal**

TIP ID: 5439	Agency ID: AD017A	Title: Citywide streetlight construction
TIP ID: 5385	Agency ID: AD020A	Title: Streetlight Asset Mgmt - Federal

**Streetlight Asset Mgmt & Streetlight Construction - Local**

TIP ID: 5350	Agency ID: AD304	Title: Streetlight Asset Mgmt & Streetlight Construction - Local
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**Streetlight Upgrade**

TIP ID: 6422	Agency ID:	Title: Mount Pleasant Street Lighting Upgrade
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**Systems Maintenance**

TIP ID: 2699	Agency ID: CD018A, CD01	Title: Asset Preservation of Tunnels in the District of Columbia
TIP ID: 2927	Agency ID: CD036A, CD04	Title: Citywide FA Preventive Maintenance

**Upgrade and Replacement of Overhead Freeway Signs**

TIP ID: 6505	Agency ID:	Title: I-395 Sign Structure Improvements
TIP ID: 6609	Agency ID: CFPID170306	Title: Interstate Mile Marker Project
TIP ID: 6610	Agency ID: CFPID170319	Title: Overhead Freeway Sign Maintenance

**Transit**

**5303/5304 FTA Program**

TIP ID: 6102	Agency ID:	Title: 5303/5304 FTA Program
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**DC Circulator New Buses for Replacement and Expansion**

TIP ID: 6105	Agency ID:	Title: DC Circulator New Buses for Replacement and Expansion
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**DC Circulator Expansion - Phase I**

TIP ID: 6103	Agency ID:	Title: DC Circulator Expansion - Phase I
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**Streetcar**

TIP ID: 5754	Agency ID: CM080A	Title: Benning Road Extension
TIP ID: 5755	Agency ID: STC12A	Title: Union Station to Georgetown Premium Transit; K Street Transit

**Freight**

**District Freight Plan**

TIP ID: 5922	Agency ID: AF081A	Title: District Freight Plan
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**DISTRICT OF COLUMBIA  
FY 2017-2022 TIP PROJECT TYPE INDEX**

**Off-Hours Freight Delivery Pilot Project**

TIP ID: **6408** Agency ID: Title: **Off-Hours Freight Delivery Pilot Project**

**Planning and Systems Enhancement for Weight Stations**

TIP ID: **2633** Agency ID: **CI029A, CI053** Title: **Size and Weight Enforcement Program**

**Virginia Avenue Tunnel Project**

TIP ID: **5959** Agency ID: **MRR16A** Title: **Virginia Avenue Tunnel Project**

**Safety**

**On-Call Subsurface Pavement Investigation, Engineering**

TIP ID: **6502** Agency ID: Title: **On-Call Subsurface Pavement Investigation, Engineering**



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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2633 Agency ID: CI029A, CI053 Title: Size and Weight Enforcement Program</b>									<b>Total Cost:</b>	<b>\$11,280</b>
Facility: Citywide	HSIP	90/10/0			2,000 c					2,000
From:										
To:	NHPP	83/17/0			210 c	215 c	220 c	225 c	231 c	1,101
	STP	80/20/0	1,350 a 1,130 c 150 e	5,000 c						5,000
									<b>Total Funds:</b>	<b>8,101</b>

Description: This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment.

- a. Weigh in Motion Maintenance
- b. Truck Size and Weight Program

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2699 Agency ID: CD018A, CD01 Title: Asset Preservation of Tunnels in the District of Columbia</b>									<b>Total Cost:</b>	<b>\$41,275</b>
Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	2,200 a	1,000 a						8,600
From:			8,950 c	7,600 c						
To:	NHPP 1	90/10/0			175 a	1,024 a	184 a	188 a	192 a	49,031
					6,900 c	5,120 c	8,860 c	9,401 c	16,987 c	
									<b>Total Funds:</b>	<b>57,631</b>

Description: This initiative provides technical support and supportive services for this performance based contract that enables sustained preventive maintenance, rehabilitation and preservation of all tunnel assets in DDOT inventory system. This principal objectives relative to public safety are the maintenance of automated or natural ventilation system for the explosion of harmful carbon monoxide gas from all tunnels and the provision of an adequate lighting system within each tunnel.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2796 Agency ID: AF066A Title: National Recreational Trails</b>									<b>Total Cost:</b>	<b>\$2,100</b>
Facility: Citywide	NRT	83/17/0		300 a	300 a	307 a	315 a	322 a	330 a	1,874
From:										
To:										
									<b>Total Funds:</b>	<b>1,874</b>

Description: Programs associated with the Recreational Trails Program – a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups.

Through the D.C. Recreational Trails Program Advisory Committee, the Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training).



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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2888 Agency ID: CM086A Title: Safe Routes to School</b>									<b>Total Cost: \$10,406</b>	
Facility: Safe Routes to School	SRTS	80/20/0			1,151 c	1,179 c	1,207 c		1,266 c	4,803
From:										
To:	SRTS 2	100/0/0		1,151 c						1,151
<b>Total Funds: 5,954</b>										

Description: To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement.

<b>TIP ID: 2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE</b>									<b>Total Cost: \$15,000</b>	
Facility: Minnesota Ave	STP	80/20/0		1,700 a	14,000 c					14,000
From: A Street, NE										
To: Sheriff Road, NE										<b>Total Funds: 14,000</b>

Description: Reconstruction of Minnesota Avenue from A St., SE to Sheriff Rd., NE including LIDs, streetscape. Schedule is impacted by Benning Streetcar study. Project will be phased to mitigate impacts. Phase 1 will construct from A St. to just south of Benning Road; Phase 2 will follow when streetcar study produces direction as to track route.

<b>TIP ID: 2927 Agency ID: CD036A, CD04 Title: Citywide FA Preventive Maintenance</b>									<b>Total Cost: \$44,100</b>	
Facility:	NHPP	83/17/0			4,400 c	10,977 c		5,755 c	5,893 c	27,025
From:										
To:	NHPP 1	80/20/0		4,800 c	150 a					4,950
	STP	83/17/0				2,744 c		1,439 c	1,473 c	5,656
	STP 1	80/20/0		1,200 c	1,200 c					2,400
<b>Total Funds: 40,031</b>										

Description: This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2945 Agency ID: CM074A Title: District TDM (goDCgo)</b>									<b>Total Cost:</b>	<b>\$7,000</b>

Facility: citywide	CMAQ	80/20/0	5,200 a	1,700 a	1,700 a	3,584 a	3,670 a	3,758 a	4,068 a	18,480
From:										
To:	<b>Total Funds: 18,480</b>									

Description: Identify neighborhoods affected by traffic congestion impacts; determine the causes of traffic congestion; and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia. Outreach to residents, employees and visitors about alternative transportation options to special events and attractions. Provide a multi-modal transportation information resource website (www.goDCgo.com). Create a commuter store that sells fare media and provides trip planning assistance. The project includes an annual District program and annual allocations.

- a. District TDM/goDCgo: Encourage sustainable travel by District residents, workers and visitors primarily through goDCgo brand. Includes employer outreach, bikeshare and circulator marketing, special events.
- b. Capital Bikeshare Marketing and Outreach

<b>TIP ID: 2965 Agency ID: SR060A MRR1 Title: Roadway Reconstruction Citywide</b>									<b>Total Cost:</b>	<b>\$53,900</b>
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Facility: CITYWIDE	HSIP	80/20/0		15,500 c						15,500
From:										
To:	STP	83/17/0			21,000 c	6,656 c				27,656
	STP 1	80/20/0		2,500 a						13,000
				10,500 c						
									<b>Total Funds:</b>	<b>56,156</b>

Description: This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include:

- a. Oregon Ave. NW, Military Rd. to Western Ave.
- b. Rehabilitation of Broad Branch NW
- c. Canal Road NW, Chain Bridge to M St.
- d. New Jersey Ave., Mass Ave. to N St.
- e. Reconstruction of Florida Ave- 9th St NW, from T St. NW to V. St NW, Florida Ave NW from V St NW to W St NW, Sherman Ave NW from Florida Ave NW to Barry St NW.

<b>TIP ID: 3181 Agency ID: CD066A Title: Replacement of 31st Bridge, NW over C&amp;O Canal</b>									<b>Total Cost:</b>	<b>\$6,200</b>
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Facility: 31st Street NW Bridge over C&O Canal	NHPP	80/20/0		6,200 c						6,200
From:										
To:	<b>Total Funds: 6,200</b>									

Description: Removal and replacement of deteriorated deck, repair and painting of structural steel, and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3193 Agency ID: CD056A Title: 11th Street Bridges SE, Replace and Reconfigure</b>									<b>Total Cost:</b>	<b>\$37,500</b>
Facility: 11th Street Bridge and Interchan	NHPP	80/20/0	29,500 c	4,500 a						6,000
From:				1,500 c						
To:										
									<b>Total Funds:</b>	<b>6,000</b>

Description: To replace existing structure with new structures and provide direct access from I-295 to Downtown DC (via I-395). To include work for:  
I-695 Bridges, I-395 to I-295/DC-295- Project Management and  
I-695 Eastbound D4 Ramp Design

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3202 Agency ID: CD032C, MNT0 Title: Bridge Design Consultant Services</b>									<b>Total Cost:</b>	<b>\$4,075</b>
Facility: CITYWIDE	NHPP	83/17/0				433 a	443 a	1,444 a	1,014 a	3,334
From:										
To:	NHPP 1	80/20/0	1,500 a	1,350 a						1,350
	STP	83/17/0			900 a	1,155 a	1,182 a	918 a	690 a	4,845
	STP 1	80/20/0	600 a	500 a						500
									<b>Total Funds:</b>	<b>10,029</b>

Description: Provide engineering services for bridges and structures design, geotechnical or other investigations, surveying, including constructability review.

FY2013 Citywide Open End Bridge Design Consultant Services under this contract, the consultant will investigate structural deficiencies encountered during bridge inspections and from observation of DDOT staff. They will propose and design solutions for temporary shoring, structural repair and retrofit, perform structural analyses and rating of bridges, prepare plans, details, special provisions, cost estimates and work orders for construction by the DDOT preventive maintenance contractor.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program</b>									<b>Total Cost:</b>	<b>\$8,050</b>
Facility: Citywide	STP	80/20/0	2,300 a							
From:										
To:	TAP	80/20/0	2,300 a	1,150 c	1,150 a	1,178 a	1,205 a	1,235 a	1,264 a	7,182
									<b>Total Funds:</b>	<b>7,182</b>

Description: The Transportation Enhancements program is federally funded through the Transportation Equity Act for the 21st Century (TEA-21). The program funds projects that aim to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Categories include pedestrian and bicycle facilities, scenic and historic preservation, archeological research, and environmental mitigation of runoff pollution.

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	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3212 Agency ID: CB0, CI0 Title: <b>Safety Improvements Citywide</b>			Total Cost:							
Facility: Citywide	HSIP	90/10/0		3,050 a	5,325 a	5,453 a	5,584 a	5,718 a	5,855 a	51,936
From:				565 c	4,008 c	3,950 c	4,045 c	4,142 c	4,241 c	
To:	STP	83/17/0			1,550 a	1,536 a	2,097 a	1,611 a	1,649 a	9,230
					150 c	154 c	157 c	161 c	165 c	
	STP 1	80/20/0		560 a						935
				375 c						
<b>Total Funds:</b>										<b>62,101</b>

Description: Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. Funding identified to be obligated District-wide as projects are identified.

- a. City-Wide Traffic Safety
- b. CW Road Safety Audit Program
- c. Pavement Skid Testing
- d. Traffic Accident Reporting and Analysis System (TARAS)
- f. Traffic Safety Data Center at Howard University
- g. Traffic Safety Design Program - HSIP
- h. Traffic Safety Engineering Support Services
- i. Traffic Sign Inventory Upgrade
- j. Traffic Data Collection and Analysis Service
- k. Work Zone Project Management System (CWTMP)
- l. 16th Street NW Circle (Blair Circle) Improvements
- m. Alabama Avenue SE Safety Study
- n. CCTV Cameras
- o. Transportation Asset Management Plan
- p. Traffic Engineering Design
- q. Traffic Safety IDIQ Construction

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Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3213 Agency ID: CAL16C, PM30 Title: Planning and Management Systems									Total Cost: \$49,377
Facility: Citywide	CMAQ	80/20/0	924 a	2,556 a					2,556
From:	HSIP	90/10/0		250 e	77 e				327
To:	HSIP 1	80/20/0		381 a					381
	Sect. 5339	80/20/0		500 a					2,000
				1,500 c					
	SPR	80/20/0		7,000 a	6,200 a	5,734 a	5,872 a		24,956
					150 e				
	STP	83/17/0			2,185 a	1,721 a	1,785 a	3,762 a	16,125
					2,000 e	1,024 e	1,049 e	107 e	1,100 e
	STP 1	80/20/0		3,030 a	1,000 a	1,024 a	1,049 a	1,074 a	8,577
				300 c					
	STP 2	100/0/0			2,000 c	3,072 c	2,097 c	3,221 c	10,390
<b>Total Funds:</b>									<b>65,312</b>

- Description:
- a. ADA Ramps
  - b. Asset Inventory and ADA Compliance
  - c. Civil Rights/EEO Compliance Monitoring Program
  - d. Climate Change and Air Quality
  - e. Constructability and Work Zone Safety Review
  - f. DBE Support Services
  - g. District STIP Development
  - h. Environmental Management System
  - i. Metropolitan Planning
  - j. State Planning and Research Program
  - k. Boundary Stones
  - l. Research Development and Technology
  - m. Audit and Compliance
  - n. Non-Destructive Concrete Tester and Surveyor
  - o. Utility Location 3D Data Repository
  - p. Research and Innovation Implementation and Evaluation
  - q. Summer Transportation Institute
  - r. Bus Stop ADA Improvements
  - s. STIC Innovation Grant
  - t. Storage and Maintenance EA
  - u. Diesel Idle Reduction Program
  - v. Construction Estimate
  - w. OJT Supportive Services

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	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3215 Agency ID: SR092A Title: Federal Aid Pavement Restoration</b>									<b>Total Cost: \$65,100</b>	
Facility: Citywide	STP	83/17/0			8,233 c	9,523 c	9,752 c	9,986 c	10,225 c	47,719
From:										
To:	STP 1	80/20/0		9,300 c						9,300
										<b>Total Funds: 57,019</b>

Description: Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

<b>TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide</b>									<b>Total Cost:</b>	
Facility:	HSIP	90/10/0		2,100 c	1,800 c	1,946 c	2,097 c	2,147 c	2,199 c	12,289
From:										
To:	NHPP	80/20/0		250 c						250
	STP	83/17/0			6,000 c	6,144 c	11,534 c	6,442 c	6,597 c	39,682
					565 e	579 e	593 e	607 e	621 e	
	STP 1	80/20/0		1,200 a						12,800
				8,000 c						
				3,600 e						
										<b>Total Funds: 65,021</b>

Description: This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include:

- a. ITS On Call Technical Support Services
- b. MATOC Annual Fee
- c. Traffic Management Center Operations
- d. Citywide Thermoplastic Pavement Markings
- e. Advanced Traffic Management System
- f. Infrastructure Information Technology Support Services
- g. Moveable Barrier System
- h. Implementation of Advanced Traffic Signal Controllers for DC Signal System
- i. Maintenance of Existing Transportation Systems
- j. ITS Maintenance
- k. ITS General Support
- l. ITS System Design Services

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Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3219 Agency ID: ZU022A Title: Commuter Connections Program</b>									<b>Total Cost: \$4,900</b>

Facility:	CMAQ	80/20/0	2,800 a	700 a	1,357 a	717 a	734 a	752 a	770 a	5,030
From:										
To:										
									<b>Total Funds: 5,030</b>	

Description: The purpose of the Commuter Connections Program is to reduce mobile source emission through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

<b>TIP ID: 3228 Agency ID: AF073A, ZU024 Title: Metropolitan Branch Trail</b>									<b>Total Cost: \$7,432</b>
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Facility:	Union Station District Line	CMAQ	80/20/0	400 a	3,300 c					3,300
From:										
To:										
				10,100 c						
				1,892 a	300 a					300
				1,200 c						
									<b>Total Funds: 3,600</b>	

Description: The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.

- a. L & M St.
- b. Ft. Totten

<b>TIP ID: 3230 Agency ID: AF005A Title: Rock Creek Park Trail</b>									<b>Total Cost: \$14,000</b>
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Facility:	M Street to Beach Drive	CMAQ	80/20/0	3,000 c	10,050 c					10,050
From:	Piney Branch Pkwy									
To:	16th Street	DEMO	80/20/0	500 a						
									<b>Total Funds: 10,050</b>	

Description: Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

<b>TIP ID: 3232 Agency ID: CM064A, ZUT0 Title: Bicycle and Pedestrian Management Program</b>									<b>Total Cost:</b>
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Facility:	Citywide	CMAQ	80/20/0	250 a	1,165 c	1,000 c	2,048 c	1,049 c	5,262	
From:										
To:										
									<b>Total Funds: 5,262</b>	

Description: The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades. Included in the Bicycle and Pedestrian Management Program is:

- a. Bicycle Parking Racks
- b. Bicycle Lanes and Signs (mark dedicated bicycle lanes, including signage)
- c. BIKE\_Capital Bikeshare (CaBi)

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	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structures and Flood</b>									<b>Total Cost:</b>	<b>\$3,215</b>
Facility:	STP	83/17/0			500 a	512 a	524 a	537 a	550 a	16,139
From:					2,300 c	2,355 c	2,884 c	2,953 c	3,024 c	
To:	STP 1	80/20/0		300 a						1,000
				700 c						
<b>Total Funds:</b>										<b>17,139</b>

Description: The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual bases and based on stormwater drainage problem occurrences the structures will be inspected. On an annual bases, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures.

- a. Culvert Database
- b. Culvert Rehabilitation and Replacement

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection</b>									<b>Total Cost:</b>	<b>\$13,150</b>
Facility:	NHPP	83/17/0				1,997 a		4,295 a		6,292
From:										
To:	NHPP 1	80/20/0	6,300 a	1,850 a						1,850
	STP	83/17/0					2,045 a			2,045
<b>Total Funds:</b>										<b>10,187</b>

Description: Consultant inspection of the District's bridges. Work under this contract consist of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses, under the ownership of the District of Columbia in accordance with the prescribed inspections schedule, the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBS). Safety inspection of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts and overhead sign structures shall be performed as needed. FY2014 obligation includes Phase II of the overhead sign structure effort.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE</b>									<b>Total Cost:</b>	<b>\$13,050</b>
Facility:	Kenilworth Ave, NE	NHPP	83/17/0			8,000 c				8,000
From:	East Capitol St Ramp									
To:	Rail Over Pass north of Benning Rd	NHPP 1	80/20/0	13,050 c						13,050
		NHS	80/20/0		750 a					
<b>Total Funds:</b>										<b>21,050</b>

Description: Design of Kenilworth Ave/I295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem.



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	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy</b>										<b>Total Cost: \$7,000</b>
Facility: Citywide	STP	100/0/0			1,250 a	1,024 a	1,049 a	1,074 a	1,100 a	5,497
From:										
To:	STP 1	80/20/0	4,000 a	1,000 a						1,000
<b>Total Funds: 6,497</b>										

Description: This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor</b>										<b>Total Cost: \$554,172</b>
Facility:	DC/State	0/100/0	53,620 c	34,420 c	4,294 c	24,303 c				63,017
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri										
To:	DEMO	80/20/0	103,918 c							
	GARVEE	80/20/0		48,690 c	84,270 c	76,330 c				209,290
	NHPP	80/20/0		12,300 c	12,300 c					24,600
<b>Total Funds: 296,907</b>										

Description: Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. Concept plans for the replacement of the Frederick Douglas Memorial Bridge are under development as part of the EIS currently being prepared for the corridor.

- a. New Frederick Douglass Memorial Bridge: Full replacement and realignment of the Frederick Douglass Memorial Bridge.
- b. Reconfigure the interchange at Suitland Parkway and I-295: The improvements include the removal of existing cloverleaf ramps at the interchange, replacing them with a diamond interchange. The diamond interchange will include two at-grade signalized intersections, one at the I-295 northbound ramps and the other at I-295 southbound ramps.
- c. Reconfigure the interchange at Martin Luther King Jr. Ave. and Suitland Parkway. The existing MLK Jr. Bridge over Suitland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suitland Parkway to MLK Jr. Ave.
- d. Boulevard streetscape treatments along South Capitol Street from between N Street and the SE/SW Freeway. In this segment, South Capitol Street will be rebuilt as a six-lane boulevard divided by a landscaped median.
- e. New Jersey Avenue Streetscape improvements: The streetscape concept will restore a consistent design to the avenue between the SE-SW Freeway and M Street SE.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project</b>										<b>Total Cost: \$175</b>
Facility: C ITYWIDE	STP	83/17/0			25 c	26 c	26 c	27 c	27 c	131
From:										
To:	STP 1	80/20/0	75 c	25 c						25
<b>Total Funds: 156</b>										

Description: The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned. It is always to plan for emergency work such as major pavement failures, such as sinkholes, falling steel and concrete from bridges and other urgent needs. The project will enable the Department to quickly respond to any emergency without delay,

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Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5308 Agency ID: SR070A, ED07 Title: Neighborhood Streetscape Improvements</b>									<b>Total Cost: \$22,253</b>

Facility:	HSIP	90/10/0	50 a						50
From:									
To:									<b>Total Funds: 50</b>

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:

- A. 14th Street Streetscape, Thomas Circle - Florida Ave
- B. U St. NW Florida Ave. to 14th St.
- C. Sheriff Road NE safety improvements from 43rd St. to 51st St.
- D. Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements
- E. 15th Street NW Intersection Safety Improvements

<b>TIP ID: 5313 Agency ID: CG311, CG312, Title: Urban Forestry Program</b>									<b>Total Cost: \$10,800</b>
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Facility: Citywide	NHPP	83/17/0		200 c	205 c	210 c	215 c	220 c	1,050	
From:										
To:	NHPP 1	80/20/0	100 c							100
	STP	83/17/0		300 c	307 c	315 c	322 c	330 c	1,574	
	STP 1	80/20/0	400 c							400
									<b>Total Funds: 3,124</b>	

Description: Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

<b>TIP ID: 5315 Agency ID: MRR09A Title: Blair / Cedar / 4th Street NW</b>									<b>Total Cost: \$3,000</b>
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Facility: Intersection of Blair/Cedar and 4th	HSIP	90/10/0		2,700 c					2,700	
From:										
To:	STP	80/20/0	300 a	2,700 c					2,700	
			7,400 c							
									<b>Total Funds: 5,400</b>	

Description: Implementation of recommendations from the Takoma Study, including new traffic signals, sidewalks, curbs and gutters.

- a. Intersection improvements at 4th/Cedar/Blair Streets NW (phase "a" to be obligated in FY 2012)  
Safety Improvements as identified in the Road Safety Audit completed.

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	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails</b>			<b>Total Cost:</b>							
Facility: Citywide	HSIP	90/10/0	925 a	2,481 a						2,481
From:			7,700 c							
To:	HSIP 1	100/0/0			3,831 c		3,424 c	161 a	4,288 c	13,761
								2,057 c		
<b>Total Funds:</b>										<b>16,242</b>

Description: This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations</b>			<b>Total Cost: \$3,336</b>							
Facility:	CMAQ	80/20/0	1,050 a	600 a	400 a	410 a	419 a	429 a	440 a	2,698
From:										
To:	DC/State	0/100/0	1,569 a	1,000 a	1,000 a					2,000
<b>Total Funds:</b>										<b>4,698</b>

Description: Maintain DDOT's environmental management system and update, as necessary, the DDOT Environmental Policy and Process manual. This project will also enable the review and processing of environmental documentation.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment</b>			<b>Total Cost:</b>							
Facility: citywide	DC/State	0/100/0	700 a							
From: citywide										
To:	STP	83/17/0			1,681 a	1,721 a	1,762 a	1,805 a	1,848 a	8,817
	STP 1	80/20/0	3,300 a	1,000 a						1,000
<b>Total Funds:</b>										<b>9,817</b>

Description: This project will be used to retain a vendor to perform data collection and analysis of DDOT's pavement conditions.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave</b>			<b>Total Cost: \$23,000</b>							
Facility: Benning Road over Kenilworth	NHPP	80/20/0	4,621 a	7,000 a						7,000
From:										
To:										
<b>Total Funds:</b>										<b>7,000</b>

Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.

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	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave</b>									<b>Total Cost:</b>	<b>\$16,500</b>
Facility: Kenilworth	STP	80/20/0	2,000 a	350 a						350
From:			2,500 b							
To:	STP 1	83/17/0				14,336 c				14,336
<b>Total Funds:</b>										<b>14,686</b>

Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.

<b>TIP ID: 5339 Agency ID: SR037A Title: FY2012 Pavement Restoration - NHPP Streets</b>									<b>Total Cost:</b>	<b>\$29,350</b>
Facility:	NHPP	83/17/0		7,500 c	154 a	10,486 c	10,737 c	10,995 c		50,112
From:						10,240 c				
To:	NHPP 1	80/20/0		150 a						6,150
<b>Total Funds:</b>										<b>56,262</b>

Description: Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tope and removal of roadway and roadside debris.

<b>TIP ID: 5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge</b>									<b>Total Cost:</b>	
Facility: 14th Street Bridge northbound over the Poto	NHPP	90/10/0		2,000 a						30,786 c
From:										32,786
To:	NHPP 1	80/20/0	750 a	1,000 a						1,000
<b>Total Funds:</b>										<b>33,786</b>

Description: The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

<b>TIP ID: 5346 Agency ID: CD026 Title: Theodore Roosevelt Bridge Rehabilitation</b>									<b>Total Cost:</b>	<b>\$28,500</b>
Facility:	NHPP	80/20/0	2,964 a							
From:			25 b							
To:	NHPP 1	90/10/0		1,000 a						1,000
<b>Total Funds:</b>										<b>1,000</b>

Description: Work includes inspection, sampling and material testing; repairing bridge superstructure and substructure; cleaning and painting all steel members; retrofitting pin and hanger assembly; improving pedestrian and bicycle access; and repairing bridge drainage.

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5347 Agency ID: CI046A, CI047 Title: <b>Traffic Signal Maintenance NHPP-STP</b>									Total Cost:	<b>\$59,000</b>
Facility: Citywide	HSIP	90/10/0		500 c						500
From: Citywide	NHPP	83/17/0			650 c	1,280 c	1,311 c	1,342 c	1,374 c	5,957
To: Citywide	NHPP 1	80/20/0		1,925 c						1,925
	STP	83/17/0			2,300 a	4,403 a	2,412 a	2,470 a	3,628 a	61,830
					14,800 c	7,654 c	7,864 c	8,053 c	8,246 c	
	STP 1	80/20/0		2,750 a						8,550
				5,400 c						
				400 d						
<b>Total Funds:</b>										<b>78,762</b>

Description: Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia.

Support the Traffic Signal Group of DDOT TOA in providing traffic engineering studies and signal system analysis and management for the city's roadway system. This projects mission is to perform signal warrants. Projects include:

- a. Citywide Traffic Signal Construction Contract
- b. Citywide Traffic Signal Construction Contract (National Highway System Routes)
- c. Traffic Signal Consultant Design
- d. Traffic Signal Optimization
- e. Traffic Signal Uninterruptible Power Supply
- f. Traffic Signal Maintenance - NHPP
- g. Traffic Signal Maintenance - STP
- h. Asset Inventory, Preliminary Design and RFP Development for Improved Signal System and Communication Network
- i. Traffic Signal Systems Analysis
- j. Implementation of Freeway Traffic Management System
- k. Traffic Signal On-Site Support Services
- l. Transit Signal Priority

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5350 Agency ID: AD304 Title: <b>Streetlight Asset Mgmt &amp; Streetlight Construction - Local</b>									Total Cost:	<b>\$10,500</b>
Facility: Citywide	DC/State	0/100/0		4,836 a	300 a	300 a	300 a	300 a		34,800
From:				60,789 c	8,400 c	8,400 c	8,400 c	8,400 c		
To:										
<b>Total Funds:</b>										<b>34,800</b>

Description: This project will provide maintenance of streetlights, alley lights, alley tree trimming for blockage of alley lighting, knockdowns, and asset inventory for lighting on non-federally-funded streets.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Do</b>									<b>Total Cost: \$19,100</b>
Facility: Southern Avenue	STP	83/17/0				12,059 c			12,059
From: South Capitol Street									
To: 23rd Street	STP 1	80/20/0	2,200 a	15,500 c					15,500
									<b>Total Funds: 27,559</b>

Description: The purpose of this project is to identify solutions that improve the livability of the Southern Avenue corridor from South Capitol Street SE to 23rd Street SE.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal</b>									<b>Total Cost:</b>
Facility: Citywide	NHPP	83/17/0		8,247 c	4,786 c	10,419 c	3,030 c	3,102 c	29,584
From:									
To:	NHPP 1	80/20/0		3,384 c					3,384
	STP	83/17/0		1,722 c	7,283 c	12,251 c	4,610 c	4,721 c	30,587
	STP 1	80/20/0		5,383 c					5,383
									<b>Total Funds: 68,938</b>

Description: This project will provide maintenance for the District's aging lighting system to provide safe operations. Work includes upgrade of lights in tunnels and underpasses, bridges, highways, overhead guide sign lighting, obsolete incandescent and mercury vapor lights as well as navigation lights on bridges and waterways. Projects include:

- a) Street Light Replacement
- b) Streetlight Design Services
- c) Streetlight System Upgrade
- d) Streetlight Conversion
- e) Electrical Upgrade
- f) CW painting of street light and traffic signal poles
- g) CW Street and Bridge Light Maintenance
- h) Multiple Circuit Conversion
- i) Streetlight Asset Management
- j) Highway Lighting
- k) Emergency Response to Knockdowns

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE</b>									<b>Total Cost: \$2,125</b>
Facility: Citywide	NHPP	83/17/0		325 a	333 a	341 a	349 a	357 a	1,705
From: Citywide									
To:	NHPP 1	80/20/0		300 a					300
	STP	83/17/0		316 e	307 e	315 e	333 e	341 e	1,612
	STP 1	80/20/0		300 e					300
									<b>Total Funds: 3,917</b>

Description: This project provide funds to support the Bridge Management Program and to pay the annual Points license fee.

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CAPITAL COSTS (in \$,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5439 Agency ID: AD017A Title: Citywide streetlight construction</b>			<b>Total Cost:</b>							
Facility: citywide	STP	83/17/0			300 a	307 a	315 a	322 a	330 a	15,738
From: citywide					2,700 c	2,765 c	2,831 c	2,899 c	2,969 c	
To:	STP 1	80/20/0		250 a						1,765
				1,515 c						
<b>Total Funds: 17,503</b>										

Description: This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.

<b>TIP ID: 5554 Agency ID: HTF02A Title: Garvee Bond Debt Service</b>			<b>Total Cost: \$82,390</b>							
Facility:	NHPP	100/0/0			14,100 c	14,438 c	14,785 c	15,140 c	15,503 c	73,966
From:										
To:	NHPP 1	80/20/0	35,301 c	11,774 c						11,774
<b>Total Funds: 85,740</b>										

Description: This project consist of rehabilitation of existing deck, steel beams.

<b>TIP ID: 5723 Agency ID: AW027A Title: St. Elizabeths Campuses Access Improvements</b>			<b>Total Cost: \$108,980</b>							
Facility:	GSA Earmark	80/20/0	8,860 a	137,000 c	24,800 c					161,800
From:			43,900 c							
To:										
<b>Total Funds: 161,800</b>										

Description: Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include:

- a. I-295 interchange reconfigurations – I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE)
- b. Roadway infrastructure in and around the two campuses – 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE)
- c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)

<b>TIP ID: 5754 Agency ID: CM080A Title: Benning Road Extension</b>			<b>Total Cost: \$82,750</b>							
Facility: Streetcar Line	CMAQ	80/20/0	3,200 a							
From:										
To:	DC/State	0/100/0	5,400 a	23,614 c	27,363 c	21,644 e				92,217
					19,596 e					
	NHPP	83/17/0				7,168 a		42,413 c	33,535 c	83,116
<b>Total Funds: 175,333</b>										

Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study will address potential impacts of the project, as well as, preliminary engineering (conceptual) for the line.

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CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit</b>										<b>Total Cost: \$76,290</b>
Facility: Premium Transit	CMAQ	80/20/0	1,500 d							
From:										
To:	DC/State	0/100/0	4,250 a 7,000 c			24,280 c	45,014 c			69,294
	NHPP	80/20/0		7,500 a						7,500
<b>Total Funds:</b>										<b>76,794</b>

Description: DDOT received an alternatives analysis grant from the Federal Transit Administration to study premium transit options from the Union Station to Georgetown. Premium transit is high quality transit that offered improved liability and speed. The purpose of the AA study is to provide premium transit between Union Station and Georgetown. The Nepa document will select a preferred alternative to move to design and construction for premium transit. Also included in this project is an extension study to continue the transit Northwest. This project also includes K Street Transit Streetscape construction funding.

<b>TIP ID: 5792 Agency ID: ED0C2A Title: C Street NE Implementation</b>										<b>Total Cost:</b>
Facility: C Street/N. Carolina Avenue	STP	80/20/0	1,000 a	500 a						500
From: Oklahoma Avenue										
To: 14th Street NE	STP 1	83/17/0				15,360 c				15,360
<b>Total Funds:</b>										<b>15,860</b>

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

<b>TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI</b>										<b>Total Cost: \$52,500</b>
Facility: Citywide	NHPP	80/20/0	21,000 a	7,000 a						7,000
From:										
To:	NHPP 1	83/17/0		700 a	2,867 a	2,936 a	3,006 a	3,079 a		12,588
	STP	83/17/0		300 a	1,229 a	1,258 a	1,288 a	1,319 a		5,394
<b>Total Funds:</b>										<b>24,982</b>

Description: Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ; roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

<b>TIP ID: 5804 Agency ID: MRR04A Title: East Capitol St. Bridge over Anacostia River, Br. # 233</b>										<b>Total Cost: \$16,000</b>
Facility: Anacostia Freeway Bridge over Anacostia Ri	NHPP	80/20/0		350 a						16,350
From:				16,000 c						
To:										
<b>Total Funds:</b>										<b>16,350</b>

Description: Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. This bridge is structurally deficient and must be rehabilitated in accordance with the requirements of MAP21. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units.



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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5922 Agency ID: AF081A Title: District Freight Plan</b>									<b>Total Cost:</b>	<b>\$300</b>

Facility: Citywide  
From: STP  
To: 80/20/0

			600 a	150 a						150
										<b>Total Funds: 150</b>

Description: Development of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation.

<b>TIP ID: 5957 Agency ID: AW0, EW02C Title: Pennsylvania Ave/Potomac Circle</b>									<b>Total Cost:</b>	<b>\$5,750</b>
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Facility: Pennsylvania Ave and Potomac Circle  
From: HSIP  
To: 80/20/0

			2,000 a	1,000 a						6,750
										5,750 c
										NHPP
										83/17/0
										1,400 a
										2,048 c
										3,448
										<b>Total Funds: 10,198</b>

Description: Convert the former I-695 freeway into Southeast Boulevard and to reconfigure Barney Circle to provide at grade access and neighborhood connectivity to the waterfront. Improve pedestrian and bicycle access to the Sousa Bridge and along proposed Southeast Boulevard to the 11th Street Bridges.

Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

<b>TIP ID: 5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project</b>									<b>Total Cost:</b>	<b>\$201,300</b>
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Facility: Virginia Ave. SE  
From: PRIV  
To: 0/0/0

			202,900 c	1,200 c	1,200 c					2,400
										<b>Total Funds: 2,400</b>

Description: The existing railway tunnel is owned and operated by CSX Transportation, Inc. (CSXT) and has long been identified as one of the most significant freight bottlenecks on the East Coast. CSXT proposes to improve freight transportation reliability and capacity through the District by replacing the existing 106 year old 4,000 foot-long tunnel. The proposal includes the restoration of a second track within the tunnel and increasing the tunnel height to a minimum 20 foot clearance to accommodate intermodal trains transporting double-stacked standard cargo containers.

<b>TIP ID: 6014 Agency ID: SR088A Title: Maryland Avenue NE Road Diet</b>									<b>Total Cost:</b>	<b>\$3,600</b>
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Facility: Maryland Ave. NE  
From: 2nd Street NE  
To: 15th Street NE

			2,300 a	3,300 c						3,300
										STP 1
										83/17/0
										19,300 c
										19,300
										<b>Total Funds: 22,600</b>

Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.

<b>TIP ID: 6038 Agency ID: Title: Garvee Debt Service</b>									<b>Total Cost:</b>	<b>95,120</b>
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Facility: NHPP  
From: 83/17/0  
To:

										95,120
										15,053 c
										24,432 c
										27,488 c
										28,147 c
										<b>Total Funds: 95,120</b>

Description: DDOT will use future FHWA annual allocations to pay service on the bonds.

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6039</b>	<b>Agency ID: CD054A</b>	<b>Title: H Street Bridge over Railroad</b>								<b>Total Cost:</b>		<b>\$22,750</b>
Facility: H Street NE			DC/State	0/100/0	20,000 a							
From: North Capitol Street												
To: 3rd Street NE			NHPP	80/20/0	500 a							

Description: Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE.

<b>TIP ID: 6082</b>	<b>Agency ID: MRR15A</b>	<b>Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002</b>								<b>Total Cost:</b>		<b>\$15,000</b>
Facility: Anacostia Freeway Bridges at Nicholson			NHPP	80/20/0	1,000 a	14,000 c						14,000
From:												
To:												
											<b>Total Funds:</b>	<b>14,000</b>

Description: Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public. Two bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

<b>TIP ID: 6097</b>	<b>Agency ID: MRR14A</b>	<b>Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016</b>								<b>Total Cost:</b>		<b>\$21,000</b>
Facility: Anacostia Freeway over South Capitol Stree			NHPP	80/20/0	1,000 a	10,000 c						10,000
From:												
To:			NHPP 1	90/10/0		2,500 a						2,500
											<b>Total Funds:</b>	<b>12,500</b>

Description: Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public. The bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

<b>TIP ID: 6102</b>	<b>Agency ID:</b>	<b>Title: 5303/5304 FTA Program</b>								<b>Total Cost:</b>		<b>\$2,874</b>
Facility: Citywide			Sect. 5303	80/20/0	1,590 a	415 a	415 a	415 a	415 a			1,660
From:												
To:			Sect. 5304	80/20/0	418 a	110 a	110 a	110 a	110 a			440
											<b>Total Funds:</b>	<b>2,100</b>

Description: DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

<b>TIP ID: 6103</b>	<b>Agency ID:</b>	<b>Title: DC Circulator Expansion - Phase I</b>								<b>Total Cost:</b>		<b>\$3,750</b>
Facility:			DC/State	0/100/0	2,326 e	750 e	750 e	750 e	750 e			3,000
From:												
To:												
											<b>Total Funds:</b>	<b>3,000</b>

Description: Implement the Phase I DC Circulator routes as identified in the DC Circulator 10-Year Transit Development Plan

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6105 Agency ID: Title: DC Circulator New Buses for Replacement and Expansion</b>										<b>Total Cost: \$8,925</b>

Facility:	DC/State	0/100/0	46,253 e	17,600 e		7,100 e				24,700
From:										
To:										
Description: Additional Circulator buses must be purchased in order to expand service to additional routes.										
<b>Total Funds: 24,700</b>										

<b>TIP ID: 6114 Agency ID: ZUT10C Title: South Capitol Street Trail</b>										<b>Total Cost:</b>
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Facility:	CMAQ	80/20/0	1,700 a			11,264 c				11,264
From:										
To:										
Description: Design and construct a paved bicycle and pedestrian trail along South Capitol Street based on the 2010 concept plan.										
<b>Total Funds: 11,264</b>										

<b>TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement</b>										<b>Total Cost: \$8,400</b>
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Facility:	NHPP	80/20/0	1,680 c	540 c						540
From:										
To:	NHPP 1	83/17/0			900 c	1,106 c	1,132 c	1,160 c	1,187 c	5,485
	STP	80/20/0	1,680 c	540 c						540
	STP 1	83/17/0			540 c	553 c	566 c	1,063 c	594 c	3,316
<b>Total Funds: 9,881</b>										

Description: Replace traffic and pedestrian signal LED modules at all signalized intersections on the surface transportation systems.

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

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

<b>TIP ID: 6187 Agency ID: MRR27A Title: Rehabilitation of I-395 HOV Bridge over Potomac River</b>										<b>Total Cost: \$39,250</b>
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Facility:	I-395 HOV	NHPP	80/20/0	750 a	1,000 a					1,000
From:	Over Potomac River									
To:	Over Potomac River	NHPP 1	90/10/0			1,500 a		55,575 c		57,075
<b>Total Funds: 58,075</b>										

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

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CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6190 Agency ID: FLD01 Title: Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project</b>									<b>Total Cost: \$10,000</b>	
Facility: Bloomingdale/LeDroit Park	DC/State	0/100/0	1,500 a	500 a	500 a					4,000
From:			4,500 c	1,500 c	1,500 c					
To:										
<b>Total Funds: 4,000</b>										

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

<b>TIP ID: 6193 Agency ID: PM0D7A Title: Cleveland Park Study</b>									<b>Total Cost:</b>	
Facility: Connecticut Ave. NW	NHPP	80/20/0	526 a	2,415 c						2,415
From: Porter Street NW										
To: Macomb Street NW	NHPP 1	83/17/0				2,473 c				2,473
<b>Total Funds: 4,888</b>										

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

<b>TIP ID: 6194 Agency ID: Temp1315 Title: Normanstone/Fulton Street Culvert &amp; LID</b>									<b>Total Cost: \$2,200,000</b>	
Facility: Normanstone Drive	DC/State	0/100/0	2,200 c	600 c						600
From: Fulton Street										
To: 34th Street	FLAP	100/0/0		1,500 c						1,500
<b>Total Funds: 2,100</b>										

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

<b>TIP ID: 6195 Agency ID: ZU033A Title: Florida Avenue Transportation Study</b>									<b>Total Cost: \$12,000</b>	
Facility: Florida Avenue, NE	STP	80/20/0	1,000 a	1,000 a						1,000
From: 1St Street, NE										
To: H Street, NE										
<b>Total Funds: 1,000</b>										

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

<b>TIP ID: 6197 Agency ID: MRR26A Title: Monroe Street, NE Bridge over CSX &amp; WMATA</b>									<b>Total Cost: \$22,400</b>	
Facility: Monroe Street Bridge	NHPP	80/20/0	1,700 a							1,700
From:			20,700 c							
To:										
	STP	80/20/0		1,500 c						1,500
<b>Total Funds: 1,500</b>										

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

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CAPITAL COSTS (in \$,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6230 Agency ID: ZU010A Title: New York Avenue Trail</b>									<b>Total Cost:</b>	<b>\$3,600</b>
Facility: Paved trail/sidewalk	CMAQ	80/20/0	700 a	3,300 c						3,300
From:										
To:										
Description: Design and build a new trail along New York Avenue NE.									<b>Total Funds:</b>	<b>3,300</b>

<b>TIP ID: 6240 Agency ID: MRR01A Title: Safety and Geometric Improvements of I-295</b>									<b>Total Cost:</b>	<b>\$11,500</b>
Facility: I-295/DC-295	HSIP	90/10/0			9,500 c					9,500
From:										
To:	NHPP	80/20/0	3,500 a							
	NHPP 1	83/17/0				9,728 c				9,728
									<b>Total Funds:</b>	<b>19,228</b>

Description: Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St.

- a. DC 295/ Eastern Ave NE
- b. DC 295/ Nannie Helen Burroughs Avenue from Sheriff Road NE/ Minnesota Avenue NE to Kenilworth Avenue NE/ Kenilworth Terrace NE
- c. DC 295/ Benning Rd, SE
- d. DC 295/ East Capitol St, SE
- e. DC 295/ Pennsylvania Ave, SE
- f. South Capitol Street to I-295 southbound toward Overlook Avenue, SW
- g. DC 295/ Chesapeake St, SW
- h. Kenilworth Avenue NE
- i. DC 295 Mainline Improvements

<b>TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes</b>									<b>Total Cost:</b>	<b>\$21,309</b>
Facility: Rochambeau Bridge, I-395, SW/SE Freeway	NHPP	80/20/0	5,380 a	5,309 a						5,309
From:										
To:										
									<b>Total Funds:</b>	<b>5,309</b>

Description: The project is to perform a high level feasibility review to identify any potential flaws or major obstacles to completing the project as a public-private partnership (P3) and lay out the critical path to moving the project forward. Phase I: to include NEPA, design, and construction for Rochambeau Bridge. Phase II: to include NEPA, design, and construction for the SE/SW Freeway. Phase III: to include NEPA, design, and construction of I-295.

<b>TIP ID: 6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility &amp; Safety Plan</b>									<b>Total Cost:</b>	<b>\$3,800</b>
Facility: Street	HSIP	90/10/0		1,500 a	410 a					1,910
From:										
To:	STP	80/20/0	1,000 a							
									<b>Total Funds:</b>	<b>1,910</b>

Description: Design and Construct pedestrian safety and traffic operations improvements

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: <b>6408</b> Agency ID:		Title: <b>Off-Hours Freight Delivery Pilot Project</b>						Total Cost:		<b>\$300</b>

Facility:	HRDP	50/50/0	160 a	140 a					140
From:									
To:									<b>Total Funds: 140</b>

Description: The DDOT Off-Hours Freight Delivery Pilot Project will focus on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. The District has a constrained infrastructure with multiple modes competing for use of the same space and DDOT believes that a focus on encouraging off-hour deliveries would contribute significantly to reducing congestion.

TIP ID: <b>6412</b> Agency ID:		Title: <b>Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street</b>						Total Cost:		<b>\$1,000</b>
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Facility:	18th Street NW	STP	80/20/0	1,000 a					1,000	
From:	Virginia Ave NW									
To:	M Street NW									<b>Total Funds: 1,000</b>

Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees.

TIP ID: <b>6414</b> Agency ID:		Title: <b>Reconstruction of Kenyon Street NW from Park Place NW to 13th Street NW</b>						Total Cost:		<b>\$6,500</b>
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Facility:	Kenyon Street NW	STP	80/20/0	1,000 a	5,500 c				6,500	
From:	Park Place NW									
To:	13th Street NW									<b>Total Funds: 6,500</b>

Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on Kenyon Street NW from Park Place NW to 13th Street NW

TIP ID: <b>6416</b> Agency ID:		Title: <b>Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (</b>						Total Cost:		<b>\$6,000</b>
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Facility:	I-66 Ramp to Whitehurst Freeway over Pot	NHPP	83/17/0		1,536 a				1,536	
From:	I-66 Ramp									
To:	Whitehurst Freeway over Potomac Pkwy an									<b>Total Funds: 1,536</b>

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No. 1303).

TIP ID: <b>6417</b> Agency ID:		Title: <b>Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)</b>						Total Cost:		<b>\$7,000</b>
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Facility:	K Street Bridge over Whitehurst Freeway Ra	NHPP	80/20/0	1,000 a					1,000
From:									
To:									<b>Total Funds: 1,000</b>

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs on K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304).

TIP ID: <b>6418</b> Agency ID:		Title: <b>Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No. 0022)</b>						Total Cost:		<b>\$10,000</b>
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Facility:	16th St Bridge NW over Piney Branch Rd. N	NHPP	83/17/0	1,000 a		5,033 c			5,033
From:									
To:									<b>Total Funds: 5,033</b>

Description: Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure. Completion of the interior safety walkways, and railings

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6422</b> Agency ID:	<b>Title: Mount Pleasant Street Lighting Upgrade</b>								<b>Total Cost:</b>	<b>\$2,000</b>
Facility: Mount Pleasant Street NW	STP	83/17/0	300 a	600 a	600 c					1,200
From:			1,700 c							
To:										
<b>Total Funds:</b>										<b>1,200</b>

Description: Lighting Upgrade with complete system including manhole, conduit LED lights and Historic Washington Globe Pole/Fixture

<b>TIP ID: 6425</b> Agency ID:	<b>Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW</b>								<b>Total Cost:</b>	<b>\$1,000</b>
Facility: Harvard Street NW	STP	80/20/0		1,000 a						1,000
From: 16th Street, NW										
To: Georgia Avenue NW										
<b>Total Funds:</b>										<b>1,000</b>

Description: Pavement reconstruction from Harvard Street from 16th Street to Georgia Ave, Improve Curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's median planter and replace trees.

<b>TIP ID: 6426</b> Agency ID:	<b>Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal</b>								<b>Total Cost:</b>	<b>\$6,000</b>
Facility: 14 Street SW Bridge over Streetcar Terminal	NHPP	80/20/0	500 a	5,500 c						5,500
From:										
To:										
<b>Total Funds:</b>										<b>5,500</b>

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs.

<b>TIP ID: 6490</b> Agency ID:	<b>Title: Southwest Freeway Bridge over South Capitol Street</b>								<b>Total Cost:</b>	<b>\$2,000</b>
Facility:	NHPP	80/20/0	2,000 a	1,500 a						1,500
From:										
To:										
<b>Total Funds:</b>										<b>1,500</b>

Description: Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

<b>TIP ID: 6492</b> Agency ID:	<b>Title: Safety Improvements of 22nd and I NW</b>								<b>Total Cost:</b>	<b>\$400</b>
Facility: Pennsylvania Ave, NW	HSIP	80/20/0	50 a	350 c						350
From: 22nd Street NW										
To: I Street NW										
<b>Total Funds:</b>										<b>350</b>

Description: Safety improvements of 22nd and I Street, NW. Improve curb and gutter, sidewalk, streetlights, mtraffic signals, upgrade ADA rampsdrainage catch basins, a LIDs.

<b>TIP ID: 6493</b> Agency ID:	<b>Title: Reconstruction of Ward II</b>								<b>Total Cost:</b>	<b>\$10,000</b>
Facility: 21st Street NW, Florida Ave NW, and Mass	NHPP	83/17/0				9,216 c				9,216
From:										
To:	STP	80/20/0	1,000 a							
<b>Total Funds:</b>										<b>9,216</b>

Description: Reconstruction of Ward II including four locations: 21st Street NW, from O St to Mass Ave, Florida Ave, from Decatur St. to Mass Ave. NW, Mass Ave NW from 20th St to 23rd St., and Mass Ave NW from Decatur St to Belmont St. Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlights, traffic signals, upgrade ADA ramps, drainage catch basins, LID's and replace trees.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6497 Agency ID: Title: Arboretum Bridge and Trail</b>									<b>Total Cost: \$1,000</b>

Facility: Arboretum Bridge and Trail east side of river	CMAQ	80/20/0	1,000 a			3,584 c			3,584
From:									
To:									
									<b>Total Funds: 3,584</b>

Description: The trail environmental assessment has been completed and the bridge and trail is ready to move to the next phase for design and construction.

<b>TIP ID: 6502 Agency ID: Title: On-Call Subsurface Pavement Investigation, Engineering</b>									<b>Total Cost: \$4,511</b>
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Facility: Citywide	STP	80/20/0	425 a	681 a					681
From:									
To:									
									<b>Total Funds: 681</b>

Description: Subsurface Pavement Engineering to determine characteristics of roadway and to perform adequate analysis for pavement design, engineering and support for asset management program


<b>TIP ID: 6505 Agency ID: Title: I-395 Sign Structure Improvements</b>									<b>Total Cost: \$4,700</b>
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Facility: Citywide	HSIP	90/10/0		4,000 c					4,000
From:									
To:	NHPP	80/20/0	4,700 a						
									<b>Total Funds: 4,000</b>

Description: The project replaces either non-compliant (with the Manual on Uniform Traffic Control Devices), incorrect, or old overhead and other guidance signs along I-395 northbound and southbound generally between the 3rd Street tunnel and the Maine Avenue exits. There will be approximately 30 signs changed as a part of the project. The timeline for completion is the end of August, barring any situations where sign structures need to be replaced.

<b>TIP ID: 6516 Agency ID: Title: Reconstruction/ Rehabilitation of Superstructure and Substructure of a Pedestrian Brid</b>									<b>Total Cost: \$5,000</b>
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Facility: Pedestrian Bridge and Trail at Arizona Ave N	CMAQ	80/20/0	1,000 a	400 a					400
From: Nebraska Ave NW									
To: Galena Pl NW									
									<b>Total Funds: 400</b>

Description: The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp. 

<b>TIP ID: 6595 Agency ID: Title: Pennsylvania Ave NW Streetscape from 17th Street NW to Washington Circle</b>									<b>Total Cost: \$17,000</b>
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Facility: Pennsylvania Ave NW	NHPP	80/20/0		1,000 a					1,000
From: 17th St NW									
To: 22nd St NW	NHPP 1	83/17/0			1,536 a				1,536
									<b>Total Funds: 2,536</b>

Description: Design for streetscape of Pennsylvania Avenue NW, includes multi-modal friendly transportation. Facilitate New Connections, Balancing the Modes, Pedestrian Scale Streetscape, Create a vibrant, cohesive public space that provides a sense of visual continuity and a framework for new active uses.



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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6596</b>	<b>Agency ID:</b>	<b>Title: Theodore Roosevelt Memorial Bridge</b>							<b>Total Cost: \$31,000</b>	

Facility: Theodore Roosevelt Memorial Bridge      NHPP      90/10/0      1,000 a      2,000 a      2,097 a      5,097

From: \_\_\_\_\_  
To: \_\_\_\_\_ **Total Funds: 5,097**

Description: Phase 2 - bridge deck evaluation and environmental inventory; supplemental to Phase 1 investigation, NPS and FHWA input.

<b>TIP ID: 6597</b>	<b>Agency ID:</b>	<b>Title: Aspen Street NW Improvements</b>							<b>Total Cost: \$8,000</b>	
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Facility: Aspen Street NW      STP      80/20/0      500 a      500

From: Georgia Avenue NW  
To: 16th Street NW **Total Funds: 500**

Description: Improve Aspen Street NW from Georgia Avenue NW to 16th Street NW to include new turn lanes and a multi-use trail on the north side of the street to support the Walter Reed redevelopment.

<b>TIP ID: 6598</b>	<b>Agency ID:</b>	<b>Title: Tenleytown Multi-Modal Access</b>							<b>Total Cost: \$6,080</b>	
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Facility: Wisconsin Ave NW      STP      80/20/0      1,000 a      1,000

From: Albemarle Street NW  
To: Brandywine Street NW **Total Funds: 1,000**

Description: Develop preliminary and final design for improvements based on recently completed Tenleytown-AU Metrorail Station Access Improvements Study.

<b>TIP ID: 6609</b>	<b>Agency ID: CFPID170306</b>	<b>Title: Interstate Mile Marker Project</b>							<b>Total Cost: \$1,000</b>	
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Facility: Citywide      NHPP      83/17/0      1,000 c      1,000

From: \_\_\_\_\_  
To: \_\_\_\_\_ **Total Funds: 1,000**

Description: Install mile markers on I-295, I-395, I-695, and I-66. Design to be completed through Traffic Safety & Engineering Support (TSES) in FY 2017. Project will consist of placing mile markers along interstates and updating existing exit numbers on ground-mounted and overhead signs to comply with mile-marker designations.

<b>TIP ID: 6610</b>	<b>Agency ID: CFPID170319</b>	<b>Title: Overhead Freeway Sign Maintenance</b>							<b>Total Cost: \$3,000</b>	
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Facility: Citywide      NHPP      83/17/0      600 c      614 c      629 c      644 c      660 c      3,147

From: \_\_\_\_\_  
To: \_\_\_\_\_ **Total Funds: 3,147**

Description: Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house.

<b>TIP ID: 6611</b>	<b>Agency ID: CFPID160076</b>	<b>Title: Audit and Compliance</b>							<b>Total Cost:</b>	
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Facility: Citywide      STP      83/17/0      1,000 a      1,024 a      1,049 a      1,073 a      1,100 a      5,246

From: \_\_\_\_\_  
To: \_\_\_\_\_ **Total Funds: 5,246**

Description: To ensure audit and compliance for Davis Bacon staffing, training and software. - Justification for changes in funding or phases: Additional scope of work in order to implement the FHWA and District audit recommendations to procure software to electronically receive certified payrolls for Davis Bacon Compliance.- Contract Need: Critical. The continued need for Davis Bacon Compliance monitoring is required by Law by the U.S. Department of Labor and FHWA as the oversight and funding entity.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6613 Agency ID:		Title: I-695 Bridges From I-395 to I-295/DC-295							Total Cost:		
Facility: I 695	NHPP	83/17/0		500 a	1,024 a	1,049 a	322 a			2,895	
From: I 395											
To: I 295											
										<b>Total Funds:</b>	<b>2,895</b>

Description: Post-construction close-out and completion of outstanding items.



**Table 1A  
DISTRICT OF COLUMBIA  
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM  
Financial Summary (in \$Millions)**

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
<b>Title I - FHWA</b>									
Congestion Mitigation and Air Quality Improvement Program	10.98	13.72	11.61	14.51	21.98	27.48	8.17	10.22	<b>65.92</b>
Demonstration Funding	0.24	0.30							<b>0.30</b>
Federal Lands Access Program	1.50	1.50							<b>1.50</b>
Highway Research and Development Program	0.07	0.14							<b>0.14</b>
National Highway Performance Program	129.12	161.15	66.37	76.26	214.01	245.71	241.98	280.42	<b>763.53</b>
Safe Routes to School Program	1.15	1.15	0.92	1.15	1.91	2.39	1.01	1.27	<b>5.95</b>
State Planning & Research Program	5.60	7.00	5.08	6.35	9.28	11.61			<b>24.96</b>
Surface Transportation Program	89.87	112.31	81.56	97.72	152.74	182.82	94.89	113.30	<b>506.14</b>
Highway Safety Improvement Program (STP)	29.86	35.73	28.21	30.91	24.63	26.99	28.38	30.81	<b>124.44</b>
Transportation Alternatives Program	0.92	1.15	0.92	1.15	1.91	2.38	2.00	2.50	<b>7.18</b>
<b>Title I - FHWA Total:</b>	<b>269.30</b>	<b>334.15</b>	<b>194.67</b>	<b>228.05</b>	<b>426.47</b>	<b>499.37</b>	<b>376.43</b>	<b>438.50</b>	<b>1,492.88</b>
<b>Title III - FTA</b>									
Section 5303	0.33	0.42	0.33	0.42	0.66	0.83			<b>1.66</b>
Section 5304	0.09	0.11	0.09	0.11	0.18	0.22			<b>0.44</b>
Section 5339	1.60	2.00							<b>2.00</b>
<b>Title III - FTA Total:</b>	<b>2.02</b>	<b>2.53</b>	<b>0.42</b>	<b>0.53</b>	<b>0.84</b>	<b>1.05</b>			<b>4.10</b>
<b>State/Local</b>									
District Funds		88.68		63.70		141.24			<b>293.63</b>
<b>State/Local Total:</b>		<b>88.68</b>		<b>63.70</b>		<b>141.24</b>			<b>293.63</b>
<b>Other</b>									
Grant Anticipation Revenue Vehicles (Bonds)	38.95	48.69	67.42	84.27	61.06	76.33			<b>209.29</b>
GSA Earmark	109.60	137.00	19.84	24.80					<b>161.80</b>
National Recreational Trails Funding Program	0.25	0.30	0.25	0.30	0.52	0.62	0.54	0.65	<b>1.87</b>
Private Developer		1.20		1.20					<b>2.40</b>
<b>Other Total:</b>	<b>148.80</b>	<b>187.19</b>	<b>87.51</b>	<b>110.57</b>	<b>61.58</b>	<b>76.95</b>	<b>0.54</b>	<b>0.65</b>	<b>375.36</b>
<b>Grand Total:</b>	<b>420.12</b>	<b>612.54</b>	<b>282.59</b>	<b>402.84</b>	<b>488.89</b>	<b>718.61</b>	<b>376.98</b>	<b>439.15</b>	<b>2,173.16</b>

**Table 1B  
DISTRICT OF COLUMBIA  
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM  
Financial Summary (in \$Millions)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	15.02	18.77	15.87	16.10	82.24	88.41	30.91	30.97	144.03	154.25
Primary	179.83	259.21	106.56	137.06	104.14	152.53	55.20	66.50	445.72	615.36
Secondary	7.32	9.15	16.82	20.30	12.05	14.72			36.19	44.17
Bridge	30.00	37.50			14.19	17.09			44.19	54.59
<b>Surface Transportation:</b>	<b>232.17</b>	<b>324.63</b>	<b>139.25</b>	<b>173.46</b>	<b>212.62</b>	<b>272.74</b>	<b>86.11</b>	<b>97.47</b>	<b>670.13</b>	<b>868.37</b>
<b>Transit:</b>	<b>6.42</b>	<b>49.99</b>	<b>0.42</b>	<b>48.23</b>	<b>6.79</b>	<b>107.76</b>	<b>63.04</b>	<b>75.95</b>	<b>76.67</b>	<b>281.93</b>
<b>Bike/Ped:</b>	<b>8.17</b>	<b>9.92</b>	<b>11.36</b>	<b>14.00</b>	<b>14.28</b>	<b>17.78</b>	<b>1.55</b>	<b>1.92</b>	<b>35.37</b>	<b>43.61</b>
Enhancement	0.92	1.15	0.92	1.15	1.91	2.38	2.00	2.50	5.75	7.18
Freight	4.19	6.49	1.97	3.41	0.36	0.44	0.38	0.46		
ITS	17.44	21.54	8.26	9.81	22.07	26.25	19.08	22.62	66.85	80.21
Maintenance	72.28	100.19	47.80	66.62	122.97	163.40	138.52	160.71	381.57	490.92
Other	77.42	97.26	71.52	84.80	106.73	126.42	65.08	76.02	320.76	384.49
Safety	0.54	0.68								
TERMs	0.56	0.70	1.09	1.36	1.16	1.45	1.22	1.52	4.02	5.03
<b>Miscellaneous:</b>	<b>173.35</b>	<b>228.01</b>	<b>131.57</b>	<b>167.15</b>	<b>255.20</b>	<b>320.34</b>	<b>226.28</b>	<b>263.82</b>	<b>786.41</b>	<b>979.31</b>
<b>Total Funds:</b>	<b>420.12</b>	<b>612.54</b>	<b>282.55</b>	<b>402.84</b>	<b>488.89</b>	<b>718.61</b>	<b>376.98</b>	<b>439.15</b>	<b>1,568.57</b>	<b>2,173.16</b>