



TRANSPORTATION PLANNING BOARD

Wednesday, February 21, 2018
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Charles Allen, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. APPROVAL OF THE MINUTES OF THE JANUARY 17, 2018 MEETING**
Charles Allen, TPB Chair
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**
Robert Brown, TPB Technical Committee Chair
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND THE ACCESS FOR ALL COMMITTEE (AFA)**
Katherine Kortum, TPB Citizens Advisory Committee Chair
Kacy Kostiuk, Access for All Committee Chair
- 12:40 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.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Charles Allen, TPB Chair

ACTION ITEMS

- 12:50 P.M. 7. VISUALIZE 2045: REVIEW OF COMMENTS RECEIVED AND APPROVAL OF THE ADDITIONAL MONTGOMERY COUNTY PROJECT SUBMISSION INTO THE CONSTRAINED ELEMENT FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

Andrew Austin, TPB Transportation Planner

The constrained element of Visualize 2045 identifies all regionally significant transportation investments the region can demonstrate to 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.

At the January 17 meeting, the board approved the project submissions and the Air Quality Conformity analysis scope of work. After the public comment period closed, Montgomery County requested the addition of the New Hampshire Avenue Bus Rapid Transit Project. The board opened an additional public comment period for this project which closed on February 17. The board will be briefed on the comments received and recommended responses, and asked to approve the additional project submission from Montgomery County for inclusion in the air quality conformity analysis for Visualize 2045 and the FY 2019-2024 TIP.

Action: Adopt Resolution R13-2018 to approve the additional Montgomery County project submission for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 TIP.

- 12:55 P.M. 8. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR FY 2019 IN ORDER TO MATCH THE UPDATED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY FY 2019 CAPITAL BUDGET**

Shyam Kannan, WMATA

WMATA has requested an amendment to update project and funding information in FY 2019 for 13 projects in the WMATA section of the TIP. These projects are already 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. On February 2, 2018, the Steering Committee reviewed the amendment and recommended approval.

Action: Approve Resolution R14-2018 to amend the FY 2017-2022 TIP.

INFORMATION ITEMS

- 1:00 P.M.** **9. BRIEFING ON THE DRAFT FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)**
Lyn Erickson, TPB Plan Coordination and Program Director
- The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2019 (July 1, 2018 through June 30, 2019). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff work scope for the year. The board will be asked to approve the FY 2019 UPWP at its March 21, 2018 meeting.
- 1:15 P.M.** **10. BRIEFING ON THE DRAFT FY 2019 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)**
Nicholas Ramfos, TPB Transportation Operations Programs Director
- The board will be briefed on the draft Commuter Connections Work Program for FY 2019 (July 1, 2018 through June 30, 2019). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2019 CCWP at its March 21, 2018 meeting.
- 1:20 P.M.** **11. ROUND 9.1 COOPERATIVE FORECASTS**
Paul DesJardin, COG Department of Community Planning and Services Director
- The region's jurisdictions recently completed their jurisdiction-level updates of population, household, and employment projections in metropolitan Washington as part of the Round 9.1 Cooperative Forecast. These new forecasts will be used in the upcoming Air Quality Conformity analysis of Visualize 2045, the region's long-range transportation plan. The board will be briefed on the jurisdictional and regional forecast updates and their use in the regional transportation planning process.
- 1:45 P.M.** **12. VISUALIZE 2045: PERFORMANCE BASED LONG RANGE TRANSPORTATION PLAN**
Eric Randall, TPB Transportation Engineer
- The transportation planning process involves setting goals and priorities, programming projects, and evaluating performance. The board will be briefed on a new focus of our process, which is to evaluate the progress of our plan and TIP through Performance Based Planning and Programming (PBPP). Later this year the board will need to approve targets for highway system performance, traffic congestion, CMAQ project emission reductions, and pavement and bridge asset conditions.

2:00 P.M. **13. ADJOURN**

The next meeting is scheduled for March 21, 2018.

MEETING AUDIO

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TRANSPORTATION PLANNING BOARD
MEETING MINUTES
January 17, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Paolo Belita, Prince William County
Bob Brown, Loudoun County
Ron Burns, Frederick County
Allison Davis, WMATA
Christian Dorsey, Arlington County
Marc Elrich, Montgomery County
Gary Erenrich, Montgomery County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Kacy Kostiuk, City of Takoma Park
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
Ron Meyer, Loudoun County
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Kelly Russell, City of Frederick
Eric Shaw, DC Office of Planning
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, NPS
Brandon Todd, DC Council
Victor Weissberg, Prince George's County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson
John Swanson
Eric Randall
Jon Schermann
Andrew Austin
Ken Joh
Lori Zeller
Abigail Zenner
Sergio Ritacco
Arianna Koudounas
Charlene Howard
William Bacon
Debbie Leigh
Deborah Etheridge
Wendy Klancher
Paul DesJardin COG/DCPS

Bill Orleans Hack
Nydia Blake Prince William County
Malcolm Watson FCDOT
Alexander Stanley PWC – BOCS
Andrew Mowry Loudoun BOS
Susan Swift SMTA
Rob Whitfield Fairfax County Taxpayers Alliance
Norman Whitaker VDOT
Regina Moore VDOT
Sree Nampoothiri NVTA
Mike Lake Fairfax County DOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Dickerson spoke first regarding the proposed widening of Route 15. She said that it would be better to add a roundabout instead of the full widening of the road.

Ms. Polky from the Catocin Coalition also spoke on the Route 15 widening. She also asked that the project be changed to a roundabout instead of the full widening.

Ms. Harris of the Washington Area Bicyclists Association spoke in support of the National Capital Trail endorsement. She spoke on behalf of the Capital Trails Coalition and supported the vision of an interconnected network of trails.

Mr. Kosla from the District of Columbia Mayor's Recreational Trail Advisory Committee spoke in support of the National Capital Trail endorsement.

Ms. Swift spoke on behalf of the Suburban Maryland Transportation Alliance and spoke in support of Maryland's I-270 and I-495 traffic relief projects. She also noted that she would prefer that the BRT projects in Montgomery County be renamed transit projects.

Mr. Stanley spoke on behalf of Prince William County Supervisor Anderson in support of adding an auxiliary lane to I-95. He explained that there is a bottleneck where the lanes change from four to two and that the auxiliary lane would help ease that congestion.

Mr. Brenner from the East Coast Greenway spoke in favor of the National Capital Trail endorsement. He said the trail network would help make connections to a wider network of trails and the East Coast Greenway.

2. APPROVAL OF MINUTES OF THE DECEMBER 20, 2017 MEETING

A motion was made to approve the minutes from the December 20, 2017 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Brown said that the Technical Committee met on January 5. At the meeting the committee was briefed by MDOT on projects from the agencies traffic relief plan that includes improvements to Interstate 495 and 270. He said that staff was briefed on highway safety targets required by the federal performance-based planning and programming process. He said there were also briefings on revisions made to the non-motorized priority projects and the five initiatives recommend by the Long-Range Plan Task Force. He said that TPB staff will be work with member jurisdictions to identify methods for moving the initiatives toward implementation. He said that the final presentation was about the federal performance-based planning and programming process which requires each MPO, highway agency, and provider of public transportation to jointly agree upon and document the coordinated process for the collection of performance data, performance targets, reporting of targets, and reporting performance

related to those targets.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Chair Allen thanked Mr. Martin for his service as TPB chair.

Mr. Martin said that the 2017 Citizens Advisory Committee held its last meeting on January 11. At the meeting the committee was briefed on project inputs for the constrained element of Visualize 2045 and the TPB agenda. He said that most of the meeting was spent reflecting on accomplishments from the last year, which include participation in the Long-Range Plan Task Force process and assisting with the public opinion survey for Visualize 2045. He said that while people were pleased with those accomplishments, the committee was disappointed it did not spend more time addressing the priorities identified by the committee at the beginning of the year. These priorities include transportation equity, WMATA, climate resiliency, and transportation technology. He suggested that there may be an opportunity for the CAC to learn more about or coordinate with other TPB committees and sub-committees on these topics. He said that the committee also discussed recommendations for the 2018 committee. One recommendation was to explore how different transportation technologies—like autonomous vehicles, transportation as a service, or GPS navigation—are affecting the region and how that can be taken into consideration for future planning. He said that his full report was distributed to the board.

5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Mr. Srikanth said that details of the director's report were included in a memo that was distributed to the board. He said that the Steering Committee met on January 5 and took two actions. The first action was to approve a TIP amendment requested by VDOT to add about \$4 million in state funding for the preliminary engineering phase of the Route 7 and Harry Byrd Highway interchange, and a revision of the total project cost estimate for the Rolling Road widening project from \$35 million to \$51 million. He said that this action was detailed on page 5 through 12 of his report. The second action approved a payment of \$25,000 towards the TPB's membership in the National Association of MPOs or AMPO.

Mr. Srikanth said that the letters sent and received section of the memo included a letter from the Northern Virginia Transportation Coalition and other organizations sharing policy statements for a framework for transportation funding in Virginia. He said that these were primarily presented as legislative priorities. Details on this can be found on pages 17 and 18 of the report.

Mr. Srikanth announced that the report also includes a memo describing TPB staff's participation and contribution to the Transportation Research Forum. The memo, found on pages 21-23 of the report, details member posters and presentations, as well as participation in TRB committees. He said that the other announcement recognized the need to reschedule the November 21, 2018 TPB meeting so that the meeting does not occur the day before Thanksgiving. He said that the new date will be shared when it is ready.

Mr. Srikanth said that four board members have called into the meeting. Mr. Elrich, Mr. Glaros, Ms. Gaines, and Ms. Hudgins all participated remotely.

6. CHAIRMAN'S REMARKS

Chair Allen said that he looks forward to serving as the chair in 2018. He welcomed three new TPB members: Mr. Dorsey, Mr. Dewalt, and Ms. Kostiuk. He said that Ms. Kostiuk is taking over for him to chair the Access for All Advisory Committee (AFA). He said that in the year ahead he hopes to take some of his work from the past two years as AFA chair. He thanked the two new vice chairs, Mr. Nohe and Ms. Russell. He also thanked the previous two chairs, Ms. Newton and Mr. Lovain.

Chair Allen took a moment to reflect on the work the board completed in 2017. He said that he was impressed with the work that went into the Long-Range Plan Task Force. He said that MPOs have many

specific federal requirements and he hopes that the TPB will think strategically about those requirements in 2018. He said that he looks forward to working with staff on Visualize 2045. He said that he has had conversations with staff about how to assess projects and programs that are proposed to be added to the regional long-range transportation plan. He said that this assessment will be covered in Item 8. He said it is important to think about how the TPB can exceed minimum requirements. He also acknowledged the ongoing work to find additional funding for Metro. He said that the TPB will be working with the COG board to enhance traffic incident management and the COG planning directors committee to try and align land-use plans and forecasts with transportation planning and forecasts.

Chair Allen said that the board should work with stakeholders, including the Federal City Council, business groups and organizations, and others as they realize the importance of sustainable transportation policy. He said that it is also important to work with state and local governments to hopefully implement the initiatives approved by the TPB in December.

ACTION ITEMS

7. APPROVAL OF 2018 APPOINTMENTS TO THE TPB CITIZENS ADVISORY COMMITTEE

Chair Allen said that he reviewed the CAC applications and nominated members and alternates for the District of Columbia. He said that Ms. Russell and Mr. Nohe made similar nominations for Maryland and Virginia respectively.

Mr. Swanson acknowledged Mr. Martin, the 2017 CAC chair, and said he did a great job. He said that 2018 is the 25-year anniversary for the CAC. In that time, he said that the CAC pushed to the TPB to develop a more meaningful long-range planning process, more scenario study work, and to develop a regional transportation priorities plan. He said that the CAC was also instrumental in getting the TLC program started and pushing for a regional Complete Streets policy.

Mr. Swanson described the process for selecting the CAC. He said that each year the CAC votes on six individuals to serve the following year. Then TPB officers are asked to nominate three additional members for the District, Maryland, and Virginia. The officers can additionally nominate alternates. Referring to his memo, he read the list of nominations for 2018 members and alternates.

Chair Allen made a motion to appoint the members and alternates to the 2018 CAC. The motion was seconded and approved. He said that he has selected a CAC member to serve as chair, but that he has not had a chance to confirm the selection.

8. VISUALIZE 2045: REVIEW OF COMMENTS RECEIVED AND APPROVAL OF THE CONSTRAINED ELEMENT PROJECT SUBMISSIONS FOR THE AIR-QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Erickson said that Visualize 2045 is the federally required long-range plan for the National Capital Region. She said that the plan identifies all regionally significant transportation investments planned in the region through 2045. The plan also provides detailed analysis to help decision-makers and the public visualize the region's transportation future under current plans. She said that development of this plan is already underway. In October the TPB collected financial forecasting information and project submissions from the 19 different funding agencies in the region.

Ms. Erickson said that her presentation today only covers the constrained element of Visualize 2045. She said this element used to be called the CLRP. She said her presentation does not cover the aspirational element of the plan. She said that the board is being asked to review public comment on and approve the project submissions and scope of work for the air-quality conformity analysis. She described the need to meet federal requirements. First, the region need to demonstrate that funding is reasonably expected to be available to eventually implement the proposed projects on this list. Second, the region needs to demonstrate that all future vehicle emissions of criteria pollutants remain below

regional emissions budgets. She said that this most recent group of project submissions builds on projects already in the old plan. The updated revenue analysis shows that the region anticipates that there is \$300 billion available to cover new projects, state of good repair, maintenance, and operations for all the projects proposed as part of this plan.

Ms. Erickson referred to her presentation and described the projects being proposed. The District of Columbia project submissions include bike lanes and changes to existing projects. Northern Virginia project submissions include an I-95 southbound auxiliary lane, and widening of U.S. 15. WMATA's project submissions includes adding eight-car trains during peak hours. Maryland's project submissions include a traffic relief plan on I-270 and I-495 and BRT projects.

Mr. Lewis said that Maryland faces significant congestion challenges that could limit the state's economic growth and could diminish quality of life. He said that I-270 and I-495 are among the most congested corridors in Maryland. He said that the traffic relief plan for each corridor includes two express toll lanes headed both ways. He said that MDOT's six-year capital budget is \$15 billion, which is not enough to fund this project. For this reason, the state is pursuing a demand revenue-based public private partnership similar to what Virginia did along the I-66 corridor. He said that a partnership like this would allow the infrastructure to be built more quickly. He said that the aim of these projects is to provide long-term congestion management. He said that the express lanes will be dynamically priced and that transit will be allowed to use the express lanes. He said that there is currently no commitment to HOV usage in those lanes. He said that preferred alternatives will be explored through the NEPA process, which includes identifying and working with all stakeholders. He said that NEPA study updates need to be provided to the community in a timely manner. He said that it is important to expedite the NEPA process while meeting all the community requirements.

Mr. Lewis said that MDOT held an industry outreach session for businesses considering bidding on the traffic relief projects. So far 27 formal responses have been received. Later this year MDOT will release a request for qualifications and a request for proposals. He said that in 2019 there will be a draft environmental impact statement in addition to technical and financial proposals. In 2020 a selection will be made, the environmental impact statement will be finalized, and financial close will be executed. He said that it is necessary to get approval from the Maryland Board of Public Works for the procurement process.

Mr. Roberts said that the City of Greenbelt strongly opposed widening and adding toll lanes to I-495, also known as the Capital Beltway, and I-270. He said that this plan will exacerbate traffic and that the environmental and social impact of the project is too large. He said that he will vote against the resolution.

Mr. Lewis said that MDOT will work through the process with all of the stakeholders to do everything possible to mitigate community impacts. He said that COG/TPB forecasts show significant population and employment increase over the next 25 years and that current and future congestion needs to be addressed.

Mr. Roberts said that a recent study of a proposal to add toll-lanes on the Baltimore-Washington Parkway would not relieve traffic. He said he believes that these resources would be better spent on light rail, mass transportation, and bicycle and pedestrian projects instead of highways.

Mr. Lewis said that Maryland needs to come to an agreement with the federal government in regard to federal ownership of the parkway. He said that this needs to happen before there is more planning.

Ms. Smyth said that it makes sense for I-495 to adopt an HOV-3 exemption for the express lanes so that the system is compatible with express lanes in Virginia.

Mr. Lovain said that it is important that connectivity between I-495 in Maryland and Virginia is important. He also asked about plans for the Baltimore-Washington Parkway.

Mr. Lewis noted that the project planning process is in the early stages and therefore some of the

specifics still need to be worked out. He said that MDOT is open to allowing buses on the lanes and studying the financial and legal implications regarding the decision for HOVs.

Mr. Burns expressed concern about the impacts of the traffic relief plan on the City of Frederick. He said that it could increase congestion, especially along U.S. Route 15. He said that there has previously been an expectation that the section of Route 15 through Frederick would be rebuilt before I-270 is widened.

Ms. Russell said that the City of Frederick is bisected by Route 15 and that there is congestion in both directions throughout the day. She shared Mr. Burn's concern that Route 15 is not on an accelerated path to completion.

Mr. Lewis said that engineering work on Route 15 will not be completed until 2021. He encouraged Frederick to put the Route 15 project as a high priority in its annual letter to MDOT. He said that Maryland has many transportation priorities across the state.

Mr. Erenrich said that the details of the traffic relief projects will not be settled for 18 months or more. He said it is important that stakeholders coordinate to make sure that right-of-way and other impacts are well considered.

Mr. Shaw said that he is a commissioner on the National Capital Planning Commission. He said that there is a big push from federal planners to reduce parking trips, especially for a number of federal campuses in Maryland. He urged MDOT to take under consideration National Capital Planning Commission guidance about the reduction of trips and increased transit for federal campuses.

Mr. Lewis said that the Purple Line, which is currently under construction, will connect several federal campuses and universities.

Ms. Hamilton said that jurisdictions in Virginia have learned-lessons from work on I-66 that would be useful for helping Maryland to navigate this process.

Mr. Lewis said that he appreciates MDOT's relationship with VDOT.

Mr. Weissburg said that regional goals about balancing work and employment across the region are being considered in how the traffic relief project will benefit Equity Emphasis Areas. He said he is also curious about how right-of-way will be impacted.

Mr. Lewis said that it is important to get everything out onto the table so that it can be evaluated in context.

Ms. Kostiuk shared concerns regarding the impact that the traffic relief plan will have on communities. She said a focus on transit would be a more effective solution. She asked about anticipated congestion impacts on streets that connect with the Beltway. She said this project will increase the number of cars so she also asked about how MDOT will address environmental impacts.

Mr. Lewis said that the NEPA process is ongoing for the next 18 months or more. He said that process will address environmental impacts. He said that Maryland is committed to adding roadway and transit capacity to help alleviate congestion.

Mr. Elrich said that he was disappointed that the work from the Long-Range Plan Task Force was not reflected in this plan. He said that it is unclear whether the I-270 traffic relief would include two reversible lanes or four total new lanes. He said the reversible lanes would be doable, but the four lanes would be unnecessarily expensive and environmentally damaging. He said that he agrees with Mr. Schwartz and Ms. Kostiuk regarding their concerns with environmental impacts and impacts on local traffic. He said that this is a continuation of a roads-first mentality and that congestion relief should focus on transit.

Mr. Lewis said that several high-cost transit projects are currently moving forward in Montgomery and Prince George's Counties. He added that the state is part of a discussion to find significant new funding for WMATA.

Chair Allen said that staff is planning to use the work from the Long-Range Plan Task Force to assess the projects and programs in the future.

Ms. Erickson said that the next part of the presentation covers the public comment period for the project submissions and the Air Quality Conformity Analysis scope of work.

Mr. Austin referred to a memo titled "Summary of Comments Received and Proposed Response on Project Submissions for Inclusion in the Air-Quality Conformity Analysis." He said that the memo contains detailed summaries of the comments received and agency responses. He said that the comments and responses will be included in the documentation for Visualize 2045.

Mr. Austin said that comments were received regarding the portion of I-495 and I-270 which should be completed first. He said that there were other comments stating that this traffic relief project will benefit private partners and that roads will remain crowded. Other comments opposed the inclusion of the traffic relief projects in the plan. He said there were also comments on the Maryland 201 widening that said the project should include separated bicycle and pedestrian path and that the project should improve bridges. There was another comment that said that this project will increase pollution. He said that comments were also received regarding the widening of U.S. 301. These comments said that the project should include provisions for future transit accommodations, that the facilities should be upgraded to a limited access highway without stoplights and faster speed limits, and that sufficient alternatives have not been explored. In Virginia, he said that there were five sets of comments that generally supported the I-95 southbound auxiliary lane project.

Mr. Austin said that a full set of comments is available upon request.

Ms. Erickson reminded the board that the project submissions and scope of work for the Air-Quality Conformity Analysis have been made available to the board and for public comment. She referred to a memo titled "Assessment of Major New Projects Against the TPB's Endorsed Aspirational Initiatives." She said this document is an initial assessment on how the five initiatives are and are not incorporated into the major new additions to the constrained element of Visualize 2045.

Ms. Erickson said that the benefit of public comment is that it challenges agencies to think about submissions. She said that in this spirit Montgomery County was responding to a comment about the New Hampshire Avenue BRT project and was proposing to add it to the air quality conformity analysis.

Mr. Erenrich said that the New Hampshire BRT project has been one of the priority projects for the county. He said it was initially submitted as a study. He said that based on comments received, the county undertook a review of the project's readiness and funding. Since the county has the fiscal capacity, it was decided that it should be submitted for inclusion in the air quality conformity analysis for Visualize 2045.

She said that since the request to include the New Hampshire BRT project is considered a regionally significant change and is coming after the end of the public comment period, staff proposes to release the project for public comment this month and act on it next month. She said that staff also recommends TPB approve the remaining projects today. She noted that this will allow staff to start the analysis work while still being able to add the New Hampshire BRT project next month if the board so decides.

Mr. Meyer made a motion to adopt Resolution R9-2018 to approve the project submissions for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019 to 2024 TIP.

The motion was seconded and approved.

Chair Allen noted that Mr. Roberts and Ms. Kostiuik voted no.

9. VISUALIZE 2045: APPROVAL OF THE SCOPE OF WORK FOR THE AIR-QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Erickson said that the board is being asked to approve the scope of work for the Air Quality Conformity Analysis. She said that Ms. Posey presented the details to the TPB at the December meeting. She said that the scope of work was open for public comment, but that it did not receive any comments. She said that after the scope is approved staff will conduct the air-quality and system analysis. She said a new Transportation Improvement Program will be developed along with more public comment. She said that the board will be asked to approve the analysis in October along with the Visualize 2045 plan.

Chair Allen made a motion to approve the scope of work for the Air-Quality Conformity Analysis for Visualize 2045 and FY 2019-2024 TIP. The motion was seconded and approved.

Mr. Roberts voted against the scope of work.

10. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS

Mr. Schermann referred to the memo and presentation explaining the proposed Highway Safety Targets for the region. He explained the methodology for getting to the proposed targets and the purpose of the targets.

Mr. Snyder asked if the targets were an assessment of how the region is doing or if they are meant to change policies since many jurisdictions are aiming for zero deaths.

Mr. Srikanth explained that this is a way to assess how the transportation agencies are using federal funding to achieve these targets. It does not preclude any jurisdiction from having longer-term aspirations like Vision Zero or Towards Zero Deaths. He noted that the recommended targets are for a period ending this year. He said the targets will have to be updated next year and then four years from now. He also said that these targets are shorter-term and based on current funding while Vision Zero and Towards Zero Deaths aspirational targets are long-term goals.

Mr. Snyder asked how he could signal that we should do better in the future while understanding the purpose of these targets in his vote today.

Chair Allen said that he understood what Mr. Snyder's concerns were and was also trying to understand what these numbers mean. He said he would be happy to work with Mr. Snyder to find a way to focus attention on more aspirational numbers and work with jurisdictions on that.

Mr. Zimbabwe explained that the District of Columbia faced the same dilemma since it had adopted Vision Zero by 2024 but that the FHWA specifically said they could not use that as a target for this purpose and they must be realistic and attainable. He also explains that if we do not show progress in these numbers it could shift funding away from important safety areas.

Mr. Srikanth responded that the TPB can clarify that the region is committed to its aspirational goals and sees these short-term goals as a means to assess the progress we are making towards our aspirational goals. He also said that the TPB could recommend and advise the transportation agencies to redouble their efforts in these categories and fund efforts to address these safety areas. He said that next year, the targets can be revisited to understand the progress that was made.

Mr. Erenrich suggested adding a whereas clause to talk about the aspirational goals in the resolution.

Chair Allen seconded the motion to add the clause.

The board approved the motion to add a couple of Whereas clauses to capture the above sense of the Board's discussion.

Chair Allen moved to adopt Resolution R10-2018 to approve regional highway safety targets.

The motion was seconded and approved.

11. APPROVAL OF FUNDING RECOMMENDATIONS FOR THE SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM AND AN AMENDMENT OF THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE THE PROJECTS

Ms. Klancher said that the Enhanced Mobility program is funded by the Federal Transit Administration. She said that COG is the designated recipient for this funding in the Washington area. She said that under the FAST Act approximately \$2.8 million is provided for each state for matching grants to help people with disabilities and older adults in their transportation mobility needs. She said the TPB solicited projects from August to November 2017. She said that there were applications for more than two times the amount of money available. She said that projects were awarded in two categories. The first covered mobility management and operating services. There were eight projects awarded a total of \$4 million in this category. The second category of projects cover vehicle acquisition. These projects were also awarded \$4 million. She said that details on the project specifics could be found in her memo. She did note that this year they awarded their largest grant to date, which will fund 22 new Metro Access vehicles for WMATA.

Chair Allen moved to approve Resolution R11-2018 to approve funding recommendations for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and to approve an amendment of the FY 2017-2022 Transportation Improvement Program (TIP) to include these projects.

Mr. Meyer seconded the motion.

The motion was approved.

12. NON-MOTORIZED PRIORITY PROJECTS

Mr. Swanson briefed the board on the two bicycle and pedestrian initiatives. Referring to the presentation, he went over the National Capital Trail and the Transit Access initiatives.

Mr. Lovain said that he wanted to emphasize that improving pedestrian access to high-capacity transit station might be the most cost-effective thing to promote transit-oriented development and increase Metrorail ridership.

Mr. Snyder asked if this initiative also included pedestrian access to bus rapid transit. Specifically, those along Route 7 in Virginia.

Mr. Swanson explained that those are the kinds of facilities that we would want to improve access to.

Mr. Srikanth clarified that BRT projects like the one along Route 7, which is currently under study, would also be consistent with the other aspirational goals for Visualize 2045.

Mr. Snyder commented that he really liked the slide that explained the elements of Visualize 2045 including the constrained element and the aspirational element.

Mr. Meyer said he was really excited about these initiatives and noted that Loudoun County is already trying to implement these with Metro coming in 2020.

Mr. Lewis noted that MDOT is proud to provide its linkage with the Purple Line as well and would continue to work with local jurisdictions to prioritize bicycle and pedestrian projects.

A motion was moved and seconded to approve Resolution R12-2018 to endorse the Non-Motorized Priority Initiatives. The motion was approved.

INFORMATION ITEMS

13. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Erickson referred to her memo and said that it described the staff budget and scope of work for Fiscal Year 2019. This is called the Unified Planning Work Program and summarizes all the operations and activities conducted by the TPB. She said that this program is federally approved. She said that she will present a draft of the document at the February board meeting.

OTHER ITEMS

14. ADJOURN

Chair Allen said that no other business was brought before the board. The next meeting is scheduled for February 21, 2018.

The meeting adjourned at 2:10 p.m.

Meeting Highlights: TPB Technical Committee, February 2, 2018

The Technical Committee met on February 2, 2018 in the Walter A. Scheiber Board Room at COG. The following items were reviewed for inclusion on the TPB's February agenda:

- **TPB agenda item 7**

The committee was briefed on the process for including an additional project, the New Hampshire Avenue Bus Rapid Transit Project, in the air quality conformity analysis that will be conducted for the constrained element of Visualize 2045, which is the forthcoming long-range transportation plan, and the FY 2019-2024 Transportation Improvement Program (TIP). Staff reminded the committee that the TPB on January 17 approved a package of project submissions, but after the public comment period closed, Montgomery County requested the inclusion of the additional project.

Staff also provided a comprehensive update on Visualize 2045, which is scheduled for approval in October. The briefing included an update on the development of the plan's constrained element, aspirational element, air quality conformity analysis, financial plan, and public involvement activities.

- **TPB agenda item 9**

Staff provided a briefing on the draft FY 2019 Unified Planning Work Program (UPWP). The briefing included revenue information and detailed descriptions of the components of the draft UPWP.

- **TPB agenda item 10**

Staff from the TPB's Commuter Connections Program provided a briefing on the draft FY 2019 Commuter Connections Work Program (UPWP). This briefing also included revenue information and a description of activities in the CCWP.

- **TPB agenda item 11**

Staff gave a briefing on COG's latest round of land-use forecasts—the Round 9.1 Cooperative Forecasts, which will be used in the upcoming Air Quality Conformity analysis of Visualize 2045. Staff reported that the region's jurisdictions recently completed their jurisdiction-level updates of population, household, and employment projections in metropolitan Washington, which will be reflected in the new forecasts.

- **TPB agenda item 12**

Several TPB staff members provided a series of briefings on the federally required performance-based planning and programming (PBPP) process. The briefing included information on performance measures and target-setting options for the region which will be part of the implementation of the highway system performance (NHS, Freight, CMAQ Program) rulemaking.

The following items were presented for information and discussion:

- **Profile of the Motor Vehicle Characteristics in the Washington, D.C. Region: Analysis of December 2016 Vehicle Registration Data**

Staff briefed the committee on the composition of the vehicle fleet in the Washington region based on the 2016 Vehicle Registration Data. The data are used to create inputs to the mobile

emissions modeling process (MOVES) and will be applied in the Visualize 2045 Air Quality Conformity analysis.

- **Northern Virginia Long Distance Commuter Bus Study**
Staff and consultants presented findings from a study that was designed to determine demand for and strategies to operate long-distance commuter bus service into Northern Virginia and the District of Columbia from locations beyond the TPB planning area.
- **Transportation and Land Use Connections (TLC) Program Solicitation Announcement**
Staff announced the solicitation for the FY2019 round of TLC technical assistance, which opened on February 1. Proposal abstracts, which are optional for applicants, are due on February 23. The deadline for applications is April 2.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – February 2, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

MARYLAND

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

VIRGINIA

Alexandria -----
Arlington County Dan Malouff
City of Fairfax Chloe Ritter
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas Chloe Delhomme
NVRTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County Paolo Belita
PRTC Betsy Massie
VRE Sonali Soneji
VDOT Norman Whitaker
Regina Moore
VDRPT Clinton Edwards
NVPDC -----
VDOA -----
WMATA Allison Davis

OTHER

Meredith Hill, MDOT SHA
Alex Brun, MDE
Marcia Ways, MDE
Bill Orleans

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Tim Canan, DTP
Andrew Meese, DTP
Nicolas Ramfos, DTP
Andrew Austin, DTP
Bill Bacon, DTP
Michael Farrell, DTP
Matthew Gaskin, DTP
Charlene Howard, DTP
Ken Joh, DTP
Wendy Klancher, DTP
Arianna Koudounas, DTP
James Li, DTP
Mark Moran, DTP
Erin Morrow, DTP
Jinchul Park, DTP
Jane Posey, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Daniel Son, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Sunil Kumar, DEP
Paul DesJardin, DCPS
Greg Goodwin, DCPS
Nicole McCall, DCPS

OTHER

James Davenport
Tony DeLorenzo

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

February 8, 2018

Kacy Kostiuik, Chair

At the January TPB meeting, Chair Allen announced that Ms. Kacy Kostiuik, Councilmember from the City of Takoma Park, MD would serve as the next Access for All (AFA) Advisory Committee chair.

Ms. Kostiuik chaired the first AFA meeting of 2018 on February 8. The highlights from this meeting are provided below. A list of participants is 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 skills, people with disabilities, and older adults.

2017 ENHANCED MOBILITY GRANTS

Ms. Winchell-Mendy of the TPB staff provided a summary of the seventeen Enhanced Mobility grants approved by the TPB on January 17, 2018. Nine of the grants will provide vehicles to agencies that provide specialized transportation to clients with intellectual or physical disabilities to attend therapeutic day programs and participate in social and recreational activities. The other eight projects will provide travel training, mobility counseling, language access, volunteer driver programs, taxi vouchers and pedestrian infrastructure.

UPDATE OF TPB'S COORDINATED HUMAN SERVICE TRANSPORTATION PLAN AND BREAK-OUT GROUPS ON UNMET TRANSPORTATION NEEDS

Ms. Klancher of the TPB staff gave an overview of the Coordinated Human Service Transportation Plan which is federally-required and guides the implementation of the Enhanced Mobility program. In 2018, the Coordinated Plan will be updated per federal requirements and under the guidance of the AFA committee. The Coordinated Plan is based on unmet transportation needs for people with disabilities, older adults and those with limited incomes.

To kick-off the Coordinated Plan update process, the AFA discussed unmet transportation needs for all of the population groups the AFA represents. Meeting participants divided into small groups and each group discussed one of the four themes of unmet transportation needs: accessibility, awareness, availability and affordability.

Highlights by theme include:

Accessibility: Technology used in transportation (apps, internet, Smartphones) is not universally accessible for people – those with physical and cognitive disabilities, older adults, as well as people with who cannot afford a Smartphone.

Awareness: The need for more centralized information and the promotion of existing transportation services customized to the audience, including those who have limited-English skills and/or may not have access to the internet or a cell phone.

Availability: Location matters: in urban areas there are more transportation options and fewer in suburban and rural areas. Across the region, there is a need for more options for cross-jurisdictional travel as well as more coordination among jurisdictions. Weekend and evening transit options are lacking as well as same-day specialized transportation services.

Affordability: Transit fares, parking costs and tolls are barriers for many people, not just those with the lowest-incomes in the region.

TPB'S TRANSPORTATION / LAND USE CONNECTIONS SOLICITATION

Mr. Swanson, TPB staff, described the solicitation for applications under the Transportation/Land Use Connections Program (TLC) which provides technical assistance to local jurisdictions to design vibrant communities. Applications are due April 2.

OTHER BUSINESS

Mr. Joh on the TPB staff asked for AFA member feedback on how to increase the survey response rate from minority populations to the TPB's Household Travel Survey, particularly households who have limited-English skills.

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MEETING ATTENDEES

District of Columbia	Virginia	TPB Staff
Drew Larsen, Earth Conservation Corps	Tomi Adeleke, Virginia Department of Transportation (phone)	Kanti Srikanth
Susie McFadden-Resper, DC Office of Disability Rights (phone)	Cynthia Alarico, Fairfax County Department of Neighborhood Services	Lyn Erickson
Brenda Richardson, Earth Conservation Corps	Jayson Green, YMCA Fairfax County Reston	Wendy Klancher
Gloria Swieringa, Prince George's Commissions for Individuals with Disabilities	Roger Hoskins, representing older adults	Sergio Ritacco
Ezra Wright, Earth Conservation Corps	Jeanna Muhoro, Fairfax County Department of Transportation	Lynn Winchell-Mendy
Maryland	Doris Ray, ENDependence Center of Northern Virginia	Ken Joh (presenter)
Shawn Brennan, Montgomery County Aging & Disability Services	Karen Smith, The Arc of Greater Prince William	John Swanson (presenter)
Janet Moye Cornick, Maryland Department of Transportation	Tom Furlong, Diamond Transportation	Matthew Gaskin
Charlie Crawford, representing people with disabilities	Richard Ezike, Union of Concerned Scientists	Bob Griffiths
Thomas Curtis, Maryland Department of Disabilities	Andy Wexler, Arlington County Transit	Chair
Debbie Fisher, CHI Centers, Inc.	Regional	Kacy Kostiuk
Andrea Lasker, Prince George's County DPWT (phone)	Christiaan Blake, WMATA	
Abby Levin, JCA Connect-A-Ride	Glenn Millis, WMATA (phone)	
Bill Orleans, resident	Angela White, National MS Society	
Maxine Powell, Maryland Department of Transportation		



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: February 15, 2018

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: February 15, 2018

At its meeting on February 2, the TPB Steering Committee approved the following resolutions:

- **SR12-2018:** To amend the FY 2017-2022 Transportation Improvement Program (TIP) to include \$1.3 million in National Highway Performance Program funding, \$1.4 million in Congestion Mitigation and Air Quality Improvement Program funding, \$1.5 million in Surface Transportation Program funding, and \$1 million in Highway Safety Improvement Program funding for seven roadway, bridge, and trail projects, as requested by the District Department of Transportation. These projects are exempt from the air quality conformity requirement.
- **SR13-2018:** to amend the FY 2017-2022 TIP to update project and funding information for 20 projects in the District of Columbia totaling \$196 million, 14 projects in suburban Maryland totaling \$36 million, and 29 projects in Northern Virginia totaling \$66 million as requested by the Eastern Federal Lands Highway Division of the Federal Highway Administration. These projects are exempt from the air quality conformity requirement.

The Steering Committee also reviewed a draft amendment to the FY 2017-2022 TIP that has been requested by the Washington Metropolitan Area Transit Authority (WMATA) to update project and funding information for FY 2019 in order to match the proposed FY 2019 Capital Budget. The Steering Committee recommended that the TIP amendment be approved by the TPB with resolution R14-2018 under Item 8 of the February 21 meeting.

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.”

Attachments

- TPB Steering Committee Attendance
- SR12-2018
- SR13-2018

**TPB STEERING COMMITTEE
ATTENDANCE – February 2, 2018**

MEMBERS

Charles Allen	DC Council
Kelly Russell	City of Frederick
Mark Rawlings	DDOT
Kari Snyder	MDOT
Norman Whitaker	VDOT
Allison Davis	WMATA
Bob Brown	Loudoun County

PARTICIPANTS

Paolo Belita	Prince William County
Clinton Edwards	VDRPT
Gary Erenrich	Montgomery County
Mike Lake	Fairfax County
Chris Lakowski	DC Council
Regina Moore	VDOT
Sree Nampoothiri	NVTA
Vic Weissberg	Prince George's County

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Tim Canan, DTP
Andrew Meese, DTP
Nick Ramfos, DTP
Andrew Austin, DTP
Rich Roisman, DTP
Dusan Vuksan, DTP
Abigail Zenner, DTP

OTHER

James Davenport	Davenport Consulting
Bill Orleans	

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 PROJECTS AND TO REDUCE FUNDING FOR ONE PROJECT, 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 January 23, DDOT has requested that the FY 2017-2022 TIP be amended to remove \$9.7 million in National Highway Performance Program (NHPP) construction funds from FY 2019 from the Safety and Geometric Improvements of I-295 project (TIP ID 6240), and to add the following seven projects to the FY 2017-2022 TIP with \$11 million in NHPP funding, \$1.4 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, \$1.5 million in Surface Transportation Program (STP) funding, and \$1 million in Highway Safety Improvement Program (HSIP) in new funding for:

- \$118,000 NHPP in FY 2018 for design and \$9.7 million NHPP (reprogrammed – see below) in FY 2019 for construction on the Great Streets – Pennsylvania Ave, SE project (TIP ID 2743),
- \$960,000 in FY 2018 for construction of the Fiber Communication Network on Freeways project (TIP ID: 6503),
- \$1.1 million NHPP in FY 2018 for construction on the Key Bridge NW over Potomac project (TIP ID: 2768),
- \$1.4 million CMAQ in FY 2018 for construction on the Klinge Trail project (TIP ID: 2806),
- \$602,000 STP in FY 2018 for construction on the Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St NE project (TIP ID: 6421),
- \$877,000 STP in FY 2018 for design on the Reconstruction of Kennedy Street NW from 16th St NW to Georgia Ave NW project (TIP ID: 6501), and
- \$40,000 NHPP in FY 2018 for construction on the Pennsylvania Ave. NW Bridge over Rock Creek (Br. #118) project (TIP ID 5432), as described in the attached materials; and

WHEREAS, these projects 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 remove \$9.7 million in NHPP construction funds from FY 2019 from the Safety and Geometric Improvements of I-295 project (TIP ID 6240) and to add the following seven projects to the FY 2017-2022 TIP with \$11 million in NHPP funding, \$1.4 million in CMAQ funding, \$1.5 million in STP funding, and \$1 million in HSIP in new funding for:

- \$118,000 NHPP in FY 2018 for design and \$9.7 million NHPP (reprogrammed – see below) in FY 2019 for construction on the Great Streets – Pennsylvania Ave, SE project (TIP ID 2743),
- \$960,000 in FY 2018 for construction of the Fiber Communication Network on Freeways project (TIP ID: 6503),
- \$1.1 million NHPP in FY 2018 for construction on the Key Bridge NW over Potomac project (TIP ID: 2768),
- \$1.4 million CMAQ in FY 2018 for construction on the Klinge Trail project (TIP ID: 2806),
- \$602,000 STP in FY 2018 for construction on the Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St NE project (TIP ID: 6421),
- \$877,000 STP in FY 2018 for design on the Reconstruction of Kennedy Street NW from 16th St NW to Georgia Ave NW project (TIP ID: 6501), and
- \$40,000 NHPP in FY 2018 for construction on the Pennsylvania Ave. NW Bridge over Rock Creek (Br. #118) project (TIP ID 5432), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 2, 2018.

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

January 23, 2018

The Honorable Charles Allen, Chairman
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 Allen,

The District Department of Transportation (DDOT) requests that the FY 2017-2022 Transportation Improvement Program (TIP) be amended to reinstate seven projects and decrease funding for one project as detailed below:

Projects proposed to be reinstated

- 1) Great Streets – Pennsylvania Ave, SE (TIP ID: 2743) – add \$118,000 in FY 2018 for design and \$9.7 million in FY 2019 for construction;
- 2) Construction of Fiber Communication Network on Freeways (TIP ID: 6503) – add \$960,000 in FY 2018 for construction;
- 3) Key Bridge NW over Potomac (TIP ID: 2768) – add \$1.1 million in FY 2018 for construction;
- 4) Klinge Trail (TIP ID: 2806) – add \$1.4 million in FY 2018 for construction;
- 5) Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St NE (TIP ID: 6421) – add \$602,000 in FY 2018 for construction; and
- 6) Reconstruction of Kennedy Street NW from 16th St NW to Georgia Ave NW (TIP ID: 6501) – add \$877,000 in FY 2018 for design; and
- 7) Pennsylvania Ave. NW Bridge over Rock Creek (Br. #118) – (TIP ID: 5432) – add \$40,000 in FY 2018 for construction

Project proposed for funding amount decrease

- 1) Safety and Geometric Improvements of I-295 (TIP ID: 6240) – remove \$9.7 million of construction funds from FY 2019

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its February 2, 2018 meeting.

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

Sincerely,



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

**DISTRICT OF COLUMBIA
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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DDOT

Bike/Ped

Klingle Trail

TIP ID: 2806	Agency ID: SR065A	Title: Klingle Trail	Complete:	Total Cost:	\$7,500
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Facility: Klingle Road NW	CMAQ	80/20/0	7,500 c	1,397 c					1,397
From: Porter Street NW									
To: Woodley Road NW									
Total Funds:									1,397

Description: The scope of work is for planning, design and construction of a pedestrian and bicycle facility in the former right of way of Klingle Road with related environmental remediation. Local access for private properties in the Porter to Woodley section will be accommodated. Preparation of preliminary design plans and detailed plans and specifications of the project, as well as environmental remediation pursuant to Section 6018 of the Klingle Road Sustainable Development Amendment Act of 2008.

Amendment: Add Project **Approved on: 2/2/2018**
 Reinststate project in FY 2017-2022 TIP (was in previous TIP) with \$1.4 million in FY 2018 for construction.

Other

Safety Improvements

TIP ID: 6240	Agency ID: MRR01A	Title: Safety and Geometric Improvements of I-295	Complete:	Total Cost:	\$11,500
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Facility: I-295/DC-295	HSIP	90/10/0		9,500 c					9,500
From:									
To:	NHPP	80/20/0	3,500 a						
Total Funds:									9,500

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

Amendment: Remove Funding **Approved on: 2/2/2018**
 Remove \$9.7 million of construction funding from FY 2019 (reprogrammed to TIP ID 2743).

**DISTRICT OF COLUMBIA
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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Streetscape

TIP ID: 2743	Agency ID: ED0B1A	Title: Great Streets - Pennsylvania Ave, SE					Complete:	Total Cost:	
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Facility: Pennsylvania Ave. SE	NHPP	83/17/0	6,000 a		118 a	9,728 c				9,846
From: Sousa Bridge										
To: 27th St. SE (west of)										
Total Funds:									9,846	

Description: Conduct traffic assessments and provide public review and comment of proposed streetscape design elements. Conduct environmental assessments. Prepare concept designs, design plans and specifications; construct improvements to sidewalks, curbs, gutters, streets, and tree boxes; replace street trees; and install other streetscape elements. Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE.
 A. PA AVE & MN AVE INTERSECTION IMPRVS: Project is to improve the roadway pavement, curbs, gutter, and tree boxes, including work to streetscape elements. Project incorporates facilities to improve safety of transit services, transit lanes, provide bicycle lanes and improve pedestrian circulation within the project limits.

Amendment: Add Project **Approved on: 2/2/2018**
 Reinstate project in the FY 2017-2022 TIP (was in previous TIP) with \$118,000 in FY 2018 for design and \$9.7 million in FY 2019 for construction.

Maintenance

Bridge Replacement/Rehabilitation Program

TIP ID: 2768	Agency ID: CD014A	Title: Key Bridge NW over Potomac					Complete:	Total Cost:	\$22,140
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Facility: Key Bridge over Potomac River	NHPP	83/17/0	21,000 c		1,140 c					1,140
From:										
To:										
Total Funds:									1,140	

Description: Rehabilitation of the Key Bridge superstructure and substructure including approach roadway improvements, bike/ped safety improvements, streetlights, and aesthetic lighting.

Amendment: Add Project **Approved on: 2/2/2018**
 Reinstate project in FY 2017-2022 TIP (was in previous TIP) with \$1.1 million in FY 2018 for construction.

TIP ID: 5432	Agency ID: CD049A	Title: Pennsylvania Ave. NW Bridge over Rock Creek (Br. # 118)					Complete:	Total Cost:	
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Facility: Pennsylvania Ave. NW over Rock Creek	BR	80/20/0	50 b							
From:										
To:	NHPP	83/17/0	6,000 c		40 c					40
Total Funds:									40	

Description: Rehabilitation of Bridge # 118, Pennsylvania Ave. NW over Rock Creek

Amendment: Add Project **Approved on: 2/2/2018**
 Reinstate project in FY 2017-2022 TIP (was in previous TIP) with \$40,000 in FY 2018 for construction.

**DISTRICT OF COLUMBIA
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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Construction of Fiber Communication Network on Freeways

TIP ID: 6503	Agency ID:	Title: Construction of Fiber Communication Network on Freeways	Complete:	Total Cost:	\$5,500
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Facility: Citywide	HSIP	80/20/0	5,500 c	960 c					960	
From:									Total Funds:	960
To:										

Description: Perform feasibility study for upgrade of DDOT traffic signal system, conduct system design for implementation of advanced traffic controllers, Procure and install advanced traffic controllers and the associated devices; perform system integration.

Amendment: Add Project **Approved on: 2/2/2018**
 Reinstatement project in the FY 2017-2022 TIP (was in previous TIP) with \$960,000 in FY 2018 for construction.

Reconstruction of Kennedy Street NW from 16th St NW to Georgia Ave NW

TIP ID: 6501	Agency ID:	Title: Reconstruction of Kennedy Street NW from 16th St NW to Georgia Av	Complete: 2017	Total Cost:	\$800
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Facility: Kennedy St NW	STP	83/17/0	800 a	877 a					877	
From: 16th St NW									Total Funds:	877
To: Georgia Ave										

Description: This project includes the Missouri Avenue, Kansas Avenue and Kennedy Street, N.W. Intersection Improvement from 2nd Street to 3rd Street, and Kennedy Street, N.W. Streetscape from Georgia Avenue to 3rd Street, and 2nd Street to North Capital Street.

Amendment: Add Project **Approved on: 2/2/2018**
 Reinstatement project in FY 2017-2022 TIP (was in previous TIP) with \$877,000 in FY 2018 for design.

Streetlight Upgrade

TIP ID: 6421	Agency ID:	Title: Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St	Complete: 2018	Total Cost:	\$2,900
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Facility: Massachusetts Ave	STP	83/17/0	7,700 c	602 c					602	
From: 19th St SE									Total Funds:	602
To: 6th St NE										

Description:

Amendment: Add Project **Approved on: 2/2/2018**
 Reinstatement project in FY 2017-2022 TIP (was in previous TIP) with \$602,000 in FY 2018 for construction.

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 UPDATE FUNDING FOR SIXTY-THREE PROJECTS IN THE DISTRICT OF COLUMBIA, SUBURBAN MARYLAND, AND NORTHERN VIRGINIA, AS REQUESTED BY THE EASTERN FEDERAL LANDS HIGHWAY DIVISION OF THE FEDERAL HIGHWAY ADMINISTRATION

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 December 26, 2017, EFLHD has requested that the FY 2017-2022 TIP be amended to show updated funding consistent with their FY 2018-2021 TIP for 20 projects in the District of Columbia, 14 projects in suburban Maryland, and 29 projects in Northern Virginia, as described in the attached materials; 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, or have been included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to show updated funding consistent with the Eastern Federal Lands Highway Divisions FY 2018-2021 TIP for 20 projects in the District of Columbia, 14 projects in suburban Maryland, and 29 projects in Northern Virginia, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 2, 2018.



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Fiscal Year 2018-2021
Transportation Improvement Program

Date: DEC 26 2017

From: Mr. Kurt Dowden 
Chief of Business Operations

In Reply Refer To: HFPP-15

To: Mr. Moises Marrero
Acting Division Administrator
HDA-DC

The Eastern Federal Lands Highway Division (EFLHD) has developed a FY 2018-2021 Transportation Improvement Program (TIP) for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. The attached spreadsheet contains an overall list of projects for your State. This list will soon be placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>) in order to provide reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's TIP to your State Department of Transportation for inclusion (*as an appendix*) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO). If you have questions or comments regarding the TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov. Thank you for your assistance.

Attachment

cc:
Ms. Sandra Jackson, Community Planner, FHWA, HDA-DC, Washington, DC



FY2018-FY2021 Transportation Improvement Program

Last Printed: 18-Dec-17

Federal Highway Administration
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
District of Columbia													
DC_FLAP_DOT_TILDN(1)	2018	DC	District of Columbia	Rock Creek Park	Const. trail Tilden St. & crosswalk to Peirce Mill Spring House.	MISC	FLAP	\$200,000.00	Title 23	EFLHD	In Design	-	NPS_NC
GWMP_11(4)	2018	DC	District of Columbia	George Washington Memorial Parkway	Rehabilitation of the Arlington Memorial Bridge	BRRC	OTHER	\$150,000,000.00	Title 23	EFLHD	In Acquisitions	-	NPS_NC
GWMP_11(7)	2018	DC	District of Columbia	George Washington Memorial Parkway	Emergency Shoring for Arlington Memorial Bridge	BRRH	FAST	\$5,300,000.00	Title 23	EFLHD	In Acquisitions	-	NPS_NC
NACE_17(2)_18(2)_ETC	2018	DC	District of Columbia	East Fort DuPont	Resurface, restore RTs 17, 18, 19, 118, and 206 in Forts DuPont and Davis	3RH	FLTP	\$3,866,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NP_WHHO_Lafayette_Pk	2018	DC	District of Columbia	White House - President's Park	Reset 7,000 square feet of brick sidewalks within Lafayette Park.	MISC	NPS	\$331,000.00	Title 54	EFLHD	In Design	-	NPS_NC
DC_FLAP_DOT_GALWY(1)	2019	DC	District of Columbia	Rock Creek Park	Construct a trail along Galloway Street	MISC	FLAP	\$500,000.00	Title 23	EFLHD	In Design	-	NPS_NC
JFK1(2)_NAMA16(2)TRL	2019	DC	District of Columbia	Kennedy Center / NPS	Kennedy Center Ped/Bicycle Trail & Rehab Rock Creek & Potomac Pkwy	3RL	FLTP	\$2,700,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NP_NAMA_20(2)_ETC	2019	DC	District of Columbia	National Mall & Memorial Parks	17th St, EB & WB Ind Ave, and E&W Tidal Basin Turnaround Pvmt rehab.	3RL	FLTP	\$5,415,585.00	Title 23	EFLHD	In Design	-	NPS_NC
WHHO_400(1)_413(1)_ETC	2019	DC	District of Columbia	White House - President's Park	Resurfacing Ellipse, South Grounds Road and associated connection roads.	3RL	NPS	\$1,233,000.00	Title 54	EFLHD	In Design	-	NPS_NC
CHOH_238(1)	2020	DC	District of Columbia	Chesapeake & Ohio Canal National Historical Park	Fletcher's Boathouse ent. relocation & replace Structure No. 3100-029P	4R	FLTP	\$2,400,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_11(6)	2020	DC	District of Columbia	National Mall & Memorial Parks	Rehab Inlet Bridge (3400-033)	BRRH	FLTP	\$1,002,759.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_11(7)	2020	DC	District of Columbia	National Mall & Memorial Parks	Rehabilitate Ohio Dr, W Basin Dr & WB to EB Turnaround	3RL	FLTP	\$2,810,000.00	Title 23	EFLHD	Planned	-	NPS_NC
ROCR_15(2)	2020	DC	District of Columbia	Rock Creek Park	Joyce Rd Bridge at Military Rd Reconst	BRRC	FLTP	\$1,500,000.00	Title 23	EFLHD	In Design	-	NPS_NC
ROCR_503(1)	2020	DC	District of Columbia	Rock Creek Park	Waterside Dr. Rdway Reconst & street light replacement & misc	3RH_BRRP	FLTP	\$1,600,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_12(3)	2021	DC	District of Columbia	National Mall & Memorial Parks	Rehab Outlet Bridge & resurface East Basin Dr.	3RL_BRRH	FLTP	\$4,763,776.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_21(2)_501(3)	2021	DC	District of Columbia	National Mall & Memorial Parks	15th St & Jefferson Dr Resurfacing	3RL	FLTP	\$4,248,149.00	Title 23	EFLHD	Planned	-	NPS_NC
NP_ROCR_24(2)	2021	DC	District of Columbia	Rock Creek Parkway	Piney Branch Parkway Northwest pavement & drainage rehab.	3RH	FLTP	\$3,000,000.00	Title 23	EFLHD	Planned	-	NPS_NC



FY2018-FY2021 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division

Last Printed: 18-Dec-17

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
ROCR_12(1)_19(1)	2021	DC	District of Columbia	Rock Creek Park	Rehab Wise & Glover Roads	3RL	FLTP	\$2,124,000.00	Title 23	EFLHD	Planned	-	NPS_NC
ROCR_14(1)_17(1)	2021	DC	District of Columbia	Rock Creek Park	Light pave rehab & replace drainage system on Bingham and Morrow Dr	3RL	FLTP	\$1,191,000.00	Title 23	EFLHD	Planned	-	NPS_NC
ROCR_BMS_(1)	2021	DC	Washington DC	Rock Creek Park	Rehab Structures 3450-029P, 033P, 004P, 012P and 013P	BRRH	FLTP	\$1,990,000.00	Title 23	EFLHD	In Design	-	NPS_NC



FY2018-FY2021 Transportation Improvement Program

Federal Highway Administration
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Maryland													
CATO_900(1)	2018	MD	Frederick	Catoctin Mountain Park	Replace Visitor Center Bridge at Catoctin Mt National Park	BRRP	NPS	\$1,800,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
MD_FLAP_WMSPT_63(1)_68(1)	2018	MD	Washington	National Park Service / C&O Canal National Historical Park	Rehabilitating the roadway and sidewalks along MD 63 and MD 68 in the Town of Williamsport, MD.	3RL	FLAP	\$1,003,407.38	Title 23	LOCAL	Planned	MD-06	NPS_NC
NP_BAWA_1(5)_2(5)	2018	MD	Prince George's	Baltimore Washington Parkway	Resurface BW Parkway, Beaver Dam Rd to MD 197.	3RL	FLTP	\$3,000,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
SUIT_1(2)_2(2)	2018	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Prky & Forestville Rd	MISC	FLAP	\$1,400,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
BAWA_1(6)_2(6)	2019	MD	Prince George's	Baltimore Washington Parkway	Baltimore Washington Parkway median safety improvements.	MISC	NPS	\$900,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
GREE_11(1)	2019	MD	Prince George's	Greenbelt Park	Main Entrance & Park Central Rd. Bridge Replacement and Resurfacing	3RH_BRRP	FLTP	\$6,235,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
MD_ST_FT_MEADE(2)	2019	MD	Anne Arundel	Ft. Meade Rockenbach	Pedestrian bridge, trail and connector road at Rockenbach Rd	MISC	FAST	\$2,359,000.00	Title 23	EFLHD	Planned	MD-03	X_NA_OTH
NP_BAWA_1(7)_2(7)	2019	MD	Anne Arundel	Baltimore Washington Parkway	Resurfacing BW Parkway from Pautuxant River to MD 198	3RL	FLTP	\$4,200,000.00	Title 23	EFLHD	Planned	MD-05	NPS_NC
GWMP_6(1)_7(2)	2020	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill including guardrail and guardwall	3RH	FLTP	\$8,000,000.00	Title 23	EFLHD	In Design	_VARIOUS	NPS_NC
NP_ANTI_300(2)_307(1)_ETC	2020	MD	Washington	Antietam National Battlefield	Replace ped. pathway & exposed agg. surface on Burnside Bridge	2R	FLTP	\$1,300,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP_BAWA_1(8)_2(8)	2020	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate BW Parkway from MD 198 to MD 32	3RL	FLTP	\$3,000,000.00	Title 23	EFLHD	Planned	MD-05	NPS_NC
BAWA_1A26_E20	2021	MD	Anne Arundel	Baltimore Washington Parkway	Rehab walls Baltimore Washington Parkway near Rt 197.	RW	FLTP	\$450,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
CATO_11(2)	2021	MD	Frederick	Catoctin Mountain Park	Repair RT 11 Section 0 Foxville-Deerfield Rd	3RL	FLTP	\$500,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP_BAWA_1(9)_2(9)	2021	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate BW Parkway from MD 32 to MD 175	3RL	FLTP	\$2,000,000.00	Title 23	EFLHD	Planned	MD-05	NPS_NC



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Virginia													
BLRI_1E10	2018	VA	Nelson and Rockbridge	Blue Ridge Parkway	R/R ML Rd Section 1E	3RL_2R	FLTP	\$2,900,000.00	Title 23	EFLHD	In Design	VA-09	NPS_NE
GWMP_210(1)	2018	VA	Fairfax	George Washington Memorial Parkway	Spall repair CIA/FHWA bridge structure 3300-003	BRRH	OTHER	\$943,000.00	Title 54	EFLHD	In Design	VA-08	NPS_NC
NP_COLO_1B37_1D46	2018	VA	James City	Colonial National Historical Park	Rehab. of Halfway Crk Brdg 4290-022P, Felgate's Crk Brdg 4290-011P & Kings Crk Brdg 4290-012P.	BRRH	FLTP	\$1,700,000.00	Title 23	EFLHD	Planned	VA-01	NPS_NE
NP_GWMP_1(1)_2(1)	2018	VA	Arlington	George Washington Memorial Parkway	Windy Run Bridge Rehabilitation	BRRH	FLTP	\$3,860,000.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
NP_GWMP_2(2)	2018	VA	Arlington	George Washington Memorial Parkway	Slope stabilization and installation of soil nails near Spout Run.	MISC	FLTP	\$1,100,000.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
NP_GWMP_5(4)	2018	VA	Arlington	George Washington Memorial Parkway	Rock Scaling Spout Run Ramp from NB GWMP.	MISC	FLTP	\$150,000.00	Title 23	EFLHD	In Acquisitions	VA-08	NPS_NC
PRWI_11(3)	2018	VA	Prince William	Prince William Forest Park	Repair the historic wooden truss bridge	BRRH	FLTP	\$450,000.00	Title 23	EFLHD	Planned	VA-11	NPS_NC
SO_NP_COLO(1)	2018	VA	James City and York	Colonial National Historic Park	Joint Repair & crack seal COLO PWY MP 9.00-20.34 and parking.	2R	FLTP	\$1,139,710.00	Title 23	NPS	In Design	VA-01	NPS_NE
VA_FLAP_ARL_ANDR(1)	2018	VA	Arlington	Department of Defense (DOD), Pentagon	Reconstruct 3,549 feet of Army Navy Drive: complete street bike/ped transit improvements.	3RH	FLAP	\$714,000.00	Title 23	LOCAL	In Design	VA-08	X_NA_OTH
VA_FLAP_RRG_TRL(1)	2018	VA	Roanoke	(NPS), Blue Ridge Parkway	Construct 1.7 mile ext. of Roanoke River Greenway from BLRI visitor Ctr to Explore Park River Trail.	MISC	FLAP	\$1,387,000.00	Title 23	LOCAL	In Design	VA-06	NPS_SE
BLRI_BMS_FY19(1)	2019	VA	Various	Blue Ridge Parkway	FY19 Bridge Preventive Maintenance at BLRI	BRRH	FLTP	\$500,000.00	Title 23	EFLHD	Planned	NC-08	NPS_SE
NP_GWMP_MVT(5)	2019	VA	Fairfax	George Washington Memorial Parkway	Replace Bridges #23 & #24 over Dyke Marsh on Mount Vernon Trail	BRRP	FLTP	\$705,032.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
PRWI_201(1)_400(1)_ETC	2019	VA	Prince William	Prince William Forrest	Rehabilitate Admin Roads and Parking.	3RL	REIMB	\$884,000.00	Other	EFLHD	Planned	VA-11	NPS_NC
VA_FLAP_DOT_AHRT(1)	2019	VA	Appomattox	NPS Appomattox Court House National Historic Park	Multi-use trail, 1.5 mile long, 8-10 foot wide with aggregate surface, parallel to SR24	MISC	FLAP	\$587,000.00	Title 23	STATE	In Design	VA-05	NPS_NE
VA_FLAP_FRKN_TRL(1)	2019	VA	Franklin	NPS Booker T. Washington National Monument	Two miles of 8-10 foot wide aggregate PED trail w/ 6 bridges connecting retirement community to BOWA	MISC	FLAP	\$617,412.00	Title 23	LOCAL	In Design	VA-06	NPS_NE
VA_FLAP_NPNWS_105(1)	2019	VA	N/A	Joint Base Langley-Eustis	Design and const superstructure repairs of Rt 105 (Ft. Eustis Blvd) bridge	3RL_BRRH	FLAP	\$15,500,000.00	Title 23	EFLHD	Planned	VA-01	X_NA_OTH



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Federal Highway Administration
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VA_FLAP_VMI_CNT(1)	2019	VA	Rockbridge	FS GW National Forest, NPS Appalachian Trail and Blue Ridge Parkway	PED bridge replacement, & trail and associated parking improvements on VMI's Chessie Nature Trail	BRRP	FLAP	\$1,020,000.00	Title 23	LOCAL	In Design	VA-06	NPS_NE
VA_ST_ANC(1)	2019	VA	Arlington	Arlington National Cemetary	Arlington National Cemetery - Realign Southgate Rd	4R	DAR	\$40,000,000.00	Title 23	EFLHD	In Design	VA-08	X_NA_OTH
VA_ST_Lee_Ave_Gate	2019	VA	Prince George	Fort Lee Garrison	Improvements to RT. 36 onto Lee Avenue.	4R	DOT	\$1,800,000.00	Title 23	EFLHD	In Design	VA-03	X_NA_OTH
BLRI_1M20	2020	VA	Roanoke	Blue Ridge Parkway	Repair Asphalt Wearing Surface and Approaches on Roanoke River Bridge 028P	3RH	FLTP	\$5,282,092.00	Title 23	EFLHD	Planned	VA-06	NPS_NE
FW_CHIN_10(2)	2020	VA	Accomack	Chincoteague National Wildlife Refuge	Construct new Beach Parking Area at D-Pond, realign Beach Access Rd	3RH_NEW	REIMB FED	\$10,000,000.00	Other	EFLHD	Planned	VA-01	FWS_R5
GWMP_MVT(4)	2020	VA	Fairfax	George Washington Memorial Parkway	Replace Deck, reduce deflection, correct trail alignment Bridge 31/32	4R	FLTP	\$1,260,000.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
NP_GWMP_MVT(6)	2020	VA	Fairfax	George Washington Memorial Parkway	Replacement of Bridge 12 on Mount Vernon Trail	BRRP	DOT	\$1,100,000.00	Title 23	EFLHD	Planned	VA-08	NPS_NC
NP_NCR_PMS_VA(1)	2020	VA	Fairfax	National Capital Region	Pvmt Mgnt and sign updating at WOTR	2R	FLTP	\$1,000,000.00	Title 23	EFLHD	Planned	VA-11	NPS_NC
VA_FLAP_NORTON_TRL(1)	2020	VA	Wise and Scott Counties, VA	USFS High Knob Recreation Area	Trail improvements between City of Norton & USFS High Knob Rec area and Rt. 619 improvements.	MISC	FLAP	\$3,565,000.00	Title 23	LOCAL	In Design	VA-09	USFS_R8
BLRI_1M21	2021	VA	Botetourt, Roanoke and Bedford	Blue Ridge Pkwy	Repave/Repair Mainline Road Section 1M - (MP 105.65 to 121.05)	3RH_3RL	FLTP	\$6,000,000.00	Title 23	EFLHD	Planned	_VARIOUS	NPS_SE
GWMP_105(1)_106(1)	2021	VA	Fairfax	George Washington Memorial Parkway	Fort Hunt Entrance Rd Mill & Overlay	3RL	FLTP	\$440,000.00	Title 23	EFLHD	Planned	VA-05	NPS_NC
NP_PRWI_406(1)	2021	VA	Prince William	Prince William Forest Park	Pyrite Mine Bridge Rehab (3700-005S)	BRRH	FLTP	\$518,668.00	Title 23	EFLHD	Planned	VA-11	NPS_NC
PRWI_401(1)_402(1)	2021	VA	Prince William	Prince William Forest Park	North Multi-use Trail access	MISC	FLTP	\$500,000.00	Title 23	EFLHD	Planned	VA-11	NPS_NC



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: February 15, 2018

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

From the Washington Business Journal:

<https://www.bizjournals.com/washington/news/2018/02/06/viewpoint5-ideas-for-a-better-regional.html>

Guest Comment

Viewpoint: 5 ideas for a better regional transportation system

Feb 6, 2018, 5:15pm EST Updated: Feb 6, 2018, 5:34pm EST

The metropolitan Washington region is changing the way it plans for the future of its transportation system following recent action by the Transportation Planning Board of the Metropolitan Washington Council of Governments. This year, I began a term as chair of the TPB, an organization that brings together representatives from 24 jurisdictions in the District of Columbia, Maryland and Virginia as well as transportation agencies to plan what transportation should look like in the future.

From these ongoing discussions at the TPB come policy recommendations that lay the groundwork for how we all will commute and get around the region in the next 20 to 25 years. As our region continues to grow, we have to embrace options that move more people rather than more vehicles as much as possible.

I want to share five ideas we've embraced that weren't part of our region's most recent long-range transportation plan – ideas looking past the obvious looming challenges (i.e. dedicated Metro funding). Compared to current forecasts, these initiatives have the potential to significantly improve commuting times, increase access to jobs and reduce harmful emissions from too much traffic.

1. Optimize regional land-use balance — This initiative would entail adopting land use to increase jobs and housing around underused rail stations and city centers with high-capacity transit. Coordinated land-use planning to improve the balance between where jobs and housing are located throughout the region could decrease future road congestion by 18 percent, and the average number of vehicle miles traveled per person would reduce by six percent due to shorter trips and more people riding transit, walking, and biking — a goal we should all embrace for its personal health and environmental benefits on top of a shorter commute.

2. Regionwide bus rapid transit and transitways — This initiative would see the region add bus rapid transit, light rail and streetcar routes, as well as improving bicycle and pedestrian access to transit stations. As with the first initiative, this would increase the number jobs and the amount of affordable housing around new transit stations. Fully implemented, these changes could put 25 percent more households and 15 percent more jobs near high-capacity transit. That's a major improvement in access to jobs across the region, and a huge quality-of-life improvement for all of our residents.

3. Metrorail capacity improvements — With this initiative, the TPB addresses the need to make Metrorail a better commuting option. This could include replacing six-car trains with eight-car trains on all lines, adding a second Rosslyn station, creating a new rail line across the Potomac River to connect the District of



JOANNE S. LAWTON

D.C. Councilman Charles Allen was first elected to office in 2015. This year, he began a term as chair of the Transportation Planning Board of the Metropolitan Washington Council of Governments.

Columbia and Virginia through Georgetown to Union Station, and improving bicycle and pedestrian access to rail stations. With these changes, our model shows 11 percent more commuters would ride transit, road congestion would be reduced by about 10 percent and average transit travel times would be reduced by 6 percent compared to the forecast without these changes. This would be a major quality of life improvement for everyone — including those who cannot commute on Metrorail.

4. Employer-based travel demand management policies — This is an opportunity for employers to ease congestion and improve quality of life for their employees by allowing employees to telework more often and increasing the number of employees who receive transit and carpool subsidies. In D.C., I introduced a bill last year requiring employers offering parking as a benefit to extend that to however an employee gets to work. Local governments and employers both can stop subsidizing parking in city centers, which currently entices more employees to drive than is necessary. With increased teleworking, there could be 15 percent fewer work trips each day. Our modeling shows this initiative would reduce congestion more than any other policy.

5. Regional express travel network — Here, the TPB calls on regional leaders to extend the network of express toll lanes on existing highways and add new express bus service on these lanes. Dynamic toll pricing could ensure these lanes maintain minimum speeds, while allowing access to carpoolers and transit vehicles free of tolls. This network would provide more travel options and it could reduce roadway congestion by 11 percent compared to anticipated future conditions.

The TPB's endorsement of these five initiatives is just the first milestone in turning these ideas into reality. Now, it's time for jurisdictions to identify specific projects, policies and programs that fit into these initiatives, and then study, fund and implement them. To make our region's transportation work better for everyone, we need to support ideas like these that will have the biggest impact on how people get around whether they walk, bike, drive or take transit. I will do all I can, as a member of the D.C. Council, and I hope my colleagues in local government throughout the region will do the same.

Charles Allen is the chair of the Transportation Planning Board and Ward 6 councilman of the District of Columbia.



FOR IMMEDIATE RELEASE
February 8, 2018

State and Local Governments: Let's Rebuild America

Leaders across the country stand together to partner on reinvesting in nation's infrastructure

WASHINGTON – The leading organizations that represent state and local governments – The Council of State Governments, International City/County Management Association, National Association of Counties, National Conference of State Legislatures, National Governors Association, National League of Cities, U.S. Conference of Mayors, American Association of State Highway and Transportation Officials, Association of Metropolitan Planning Organizations, National Association of Development Organizations, National Association of County Engineers, and National Association of Regional Councils – released the following statement on the forthcoming infrastructure debate in Washington, D.C.:

“We welcome President Trump’s and Congress’ focus on infrastructure. A strong federal-state-local partnership will be critical to delivering a bipartisan infrastructure package that invests in every community.

“States and local governments know firsthand the needs of our communities and invest in infrastructure accordingly. This includes roads and bridges, airports, waterways and ports, transit, passenger rail, water and sewer systems, public facilities, energy, broadband and telecommunications networks.

“Along with other priorities, we look forward to working together to secure the long-term solvency of the Highway Trust Fund. We welcome a renewed focus on streamlining the federal review process to help deliver urgently needed projects to build the America of the future. Additionally, we must find the correct balance between federal, state and local investments and private sector partnerships.

“We stand ready to work with our federal partners to upgrade the nation’s infrastructure to meet the diverse, complex needs of our residents and ensure American competitiveness.”

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About:

The American Association of State Highway and Transportation Officials (AASHTO)

Contact: Tony Dorsey, tdorsey@aaashto.org, 202.624.3690
<https://www.transportation.org/>

Association of Metropolitan Planning Organizations (AMPO)

Contact: DeLania Hardy, dhardy@ampo.org, 202.624.3680
<http://www.ampo.org/>

The Council of State Governments (CSG)

Contact: press@csg.org, 859.244.8246
<http://www.csg.org/>

International City/County Management Association (ICMA)

Contact: Michele Frisby, mfrisby@icma.org, 202.962.3658
<https://icma.org/>

National Association of Counties (NACo)

Contact: Fred Wong, fwong@naco.org, 202.942.4271
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National Association of County Engineers (NACE)

Contact: nace@naco.org, 202.393.5041
<http://www.countyengineers.org/>

National Association of Development Organizations (NADO)

Contact: Joe McKinney, jmckinney@nado.org, 202.624.5947
<https://www.nado.org>

National Association of Regional Councils (NARC)

Contact: Anna Rosenbaum, anna@narc.org, 202.618.6363
<http://narc.org/>

National Conference of State Legislatures

Contact: Mick Bullock, mick.bullock@ncsl.org, 202.624.3557
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National Governors Association (NGA)

Contact: Elena Waskey, ewaskey@nga.org, 202.624.7787
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National League of Cities (NLC)

Contact: Tom Martin, martin@nlc.org, 202.626.3186
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U.S. Conference of Mayors (USCM)

Contact: Sara Durr, sara@durrcommunications.com, 202.215.1811
<https://www.usmayors.org/>



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Solicitation for FY 2019 Applications for the Transportation Land-Use Connections (TLC) Program
DATE: February 15, 2018

The solicitation for FY 2019 TLC Program technical assistance applications opened on February 1, 2018. The deadline for applications is April 2. The deadline for submitting abstracts for potential projects, which is an optional step in the process, is February 23.

The TLC Program supports planning for vibrant and accessible communities. Since 2007, TLC technical assistance has provided short-term consultant assistance to local jurisdictions working on creative and sustainable plans and projects. Technical assistance may include a range of services, such as:

- Corridor and transit station area planning
- Bicycle and pedestrian safety and access studies
- Transit-oriented development studies
- Design guidelines and roadway standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply for TLC technical assistance. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients will receive short-term consultant services and no direct financial assistance. Projects are eligible to receive between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects.

For more information, please contact John Swanson (202-553-5925; jswanson@mwkog.org) or Nicole McCall (202-962-3341; nmccall@mwkog.org).

You can also obtain more information at the TLC website: www.mwkog.org/tlc.

ITEM 7 – Action
February 21, 2018

Visualize 2045: Review of Comments Received
And Approval of the Additional Montgomery County Project
Submission into the Constrained Element for the
Air Quality Conformity Analysis for Visualize 2045
And the FY 2019-2024 Transportation Improvement Program

Staff

Recommendation: Adopt Resolution R13-2018 to approve the additional Montgomery County project submission for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 TIP.

Issues: None

Background: The constrained element of Visualize 2045 identifies all regionally significant transportation investments the region can demonstrate to 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.

At the January 17 meeting, the board approved the project submissions and the Air Quality Conformity analysis scope of work. After the public comment period closed, Montgomery County requested the

addition of the New Hampshire Avenue Bus Rapid Transit Project. The board opened an additional public comment period for this project which closed on February 17. The board will be briefed on the comments received and recommended responses, and asked to approve the additional project submission from Montgomery County for inclusion in the air quality conformity analysis for Visualize 2045 and the FY 2019-2024 TIP.

TPB R13-2018
February 21, 2018

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

RESOLUTION ON INCLUSION OF AN ADDITIONAL PROJECT SUBMISSION IN THE AIR QUALITY CONFORMITY ANALYSIS FOR THE CONSTRAINED ELEMENT OF VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MDCOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington metropolitan area, has the responsibility under the provisions of 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 Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) requires that the long-range transportation plan be reviewed and updated at least every four years; and

WHEREAS, the transportation plan, program, and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012; and

WHEREAS, on October 15, 2014 the TPB adopted resolution R6-2015 to approve the last quadrennial update to the Financially Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 16, 2016 the TPB adopted resolution R3-2017 determining that the 2016 Financially Constrained Long-Range Transportation Plan (CLRP) Amendment and the FY 2017-2022 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R4-2017 approving the 2016 CLRP Amendment; and

WHEREAS, on October 18, 2017 the TPB issued the Technical Inputs Solicitation document for the constrained element and conformity analysis of the updated plan called Visualize 2045; and

WHEREAS, on the evening of December 14, 2017, the submissions for the constrained element of Visualize 2045 were released for a 30-day public comment and interagency consultation period which ended January 13, 2018; and

WHEREAS, after the public comment period closed and in response to comments received, the Montgomery County Department of Transportation (MCDOT), in the attached letter of January 16, 2018, requested that the New Hampshire Avenue Bus Rapid Transit (BRT) project be

included in the air quality conformity analysis for the constrained element of Visualize 2045 and the FY 2019-2024 TIP, and MCDOT submitted a project description and inputs for the air quality conformity analysis; and

WHEREAS, on January 17, 2018, concurrently, the TPB agreed to release the additional MCDOT project submission for the constrained element of Visualize 2045 for a 30-day public comment period, and the TPB adopted resolution R9-2018 approving projects submitted for inclusion in, and the scope of work for, the air quality conformity analysis for the constrained element of Visualize 2045 and the FY 2019-2024 TIP; and

WHEREAS, on January 19, 2018, the additional project submission for the constrained element of Visualize 2045 was released for a 30-day public comment and interagency consultation period which ended February 17; and

WHEREAS, the TPB was briefed on the additional submission to the constrained element of Visualize 2045 at its January 17, 2018 meeting, the Technical Committee was briefed on this project submission at the February 2 meeting, and the TPB was briefed at the February 21 meeting on the public comments received on the additional submission for the constrained element of Visualize 2045, and the responses provided to the public comments; and

WHEREAS, the adoption of Visualize 2045 and the FY 2019-2024 TIP by the TPB is scheduled for the October 17, 2018 meeting upon completion of a 30-day public comment and interagency consultation on the results of the regional air quality conformity analysis for Visualize 2045 beginning on September 7, 2018; and

WHEREAS, the additional project submission for the constrained element Visualize 2045 has been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the constrained element of Visualize 2045 and the FY 2019-2024 TIP, the additional project submission as described in the attached memorandum.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Proposed Additional Project Input – Montgomery County New Hampshire Bus Rapid Transit Project
DATE: January 17, 2018

The public comment period for projects for inclusion in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program closed on January 13, 2018. Since then, Montgomery County has requested that an additional project input be added to the constrained element of Visualize 2045. Since the scope of the project is regionally significant, and since the request was made after the public comment period closed, staff recommends that an additional 30-day public comment period be initiated for this project. Staff can accommodate this request and maintain the schedule with an October approval of Visualize 2045 as long as the TPB approves Resolution R9-2018 as scheduled. The TPB can then act to include this project at the February 21 meeting, after a satisfactory conclusion of the additional public comment period.

Montgomery County requests the addition of the New Hampshire Bus Rapid Transit Project to the Montgomery County inputs to the constrained element of Visualize 2045. The New Hampshire BRT project travels through Montgomery County, Prince George's County and the District of Columbia. This project provides for the design and construction related to a Bus Rapid Transit (BRT) line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue. The supporting documentation is attached for your review.

OPPORTUNITY FOR PUBLIC COMMENT

All projects included in a conformity determination are subject to public review. On January 17, 2018, the TPB released this project information for a 30-day public comment period which will conclude at 11:59 P.M. on February 15. The attached materials contain the project information. Comments may be submitted:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwcog.org
- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to: The Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

The TPB will be asked to approve this project for inclusion in the Air Quality Conformity Analysis of the constrained element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program at the February 21 meeting. A second comment period will be held in September 2018 after the

results of the Air Quality Conformity Analysis have been finalized. The TPB will then be asked to approve Visualize 2045 and the Air Quality Conformity Analysis on October 17, 2018.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

January 16, 2018

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE
Suite 300
Washington, D.C. 20002

Dear Chairman Allen:

Montgomery County would like to request the addition of the New Hampshire Bus Rapid Transit (BRT) Project to the Montgomery County inputs for the constrained element of Visualize 2045. This addition is in response to comments received by the Transportation Planning Board related to project submissions for the air quality conformity analysis required for Visualize 2045.

The New Hampshire BRT Project was originally submitted as a project to be considered as a “study” in the constrained element of Visualize 2045. Montgomery County is requesting to change the project status from “study” to “construction”, which would enable the project to be modeled for air quality conformity. Montgomery County has also determined that there is enough funding in the financial forecast to support this project for inclusion. The project is a priority BRT project for the County and is in the Countywide Transit Corridors Functional Master Plan.

The New Hampshire BRT project travels through Montgomery County, Prince George’s County and the District of Columbia. This project provides for the design and construction of a BRT line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue and continuing on to the Takoma Metro Station in the District of Columbia. New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma/Langley Crossroads and the emerging mixed-use center at White Oak. Corridor recommendations, from north to south, include a mixed traffic transitway from Colesville park-and-ride to Lockwood Drive, and dedicated lane(s) from Lockwood Drive to the District line. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013.

Office of the Director

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

Charles Allen, Chair
January 16, 2018
Page 2

The Project Description Form for Visualize 2045 is attached.

Please contact me if you have any questions.

Sincerely,



Al Roshdieh
Director

PROJECT SUBMISSION FORM

Basic Project Information

CEID 3672

1. **Submitting Agency:** Montgomery County Department of Transportation
2. **Secondary Agency:**
3. **Agency Project ID:** CIP 501318
4. **Project Type:** Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. **Category:** System Expansion System Maintenance Operational Program Study Other
6. **Project Name:** **New Hampshire Avenue Corridor Bus Rapid Transit (BRT)**
7. **Facility:**

Prefix	Route	Name	Modifier
MD	650	New Hampshire Avenue	
		Colesville Park-and-Ride Lot	
		Eastern Avenue	
8. **From** (**at**):
9. **To:**
10. **Description:** This project provides for the design and construction related to a Bus Rapid Transit (BRT) line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue. New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma/Langley Crossroads and the emerging mixed-use center at White Oak. Corridor recommendations, from north to south, include a mixed traffic transitway from Colesville park-and-ride to Lockwood Drive, and dedicated lane(s) from Lockwood Drive to the District line. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013.
11. **Projected Completion Year:** 2045
12. **Project Manager:** Joana Conklin
13. **Project Manager E-Mail:** Joana.Conklin@montgomerycountymd.gov
14. **Project Information URL:** <http://montgomeryplanning.org/transportation/highways/brt.shtm>
15. **Total Miles:** 8.4 miles
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:** Montgomery County
19. **2018 Baseline Cost (in Thousands):** \$285,000 cost estimate as of 10/25/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** Federal State Local Private Bonds Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|---|---|---|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | | |
| <input checked="" type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input checked="" type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus | <input checked="" type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

- Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Advances goals of Master Plans in White Oak and Silver Spring.

Federal Planning Factors

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

- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. Increase **accessibility and mobility** of people.
- e. Increase accessibility and mobility of **freight**.
- f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.
- j. Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

- k. Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

Congestion Management Information

31. Congested Conditions

- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it:

32. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- The number of lane-miles added to the highway system by the project totals less than one lane-mile
- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:
34. Project is being withdrawn from the CLRP: Yes
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

ITEM 8 – Action
February 21, 2018

Approval to Amend the FY 2017-2022 Transportation Improvement Program (TIP) to Include Project and Funding Updates for FY 2019 In Order to Match the Updated Washington Metropolitan Area Transit Authority FY 2019 Capital Budget

Staff Recommendation: Approve Resolution R14-2018 to amend the FY-2018 the FY 2017-2022 TIP.

Issues: None

Background: WMATA has requested an amendment to update project and funding information in FY 2019 for 13 projects in the WMATA section of the TIP. These projects are already 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. On February 2, 2018 the Steering Committee reviewed the amendment and recommended approval.

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 UPDATE PROJECT AND FUNDING INFORMATION FOR FY 2019 IN ORDER
TO MATCH THE UPDATED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FY 2019 CAPITAL BUDGET**

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 January 24, 2018 WMATA has requested an amendment to the FY 2017-2022 TIP to update funding information and amounts in FY 2019 for thirteen projects to match WMATA's updated FY 2019 Capital Budget, increasing the six-year program total from \$824 million to \$1,253 million, as described in the attached materials; and

WHEREAS, the proposed changes are exempt from the air quality conformity requirement, as defined in the 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 update funding information and amounts in FY 2019 for thirteen projects to match WMATA's updated FY 2019 Capital Budget, increasing the six-year program total from \$824 million to \$1,253 million, as described in the attached materials.



January 24, 2018

The Honorable Charles Allen
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: Approval of an Amendment to the FY 2017-2022 TIP to Update Project Information for FY 2019 in order to align with the FY 2019 Capital Budget of the Washington Metropolitan Area Transit Authority (WMATA)

Dear Chairman Allen:

The region's six-year Transportation Improvement Program (TIP) outlines the schedule for obligating federal funds to state and local projects. The purpose of this amendment is to modify project budgets and sources of funds in the TIP for FY2019 in order to align with those in WMATA's FY2019 grant applications that will be submitted to the Federal Transit Administration (FTA).

Attachment A is a summary of the proposed FY2019 project budgets and funding-source information for this TIP amendment. These funding sources include only new federal and local funds and exclude funding that will be carried forward from prior years. Attachment B shows the FY2019 project budgets that are part of the currently adopted TIP as well as the proposed changes to each budget. The TIP's overall FY2019 capital program for WMATA would be increased from \$824.0 million to \$1,253.3 million, reflecting the availability of federal, state and local funds, including the federal funds authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the funding to match the federal funds.

WMATA's FY2019 Proposed Budget calls for increased funding from its government partners, as well as, the following additional funding sources:

- Funding from the Metropolitan Washington Airports Authority (MWAA) and other local sources in the amount of \$32 million, to pay for the Silver Line project, Purple Line project, Union Station reconfiguration, and jurisdictional planning projects.
- An FTA Americans with Disability Act (ADA) Grant in the amount of \$1.5 million to pay for Access vans.
- Funding received from cellular carriers to fund Radio Infrastructure Replacement in the amount of \$8 million. This is part of the February 2016

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

Amendment four to the agreement between WMATA and the cellular carriers.

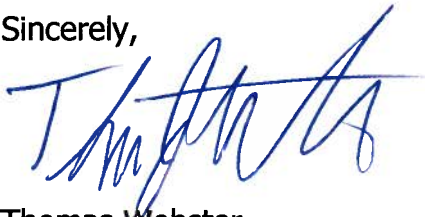
These additional funding sources have impacted all TIP categories, all projects have been adjusted to reflect the additional funding. These TIP projects do not affect the currently approved air quality conformity analysis because these projects are either exempt or not regionally significant in terms of air quality.

WMATA's submission for this FY 2017-2022 TIP amendment is structured into nine major categories, with 13 individual capital programs, as shown in Attachment A. The FY 2017-2022 capital projects and funding levels shown are consistent with the FY 2019-2024 Capital Improvement Program that is scheduled to be approved by the WMATA Board of Directors on March 22, 2018. Prior to approval of the CIP, WMATA will hold a public hearing on its proposed operating and capital budgets, including the proposed sources and uses of its capital funds.

In addition to the requirement of consistency with an approved TIP, the FTA requires that agency grant applications match the corresponding State Transportation Improvement Program (STIP) for that agency. WMATA's TIP is considered part of the District of Columbia's STIP. If approved by the Transportation Planning Board, WMATA will request that this amendment be reflected in the District of Columbia's STIP as soon as possible, to enable the FTA review.

WMATA requests that the Transportation Planning Board Steering Committee approve this amendment at its February 21, 2017 meeting. Thank you for your continued support of WMATA.

Sincerely,



Thomas Webster
Managing Director
Office of Management and Budget Services

Attachments

FY19 Proposed TIP
Attachment A
(In Millions)

Category	TIP Sub-Category	FY2019 Total	Federal 5307 Grants	Federal 5337 Grants	Federal 5339 Grants	Federal PRIIA Grants	Federal 5310 Grants	VA CMAQ	VA RSTP	DHS	Federal 5312 Grants	Local Funding	Other Sources Non-Fed
A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$420.8	0.0	95.0	0.0	235.1	0.0	0.0	0.0	0.0	0.0	89.3	1.3
	Buses - Replacement, Rehabilitation & Enhancements	159.0	126.2	0.0	10.5	0.0	1.5	7.4	0.0	0.0	0.0	13.4	0.0
	Access & Service Vehicles	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0
B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	174.3	0.0	10.3	0.0	58.9	0.0	0.0	0.0	0.0	0.0	97.1	8.0
C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	30.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	12.3	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0
	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0.0
D. Systems and Technology	Systems and Technology	84.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.3	0.0
E. Track and Structures	Track and Structures	146.5	0.0	76.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.8	0.0
F. Passenger Facilities	Passenger Facilities	184.9	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	116.2	21.1
G. Maintenance Equipment	Maintenance Equipment	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0
H. Other Facilities	Other Facilities	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0
I. Project Management and Support	Project Management and Support	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0
Total Capital Improvement Plan		\$1,253.3	\$188.8	\$181.9	\$10.5	\$297.0	\$1.5	\$7.4	\$0.0	\$0.0	\$0.0	\$535.7	\$30.5

FY19 Revised Budget

Attachment B

(In Millions)

Category	TIP Sub-Category	Approved FY 2019 TIP Budget	Proposed FY 2019 TIP Budget	\$ Change	% Change
A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$159.9	\$420.8	\$260.9	163.2%
	Buses - Replacement, Rehabilitation & Enhancements	185.1	\$159.0	(26.1)	-14.1%
	Access & Service Vehicles	24.3	\$6.6	(17.7)	-72.9%
B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	50.6	\$174.3	123.7	244.5%
C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	24.5	\$30.0	5.5	22.4%
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	0.0	\$12.3	12.3	100.0%
	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	9.7	\$21.8	12.2	126.0%
D. Systems and Technology	Systems and Technology	99.5	\$84.3	(15.2)	-15.3%
E. Track and Structures	Track and Structures	81.6	\$146.5	64.9	79.5%
F. Passenger Facilities	Passenger Facilities	129.0	\$184.9	55.9	43.4%
G. Maintenance Equipment	Maintenance Equipment	45.3	\$1.5	(43.8)	-96.7%
H. Other Facilities	Other Facilities	10.8	\$5.8	(5.0)	-46.5%
I. Project Management and Support	Project Management and Support	4.0	\$5.5	1.5	37.5%
Total Capital Improvement Plan		\$824.3	\$1,253.3	\$429.0	52.0%

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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: 5853 Agency ID:		Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements							Complete:	
Facility:	Local	0/0/100	11,629 e	5,380 e	5,600 e	89,348 e				100,328
From:	PRIIA	50/0/50	265,887 e	154,860 e	247,278 e	235,101 e	141,875 e			779,113
To:	Sect. 5307	80/0/20	47,093 e		36,438 e					36,438
	Sect. 5337-SGR	80/0/20	76,376 e	123,049 e	61,006 e	95,000 e	36,439 e			315,494
	WIP	0/0/100	10,517 e		127,811 e	1,339 e				129,150

Total Funds: 1,360,524

Description: Provides funds for:

- a. Replacement of Rail Cars: replacement of the rail fleet, including the 1000-Series and 4000-Series rail cars.
- b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet.
- c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth.
- d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort.
- e. Preventative Maintenance for railcars

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017-2022 Capital Improvement Program and federal grant applications. For FY2018 funding: increased PRIIA by \$1.089 million, increased Section 5307 by \$5.823 million, decreased Section 5337 by \$5.796 million, and decreased WIP by \$8.089 million.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with approved WMATA FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: decreased Local funding by \$8,257; increased PRIIA \$1,999.8; decreased 5307 \$.337; decreased 5337 \$27,361.3; increased WIP \$36,089.	
Amendment: Amended FY2017 budget to align with WMATA's approved budget	Approved on: 3/29/2017
Increased Section 5337 funding in FY2017 by \$13.049 million. Amended for consistency with approved WMATA FY 2017- 2022 Capital Improvement Program and federal grant applications.	
Modification: Update FY17 Project information	Approved on: 3/1/2017
Increase PRIIA funding in FY 2017 by \$30.511 million.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: increased PRIIA by \$76,663 million, increased Section 5337-SGR by \$93,574 million, added Local funding for \$89,347.5 million and added WIP funding for \$1,339 million.	

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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: 5854 Agency ID:		Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements							Complete:	
Facility:	CMAQ	80/0/20	34,252 e		4,739 e	7,399 e	4,500 e			16,638
From:	Local	0/0/100	6,067 e	900 e	8,882 e	13,433 e	38,483 e			61,698
To:	RSTP	80/0/20		808 e	2,172 e					2,980
	Sect. 5307	80/0/20	211,013 e	135,326 e	99,252 e	126,187 e	132,212 e			492,978
	Sect. 5310	80/0/20				1,485 e				1,485
	Sect. 5337-SGR	80/0/20					4,283 e			4,283
	Sect. 5339	80/0/20	24,259 e	10,549 e	10,530 e	10,530 e	10,699 e			42,307
	WIP	0/0/100			3,878 e					3,878
Total Funds: 626,246										

Description: Provides funds for

- a. Replacement of Buses: replacement of the bus fleet.
- b. Rehabilitation of Buses: mid-life rehabilitation of the bus fleet.
- c. Bus Enhancements: purchase and/or replacement of equipment that upgrades or enhances the capability of the bus fleet.
- d. Bus Fleet Expansion: expansion of the bus fleet to meet ridership growth.

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: added RSTP for \$2.172 million, decreased CMAQ by \$2.161 million, increased Section 5307 by \$8.421 million, increased Section 5339 by \$.261million. and decreased Local by \$9.540 million.	
Modification: Update FY2017 Project Information	Approved on: 4/24/2017
Modified for consistency with WMATA FY 2017 Capital Improvement Program and federal grant applications. For FY2017 funding: revised CMAQ fund source for \$.808 to RSTP.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATA's approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: decreased Local \$3,578; increased 5307 \$.279.4; decreased 5339 \$.280.4; added WIP \$3,878.3.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: reduce Section 5307 by \$29,858.8 million reduce Section 5337-SGR by \$4,283 million, add Section 5310 funding for \$1,485 and increase Local funding by \$8,222 million.	

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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: 5855 Agency ID:		Title: MetroAccess and Service Vehicles							Complete:	
Facility:	Local	0/0/100	760 e		1,487 e	6,000 e				7,487
From:	Sect. 5307	80/0/20	29,545 e	10,941 e	12,391 e		25,119 e			48,452
To:	WIP	0/0/100		10,000 e	2,429 e					12,429
Total Funds:										68,367

Description: Provides funds for
 a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles.
 b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.

Modification: Update FY18 Project Information **Approved on: 8/9/2017**
 Modified for consistency with approved WMATA FY2017-2022 Capital Improvement Program and federal grant applications. For FY2018 funding: decreased Section 5307 by \$2.379 million, and added budget for WIP for \$2.429 million.

Modification: Update FY2018 Project Information **Approved on: 4/13/2017**
 Modified for consistency with approved WMATA FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: decreased Section 5307 funding by \$2,230.

Amendment: Update FY18 Project information **Approved on: 2/15/2017**
 This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.

Amendment: Update FY19 Project Information **Requested on: 2/21/2018**
 Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: decreased Local funding by \$18,319 million.

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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
TIP ID: 5856	Agency ID:	Title: Rail Line Segment Rehabilitation								Complete:	
Facility:		Local	0/0/100	46,963 e	8,812 e	10,596 e	97,130 e				116,538
From:		PRIIA	50/0/50	74,822 e	50,466 e	49,773 e	58,899 e	64,632 e			223,770
To:		Sect. 5307	80/0/20		63,558 e						63,558
		Sect. 5337-SGR	80/0/20	34,149 e	87,383 e	26,754 e	10,250 e				124,387
		Section 5324	75/0/25	21,335 e	6,665 e						6,665
		WIP	0/0/100	17,736 e		43,495 e	8,000 e				51,495
Total Funds: 586,412											

Description: a. Provides funds for rehabilitation of segments of Metrorail system, particularly the Red, Orange and Blue lines.
b. Preventative Maintenance for rail system infrastructure rehabilitation.

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: Local increased by \$8.635 million, PRIIA decrease by \$1.087 million, Section 5337 increased by \$5.390.5 million, and WIP decreased by \$29.601 million.	
Modification: Update Project Information for Section 5324 Funding	Approved on: 5/15/2017
Decrease Section 5324 funding in FY2017 by \$2,835 ; decrease 5324 funding in FY2018 by \$7,072.1 million.; increase Section 5324 previous funding by \$12,559 million. Amended for consistency with total amount awarded for Section for 5324 funding and the grant application.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY2018 funding: added Section 5337 funding for \$21,363; decrease PRIIA \$1,999.8; decreased Section 5324 \$8,699.9; decreased WIP \$26,837.5.	
Amendment: Amend FY2017 budget to align with WMATAs approved budget	Approved on: 3/29/2017
Increased Section 5337 funding by \$58.379 million and added \$63.558 million for Section 5307 for FY2017 funding. Amended for consistency with approved WMATA FY 2017 - 2022 Capital Improvement Program and federal grant applications.	
Modification: Update FY17 Project information	Approved on: 3/1/2017
Increase PRIIA funding in FY 2017 by \$464,000.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: added Local funding for \$97,130 million, added WIP funding for \$8,000 million, increased PRIIA by \$13,177 million, and increased Section 5337 SGR by \$5,377 million.	

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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
TIP ID: 5857 Agency ID:		Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement							Complete:	
Facility:	Local	0/0/100	843 e	1,455 e	2,141 e	15,000 e	8,000 e			26,596
From:	Sect. 5307	80/0/20	38,149 e	27,470 e	1,000 e	15,000 e	8,500 e			51,970
To:	Sect. 5337-SGR	80/0/20	11,263 e							
	WIP	0/0/100	941 e	26,871 e	55,293 e					82,164
Total Funds: 160,730										

Description: Provides funds for:

- a. Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.
- b. Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities.
- c. Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: WIP decreased by \$.325 million and budget for Local was added for \$2.141 million, and \$1.000 million was added for Section 5307.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: decreased WIP funding for by \$10,777.1.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Increased Local funding by \$3,531 million increased Section 5307 by \$1,968 million.	

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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	
TIP ID: 5858 Agency ID:		Title: Systems and Technology							Complete:		
Facility:	Local	0/0/100	162,417 e	50,317 e	57,940 e	84,305 e	61,300 e			253,861	
From:	PRIIA	50/0/50		2,445 e						2,445	
To:	Sect. 5307	80/0/20	16,789 e				10,691 e			10,691	
	Sect. 5337-SGR	80/0/20	21,405 e	1,521 e			23,784 e			25,304	
	WIP	0/0/100	26,550 e	14,750 e	20,000 e					34,750	
Total Funds:										327,051	

Description: Provides funds for

- a. Rail Power Systems: upgrade of rail system's power supply.
- b. Operations Support Software: purchase and/or replacement of software that supports the transit system.
- c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission.
- d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: decreased Local by \$2.505 million.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: increased Local funding by \$11,951.6.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Decreased Section 5307 by \$2,846 million decreased Section 5337-SGR by \$38,035 million, increased Local funding by \$25,702.5 million.	

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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	
TIP ID: 5859 Agency ID:		Title: Track and Structures							Complete:		
Facility:	Local	0/0/100	1,661 e	7,799 e	4,885 e	69,846 e				82,530	
From:	PRIIA	50/0/50	95,036 e	52,194 e			56,798 e			108,992	
To:	Sect. 5307	80/0/20		10,000 e						10,000	
	Sect. 5337-SGR	80/0/20	20,567 c 16,373 e	72,912 e	94,128 e	76,639 e	28,513 e			272,192	
	Section 5312	80/0/20		2,356 e						2,356	
	WIP	0/0/100			33,600 e					33,600	
Total Funds: 509,670											

Description: Provides funds for:

- a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures.
- b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system.
- c. Preventative Maintenance for track and structures

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: Decreased Local by \$.435 million, increased Section 5337 by \$3.449 million, and decrease WIP by \$2.141 million.	
Modification: Update FY2017 & FY18 Project Information	Approved on: 5/15/2017
Increase Section 5312 funding in FY2017 by \$2,356 million; decrease Section 5312 funding in FY2018 by \$2,000. Amended for consistency with WMATA's Capital Improvement Program and grant applications.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: increased Section 5337 by \$.799.8; and WIP by \$8,223.7.	
Amendment: Amend FY2017 budget to align with WMATAs approved budget	Approved on: 3/29/2017
Increased Section 5337 funding in FY2017 by \$41.042 million. Amended for consistency with approved WMATA FY 2017 - 2022 Capital Improvement Program and federal grant applications. Amended for consistency with approved WMATA FY 2017 - 2022 Capital Improvement Program and federal grant applications.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Increased Section 5337-SGR by \$58,501.1 million, decreased PRIIA by \$63,402 million, increased Local funding by \$69,781.9 million.	

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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: 5860	Agency ID:	Title: Passenger Facilities								Complete:	
Facility:		ARRA/TIGER	100/0/0	6,703 e							
From:		Local	0/0/100	14,913 e	25,448 e	39,364 e	116,179 e	2,992 e			183,982
To:		PRIIA	50/0/50	47,482 e	43,934 e			36,696 e			80,630
		Sect. 5307	80/0/20	7,028 e		39,634 e	47,564 e	4,643 e			91,841
		Sect. 5309-B	80/0/20	2,923 e							
		Sect. 5317	80/0/20	1,245 e							
		Sect. 5337-SGR	80/0/20	119,479 e	39,689 e			64,644 e			104,332
		WIP	0/0/100		6,761 e	51,482 e	21,147 e				79,390
Total Funds: 540,175											

Description: Provides funds for

- a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity.
- b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components.
- c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities.
- d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets.
- e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus.
- f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related.
- g. Preventative Maintenance for passenger facilities

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: decreased Local by \$.0615 million, decreased PRIIA by \$7.802 million, increased WIP by \$7.802 million.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: increased Section 5307 by \$2,230.1; decreased Local \$2,161.7; decreased WIP by \$.699.9.	
Amendment: Amend FY2017 budget to align with WMATAs approved budget	Approved on: 3/29/2017
Increase Section 5337 funding for FY2017 by \$28.042 million. Modified for consistency with approved WMATA FY 2017- 2022 Capital Improvement Program and federal grant applications.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Decreased Section 5337-SGR by \$91,06 million, decreased PRIIA by \$32,438 million, increased Section 5307 by \$44,822.9 million, increased Local funding by \$113,463.8 million, added WIP funding for \$21,147 million.	

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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: 5861 Agency ID:		Title: Maintenance Equipment							Complete:	
Facility:	Local	0/0/100	5,391 e	802 e	1,537 e	1,500 e	15,805 e			19,644
From:	PRIIA	50/0/50	31,935 e							
To:	Sect. 5307	80/0/20	6,212 e							
	Sect. 5337-SGR	80/0/20	7,962 e				12,224 e			12,224
Total Funds:										31,868

Description: Provides funds for
 a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system.
 b. Bus Repair Equipment: purchase and/or replacement of repair equipment.
 c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: DHS funding was decreased by \$1.000 million and Local was increased by \$1.000 million.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: increased Local funding by \$.0997.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Decreased Section 5337-SGR by \$9,512 million, decreased Local funding by \$34,320 million.	

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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: 5862 Agency ID:		Title: Other Support Facilities							Complete:		
Facility:	Local	0/0/100	10,503 e	2,564 e	1,982 e	5,800 e	6,100 e			16,446	
From:	Sect. 5307	80/0/20	11,283 e								
To:	Sect. 5337-SGR	80/0/20	4,423 e								
	WIP	0/0/100	775 e		3,999 e					3,999	
Total Funds:										20,445	

Description: Provides funds for:

- a. Business Support Facilities: facilities that support business operations functions.
- b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities.
- c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: Local was decreased by \$2.033 million, and WIP was increased by \$1.315 million.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: decreased Local funding by \$2,084 and added funding for WIP for \$2,683.8.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Decreased Section 5307 by \$5,000 million decreased Section 5337-SGR by \$2,555 million, increased Local funding by \$2,516 million.	

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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: 5863		Agency ID:		Title: Credit Facility						Complete:		
Facility:	Local	0/0/100		18,233 e	6,104 e	6,448 e	5,499 e	2,500 e			20,551	
From:												
To:	Sect. 5339	80/0/20						1,500 e			1,500	
Total Funds: 22,051												

Description: Provides funds to maintain a line of credit to meet cash flow needs.

Modification: Update FY18 Project Information **Approved on: 8/9/2017**
 Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: Local funding was increased by \$.0198 million.

Modification: Update FY2018 Project Information **Approved on: 4/13/2017**
 Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: increased Local funding by \$.7996.

Amendment: Update FY18 Project information **Approved on: 2/15/2017**
 This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.

Amendment: Update FY19 Project Information **Requested on: 2/21/2018**
 Amended for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Decreased Section 5307 by \$1,500 million increased Local funding by \$2,999 million.

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5866		Agency ID:		Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement						Complete:		
Facility:	Local	0/0/100			4,924 e	3,810 e	9,300 e				18,034	
From:												
To:	PRIIA	50/0/50		26,793 e	24,076 e		3,000 e				27,076	
	Sect. 5337-SGR	80/0/20		442 e								
	WIP	0/0/100				26,459 e					26,459	
Total Funds: 71,569												

Description: Provides funds for
 a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards.
 b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

Modification: Update FY18 Project Information **Approved on: 8/9/2017**
 Modified for consistency with approved WMATA FY 2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018: added \$3.810 million budget for Local.

Amendment: Update FY18 Project information **Approved on: 2/15/2017**
 This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.

Amendment: Update FY19 Project Information **Requested on: 2/21/2018**
 Modified for consistency with approved WMATA FY2017 FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Added \$3,000 million for PRIIA, added \$9,300 million for Local.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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: 5867	Agency ID:	Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl								Complete:	
Facility:		DHS	100/0/0	10,613 e	871 e						871
From:		Local	0/0/100	48,414 e	7,631 e	5,904 e	21,809 e	7,830 e			43,173
To:		PRIIA	50/0/50	21,071 e							
		Sect. 5307	80/0/20					3,000 e			3,000
		Sect. 5337-SGR	80/0/20	3,519 e							
		WIP	0/0/100	1,185 e		15,596 e					15,596
Total Funds:											62,640

Description: Provides funds for:

- a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
- b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.

Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding: decreased DHS by \$1.000 million, decreased WIP by \$2.330 million, and increased Local by \$1.744 million.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: decreased Local funding by \$1,134.2; added WIP funding for \$1,673.1.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	
Amendment: Update FY19 Project Information	Requested on: 2/21/2018
Amended for consistency with approved WMATA FY2017 – FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Decreased Section 5307 by \$3,000 million; increased Local funding by \$15,158 million.	

ITEM 9 – Information

February 21, 2018

Briefing on the Draft FY 2019 Unified Planning Work Program

Staff

Recommendation: Briefing on the draft FY 2019 Unified Planning Work Program (July 1, 2018 through June 30, 2019).

Issues: None

Background: The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2019 (July 1, 2018 through June 30, 2019). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area, and serves as the TPB staff work scope for the year. The board will be asked to approve the FY 2019 UPWP at its March 21, 2018 meeting.

DRAFT FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
February 21, 2018

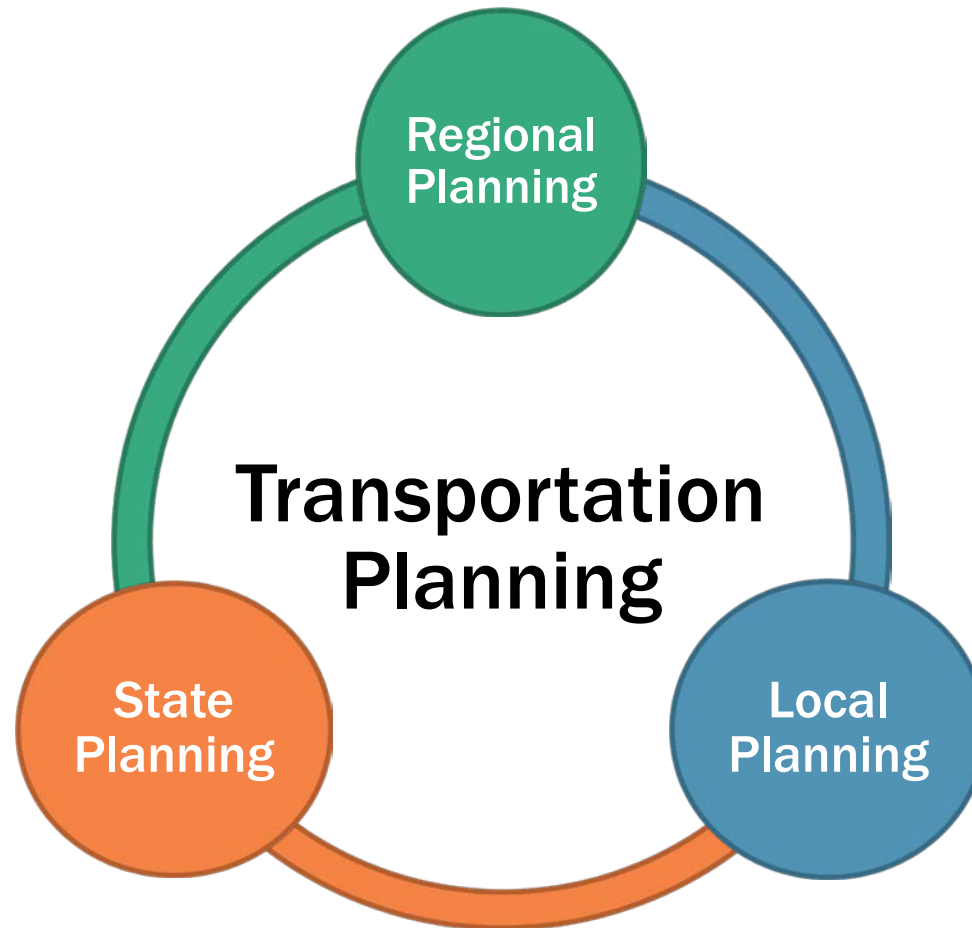


Presentation Overview

- Who we are
- What are the structures, functions, purposes and products of an MPO?
- How does the TPB meet its federal requirements?
- How does TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2019 UPWP on March 21



Transportation Planning Process



Federal Requirements for MPOs

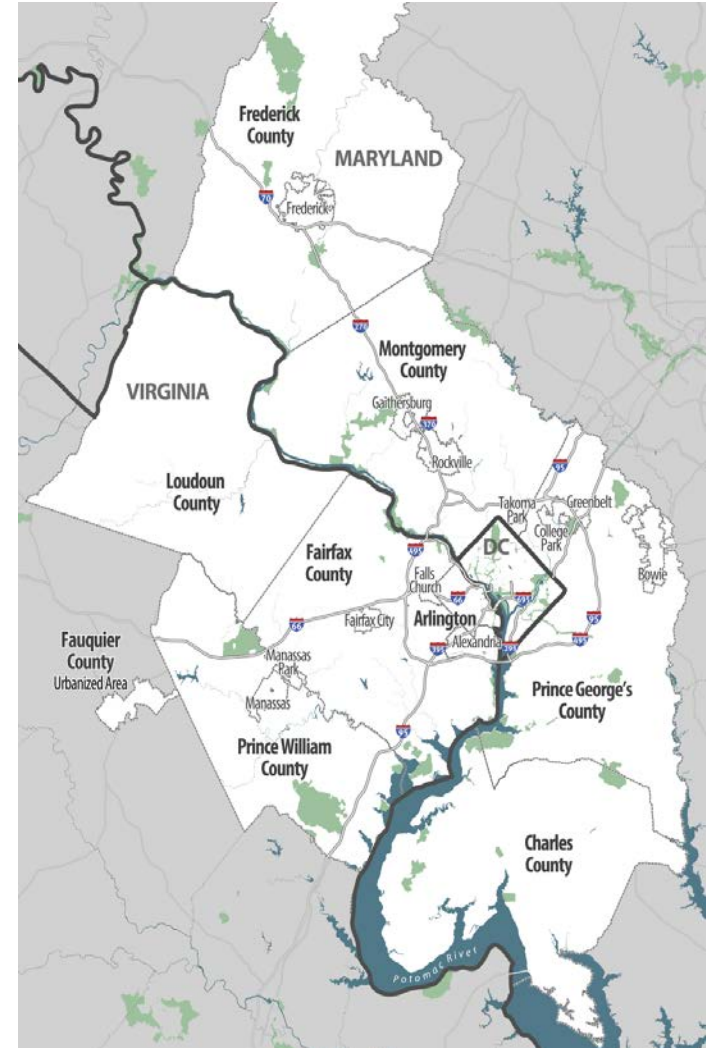
Benefits of MPOs

- **Serve** as a representative group of local stakeholders of the region
- **Carry out** the “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
- **Lead** the *REGIONAL* transportation planning process in cooperation with the state DOT(s) and transit operators
- **Develop** plans and programs that consider all transportation modes and support metropolitan community and economic development
- **Work** in conjunction with state air and transportation agencies to meet federal Clean Air Act standards



About the TPB

- Federally designated MPO for the Washington region
- 3,500 square miles in area
- More than 5 million people and nearly 3 million jobs
- About 17 million person trips per day
- Plays an important role as the regional forum for transportation planning
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to metropolitan Washington
- Provides technical resources for decision-making.



Unified Planning Work Program – “How” the work is done

- A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- Board to approve March 21, 2018



TPB's FY 2019 UPWP at a glance...

- MPO revenue
- MPO expenditures
- Member benefits
- Staff and Board work activities
- Next Steps

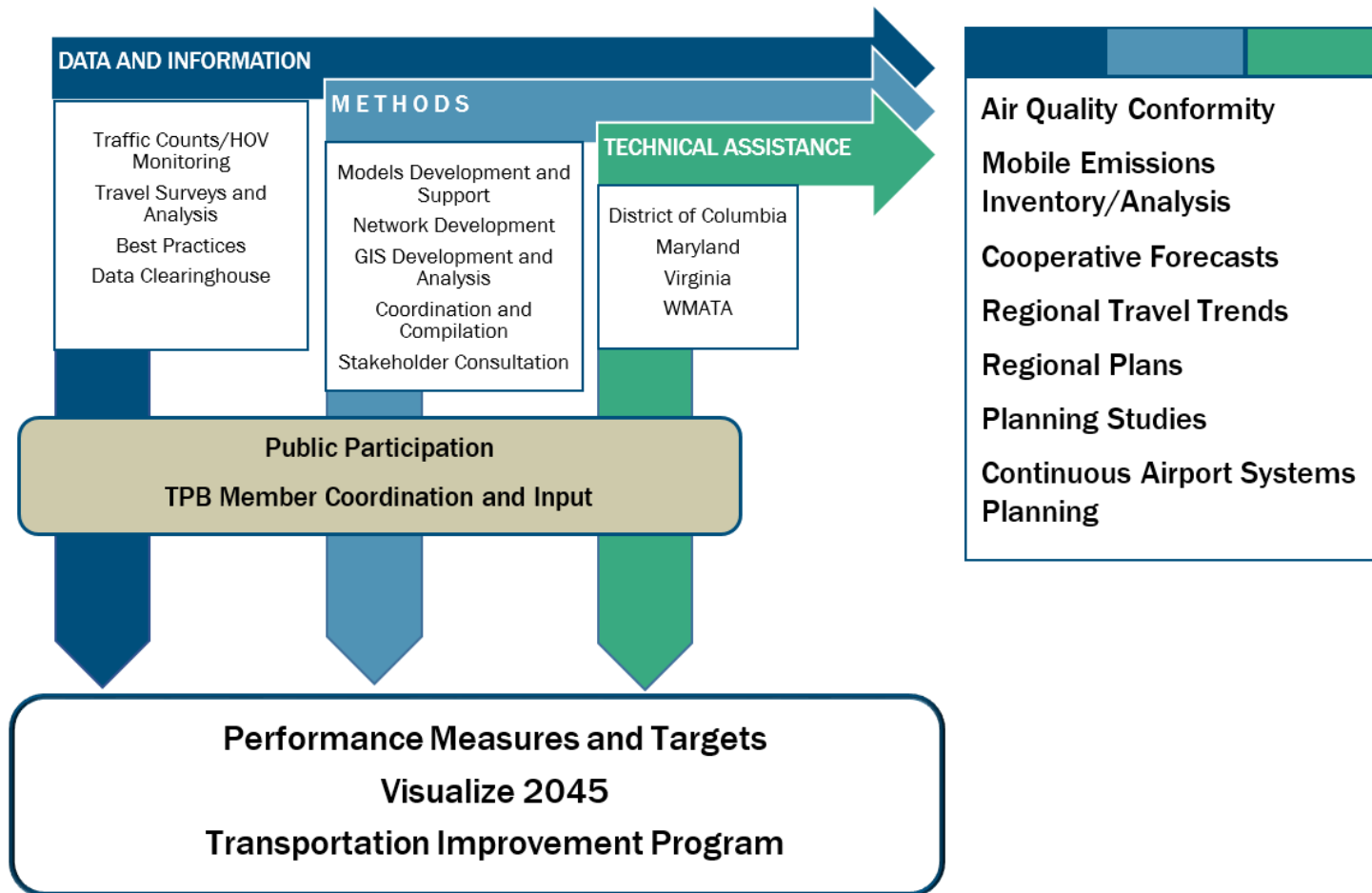


UPWP Funding

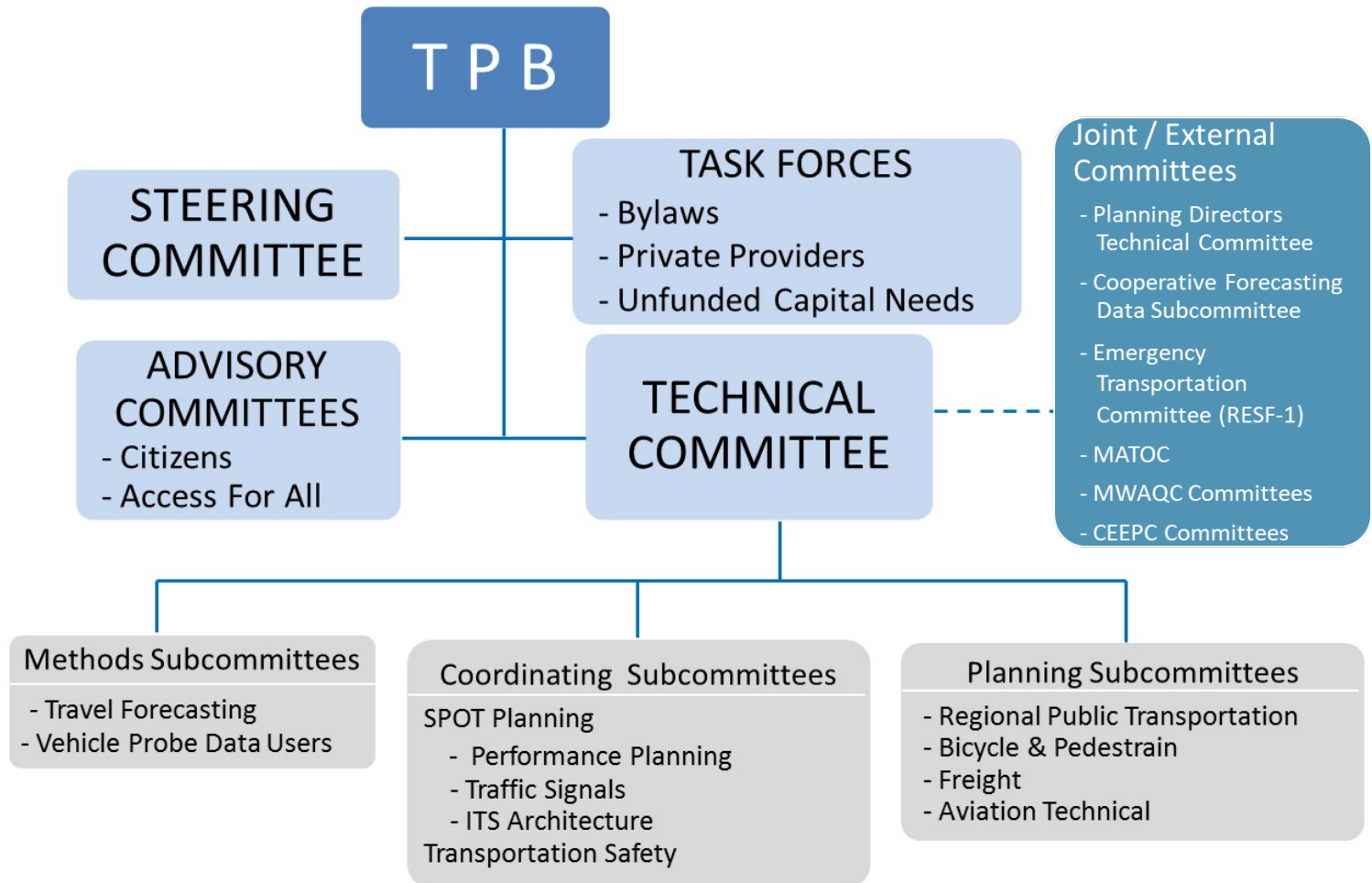
- MPO is **NOT** a direct recipient of federal funding.
- MPO is a “subrecipient,” and is subject to additional oversight from the direct federal funding recipients – the state DOTs
- Federal Funding 80%: FHWA PL and FTA Section 5303
- State 10% match: state DOT funding
- Local 10% match: COG dues
- Preliminary revenues: \$15.2 million
- Preliminary expenditures: \$15.8 million

What do you get for your money?

Planning Products and Supporting Processes



Member Benefits Forum for Regional Coordination



Member Benefits

Forum for Regional Coordination (cont.)

- Scenario Planning (ex. LRPTF)
- Promoting Transportation Alternatives
 - Commuter Connections
 - Bicycle and Pedestrian Programs
 - Transportation Alternative Program grants
- Complete Streets policy and other policy priorities



Member Benefits

Forum for Regional Coordination (cont.)

- Improve Transportation/Land Use Coordination
 - Regional Activity Centers
 - Transportation/Land-Use Connections (TLC) Program
- Emergency Preparedness and Management & Operations
 - Planning activities in support of the MATOC Program
 - COG's TIME effort



Member Benefits

Technical Resources for Decision-Making

- Travel monitoring
- Travel forecasting
- Multimodal initiatives
- Greater emphasis on performance
- Variety of communications tools to help us and you get the word out
- Travel, traffic, demographic data sets



Plan Development and Coordination Team

- Visualize 2045 Approval
- Promoting TPB Endorsed Initiatives through Visualize 2045 implementation activities (LRPTF activities completed)
- Equity Emphasis Areas - EJ Analysis
- Federal Certification Review
- Coordinated Human Service Transportation Plan update
- Public Participation Plan update



Plan Development and Coordination Team

- Transportation and Land Use Connection Program (funded at same level)
- Transportation Alternatives Program annual project solicitation and selection
- Communications/public outreach activities
 - TPB News (bi-monthly newsletter)
 - The Region Magazine (annual production)
 - Active social media presence
- No scheduled Plan/Conformity amendments



Systems Performance Planning Team

- Full implementation of PBPP
 - Performance Targets
 - Monitoring and analysis
 - TIP assessment
- Congestion Management Process Technical Report update
- Bicycle and Pedestrian Plan Update
- Freight Around the Region



Systems Performance Planning Team

- Public safety and emergency preparedness partnership with COG
- TIP amendments monthly
- Conduct annual regional surveys on traffic signal systems and power backup systems
- Produce an annual public transportation report

Planning Data and Research Team

- Regional Travel Survey efforts continue (survey underway now)
- Begin to analyze survey results
- Analysis and report preparation on bi-annual Regional Air Passenger Survey
- Triennial Travel Trends Analysis
- Potential inaugural economic analysis on regional growth
- Support the development of the Cooperative Forecast (led by COG Dept. of Community Services)



Travel Forecasting and Emissions Analysis Team

- Initiation of a "NextGen" Travel Demand Model
- Respond to ~75 requests for modelling-related information or assistance annually
- Baseline mobile emissions inventory for 2015 Ozone NAAQS



Next Steps

- Balance the revenues and expenditures
- Finalize document for March 21
Board approval

Lyn Erickson

Plan Development and Coordination Program Director

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mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

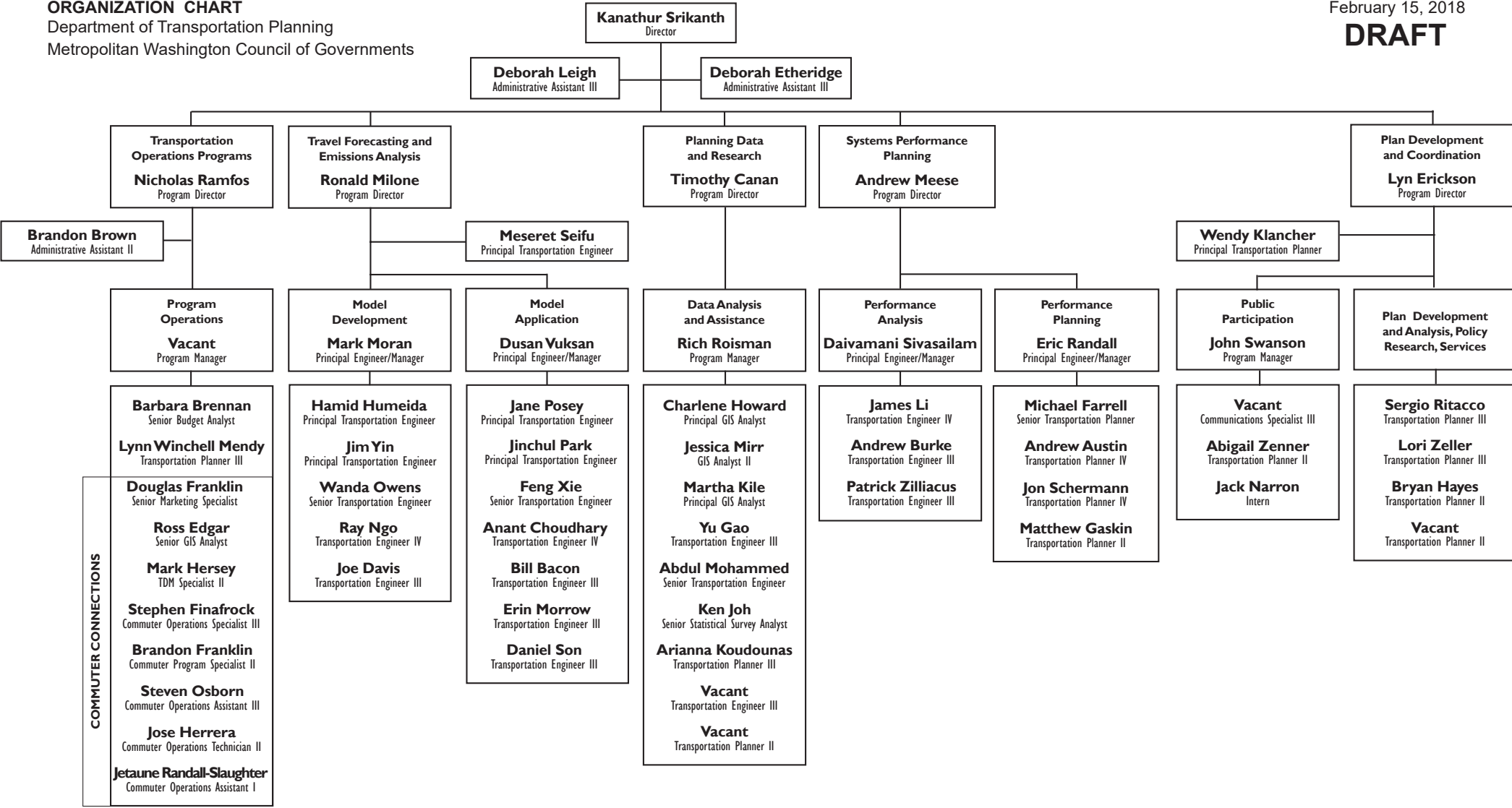
Washington, DC 20002



National Capital Region
Transportation Planning Board

ORGANIZATION CHART
 Department of Transportation Planning
 Metropolitan Washington Council of Governments

February 15, 2018
DRAFT



UNIFIED PLANNING WORK PROGRAM

FY 2019

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2019

March 2018 - Draft 2/14/2018

DRAFT



National Capital Region
Transportation Planning Board

UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2019
Draft 2/14w/2018

The preparation of this program document was financially aided through grants from the District Department of Transportation, Maryland Department of Transportation, Virginia Department of Transportation, and the U.S. Department of Transportation.

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, 23 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).

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con el Título VI de la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos sus programas y actividades. Para obtener más información, someter un pleito relacionado al Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

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I. INTRODUCTION

Purpose

The FY 2019 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2018 through June 30, 2019. The UPWP provides a mechanism for the coordination of transportation planning activities conducted by the National Capital Region Transportation Planning Board (TPB), and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiducial and other regulatory requirements required to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds), FTA Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The work program identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the FHWA and FTA jointly published a final rule on **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning**. The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

MAP-21 introduced and the FAST Act continues the implementation of performance management requirements through which States and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In addition, MAP-21 and the FAST Act included modest modifications to the planning process, policy board composition, participants in the process, and contents of the metropolitan long-range transportation plan. This work program complies with the new requirements regarding metropolitan planning.

On November 16, 2016, the TPB approved the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region and the FY 2017-2022 Transportation Improvement Program (TIP). In February 2017, FHWA and FTA found that the 2016 CLRP and FY 2017-2022 TIP conform to the region's State Implementation Plans.

On November 16, 2016, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process being conducted by the TPB is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable federal metropolitan planning requirements as described under 23 CFR 450.336. The Self-Certification Statement is signed by the three state DOTs and the TPB.

The Self Certification Statement can be found here:

http://www1.mwcog.org/clrp/resources/2016/SelfCertification_2016.pdf

The plan of record, approved on October 18, 2017 by the TPB, includes an off-cycle amendment to the 2016 Amendment to the CLRP for the National Capital Region which determined that VDOT and MDOT amendments conforms to all requirements of the Clean Air Act of 1990.

Currently the TPB is engaged in updating its long range plan which will be approved in October 2018. The name of the long-range plan has been changed from “CLRP” and is now called “Visualize 2045”. 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.

In June 2015, the FHWA and FTA jointly certified that the TPB’s planning process complies with metropolitan planning regulations and issued a certification report. On October 28-29, 2014, FHWA and FTA conducted a certification review of the metropolitan planning process in the Washington, DC-VA-MD Transportation Management Area (TMA) which is the responsibility of the TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO). While the recommendations from the certification report were addressed in FY 2016, improvements and enhancements identified in the report continue to be integrated into the TPB’s ongoing planning process.

The TPB will continue its rich tradition of coordination with adjacent MPOs and with those MPOs with which it shares DOTs. The TPB will not only continue to coordinate, but will look to enhance all coordination opportunities. TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. TPB is an active participant and a voting member of the Virginia Association of Metropolitan Planning Organizations (VAMPO).

THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the metropolitan transportation plan (LRP) and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone. The LRP and TIP must meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations issued on November 24, 1993, with amendments on August 15, 1997, and supplemental guidance on May 14, 1999, regarding criteria and procedures for determining air quality conformity of transportation plans, programs, and projects funded or approved by FHWA and FTA. These conformity requirements are also addressed in this document.

TITLE VI AND ENVIRONMENTAL JUSTICE: ENSURING NON-DISCRIMINATION

It has been the long-standing policy of both COG and TPB to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Executive Order 12898, issued February 11, 1994, requires that the TPB identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. While COG, as the TPB’s administrative agent, has the primary responsibility for meeting Title VI requirements, ensuring non-discrimination is an underlying tenet that permeates this work program. The TPB has a two-pronged approach to ensuring nondiscrimination: 1) analysis of the long-range plan for disproportionately high and adverse impacts, and 2) engaging traditionally transportation-disadvantaged populations in the planning process. The specific tasks related to Title VI analysis is under Activity 1: Long-Range Transportation Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is found in Activity 8: Public Participation. COG’s Title VI Plan (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at www.mwcog.org/nondiscrimination.

On February 22, 2016, USDOT issued a determination that the COG Title VI Program satisfies the Title VI program requirements. The next triennial Title VI program update is due to FTA on June 1, 2018. The Maryland Department of Transportation (MDOT) also approved the Title VI Plan on January 5, 2017.

Federal Requirements for Performance-Based Planning and Programming

MAP-21 and the FAST Act call for metropolitan planning organizations, public transportation providers and states to **establish and use a performance-based approach to transportation decision making**. USDOT has established performance measures related to seven goal areas for the federal-aid highway system. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

FHWA and FTA have largely completed the issuance of final rulemaking for the performance measures. TPB has been, and will continue to be working with the states and public transportation providers over the next year to collect the data, make forecasts for performance, and establish performance targets in support of those measures; and the TPB will subsequently have up to 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the metropolitan transportation plan and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The plan and TIP are anticipated to be approved in October 2018 and will be compliant with these new requirements.

Regional Planning Goals

In 1998, the TPB adopted the TPB Vision, which outlines a set of policy goals that have since served to guide the TPB's planning work program:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

These goals are broad in scope, and together with the strategies and objectives that are also outlined in the TPB Vision, provide a framework for setting out core principles for regional transportation planning. TPB Vision's policy goals encompass the ten planning factors required under the planning process of MAP-21 and are considered when developing the metropolitan transportation plan. Each planning factor is included in one or more of the TPB Vision goals, objectives, and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects for inclusion in the CLRP. In FY 2017, the Priorities Plan will influence policy actions, funding strategies, and potential projects considered for incorporation into Visualize 2045.

In 2017, the TPB established the Long-Range Plan Task Force, who engaged in a sketch planning effort to identify initiatives that could help the region achieve these goals. At that time TPB Members had decided that the current long-range plan did not show satisfactory performance compared to current conditions, nor did it bring us close enough to reach these regional planning goals. By early 2018 TPB had endorsed seven aspirational initiatives recommended by the Long-Range Plan Task

Force which have potential to significantly improve the performance of the region's transportation system compared to current plans and programs. These seven aspirational initiatives will be included in the new plan called Visualize 2045 as the aspirational element, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the official metropolitan planning organization (MPO) for the National Capital Region and is responsible for conducting a continuing, cooperative, comprehensive (3-C) metropolitan transportation planning process. The TPB was designated as the region's MPO by the governors of Maryland and Virginia and the mayor of the District of Columbia.

The TPB is composed of representatives from the 23 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the three state-level transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area. Figure 1 lists the jurisdictions and organizations represented on the TPB and its technical committees and subcommittees. Figure 2 shows the geographic location of each of the local member jurisdictions.

Policy coordination of regional highway, transit, bicycle, pedestrian, and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three state departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental, and transportation planning for the area is established through the continuing, coordinated land-use, environmental, and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted metropolitan transportation plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the State Implementation Plans (SIPs) they submit to EPA.

In metropolitan Washington, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public

transportation operators for cooperatively carrying out regional transportation planning and programming have been established over several years. As required under planning regulations, the TPB, the state DOTs, and the public transportation operators have documented their transportation planning roles and responsibilities in a memorandum of understanding (MOU) that was executed by all parties on January 16, 2008. By the close of FY 2018 and effective for FY 2019, the 2008 MOU will be superseded by a revised agreement meeting FAST Act planning regulations. The current MOU is included in the Appendices and the responsibilities for the primary planning and programming activities are indicated in Figure 3.

With regards to coordination with other MPOs near the TPB's planning area, there are two agreements in place that lay out responsibilities for planning, programming, and air quality conformity analysis. Both agreements can be found in the Appendices. In Virginia, the TPB has an agreement with the Fredericksburg Area MPO (FAMPO) from 2004 in which FAMPO assumes responsibility for meeting the transportation management area (TMA) planning and programming requirements within the Washington, DC-VA-MD Urbanized Area portion of Stafford County and producing the required planning documents for the TPB's current planning cycle. This agreement was reviewed in 2012 by both FAMPO and TPB staff, and it was mutually agreed that no changes were necessary. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, regarding the conformity analysis of transportation plans, programs, and projects in Calvert County. Calvert County is in the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, and is also a member of the new Southern Maryland MPO. The agreement between the three parties was signed in January 2016.

A list of transportation planning studies to be conducted within the National Capital Region can be found in Figure 4.

Figure 1: Jurisdictions and Organizations Represented on the TPB and its Technical Committees and Subcommittees

VIRGINIA

Arlington County	City of Manassas Park
Fairfax County	Northern Virginia Transportation Authority
Loudoun County	Northern Virginia Regional Commission
Fauquier County	Northern Virginia Transportation Commission
Prince William County	Virginia Department of Transportation
City of Alexandria	Virginia Department of Rail and Public Transportation
City of Fairfax	Virginia Department of Aviation
City of Falls Church	Virginia General Assembly
City of Manassas	Potomac and Rappahannock Transportation Commission

MARYLAND

Frederick County	City of Greenbelt
Montgomery County	City of Laurel
Prince George's County	City of Rockville
City of Bowie	City of Takoma Park
City of College Park	Maryland-National Capital Park and Planning Commission
City of Frederick	Maryland Department of Transportation
City of Gaithersburg	Maryland General Assembly

DISTRICT OF COLUMBIA

District of Columbia Council
District of Columbia Department of Transportation
District of Columbia Office of Planning

REGIONAL, FEDERAL, AND PRIVATE SECTOR

Washington Metropolitan Area Transit Authority
Private Transportation Service Providers
Metropolitan Washington Airports Authority
Federal Highway Administration
Federal Transit Administration
National Capital Planning Commission
National Park Service

Figure 2: Membership of the National Capital Region Transportation Planning Board

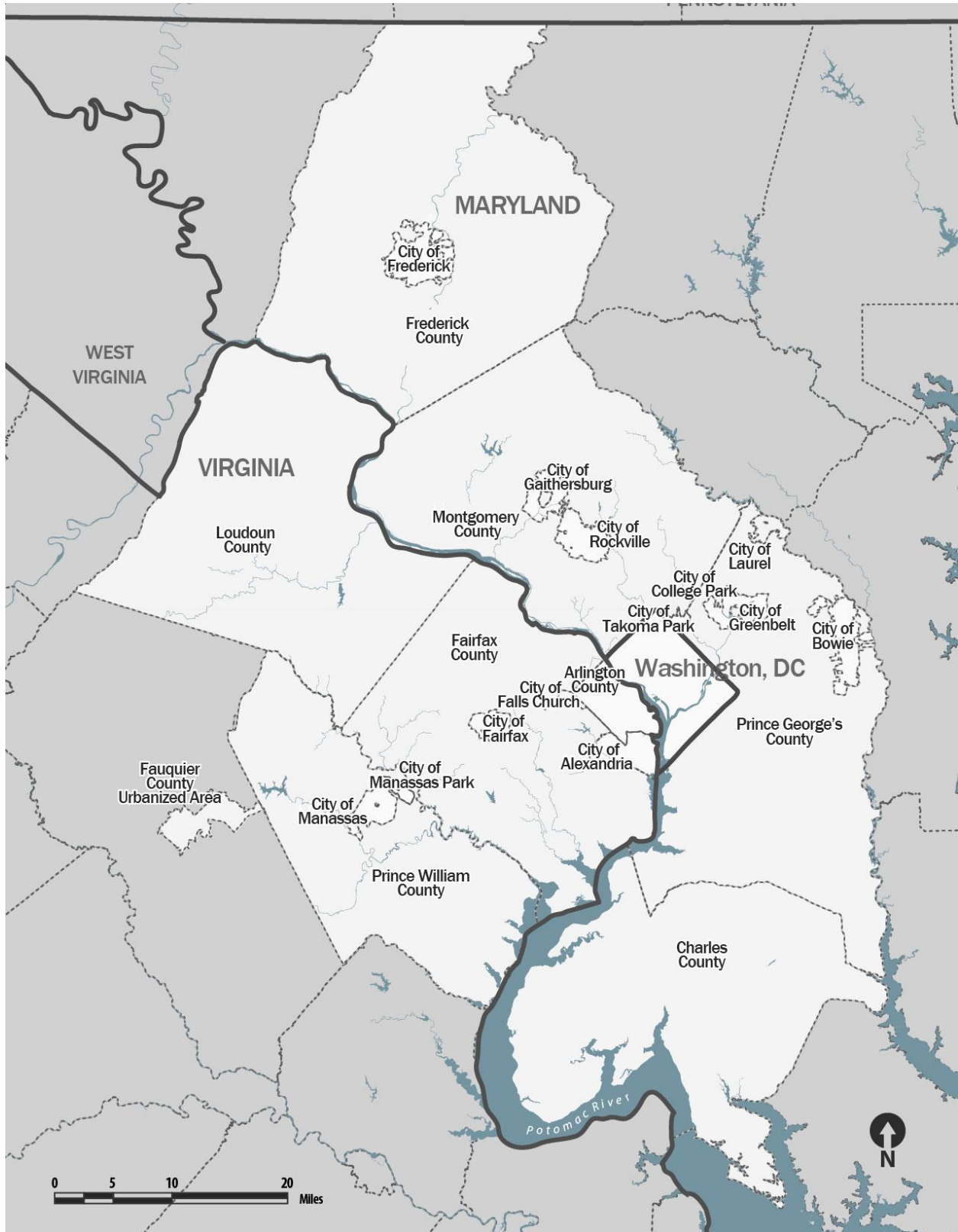


Figure 3: Transportation Planning and Programming Responsibilities

RESPONSIBILITY	AGENCIES
UPWP Development	TPB, DOTs, WMATA, Local Governments
Planning Certification	TPB, DOTs
Performance-Based Planning	TPB, DOTs, WMATA, Public Transportation Providers
Visualize 2045 Development	
Air Quality Conformity	TPB, FAMPO
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Environmental Consultation	TPB, DOTs, Local Governments
Financial Element	TPB, DOTs, WMATA, Local Governments
Freight Element	TPB, DOTs, Local Governments
Participation Plan	TPB
Performance Based Planning and Programming	TPB, DOTs, WMATA, Public Transportation Providers
Plan Inputs/Update	DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, Local Governments
Safety Element	TPB, DOTs, Local Governments
Transportation/Land-Use Planning	TPB, MDPC, Local Governments
TIP Development	
TIP Inputs	DOTs, WMATA, Local Governments, NVTA, PRTC
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments, NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, Human Service Agencies
Private Enterprise Participation	TPB, WMATA, Local Governments, NVTC, PRTC
Project Selection	TPB, DOTs, WMATA
Projects Federal Funding	TPB, DOTs, WMATA
Public Involvement Plan	TPB
Air Quality 2010 Attainment Plan	MWAQC, TPB, DOTs
CO2 Mobile Emissions Reduction	WMATA, State Air Quality Agencies
Climate Change Adaptation	TPB, DOTs, WMATA, Local Governments
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Governments

Figure 4: Transportation Planning Studies within the National Capital Region, 2018

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
REGIONAL			
Visualize 2045 Long-Range Transportation Plan	TPB, DOTs, WMATA, Local Governments	2018	LRP
Station Area Plans (multiple stations)	WMATA	On-going	Plans
Station Access Studies (multiple stations)	WMATA	On-going	Plans
Station Capacity Studies	WMATA	On-going	Plans
Bus Service Evaluation Studies	WMATA	On-going	Studies
Off-Board Fare Payment Technical and Financial Feasibility Study	WMATA, Arlington, DDOT	2018	Feasibility Study
Updating Line Load	WMATA	2018	Model
Metrobus Strategy and Roadmap	WMATA	2019	Plan
Analysis of Regional Bus Service Provision	WMATA, TPB, DOTs, Local Operators	2018	Study
Flexible Metrorail Operational Analysis	WMATA	2019	Study, Plan
TRACE Model	WMATA	2018	Model
Short-Term Ridership Forecast	WMATA	2017	Model
Updated Silver Line Phase II Forecast, Operating Plan	WMATA	2018	Plan
2018 Metrobus Ridership Survey	WMATA	2018	Survey
National Park Service Long-Range Transportation Plan	NPS	2018	Plan

Figure 4: Transportation Planning Studies within the National Capital Region, 2018

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
MARYLAND			
MD 3 Widening/Upgrade Study (US 50 to MD 32)	MDOT SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	MDOT SHA	On-hold	DEIS
MD 28/MD 198 Corridor Study (MD 97 to I-95)	MDOT SHA	2019	EA
MD 97 Montgomery Hills Study (MD 390 to MD 192)	MDOT SHA	2018	CE
MD 223 Corridor Study (Steed Road to MD 4)	MDOT SHA, Prince George's County	On-hold	TBD
MD 355 Bus Rapid Transit Study (MD 410/MD 187 to Clarksburg)	Montgomery County, MDOT MTA, MDOT SHA	2017	Report
MD 586 Bus Rapid Transit Study (MD 97 to MD 355)	Montgomery County, MDOT MTA, MDOT SHA	2017	Report
US 15/US 40 Frederick Freeway Study	MDOT SHA	2020	TBD
US 29 Bus Rapid Transit Study (MD 410 to MD 198)	Montgomery County, MDOT MTA, MDOT SHA	2017	Report
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	MDOT SHA, Charles County	On-hold	TBD
US 301 Waldorf Study (TB to South of Waldorf)	MDOT/SHA, Charles County	2020	TBD
Commuter Bus Long-Range Plan	MDOT MTA	2017	Plan
Bus Facilities Master Plan	MDOT MTA	2017	Plan

Figure 4: Transportation Planning Studies within the National Capital Region, 2018

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
DISTRICT OF COLUMBIA			
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT, WMATA	On-going	Report/Design
DC Streetcar – Union Station to Georgetown	DDOT, FTA, FHWA	2017	NEPA
DC Streetcar – Benning Rd Ext Environmental	DDOT, FTA, FHWA	2017	EA
Long Bridge Environmental	DDOT, FRA	2019	NEPA
C Street NE Implementation Study	DDOT	2017	Design
Florida Avenue NE Study	DDOT	2017	Design
16th Street NW Transit Priority	DDOT	2017	Design
East End Bike Lane Study	DDOT	2017	Design
New York Avenue Streetscape and Trail	DDOT	2017	Study
Florida Avenue NE Study	DDOT	2017	Design
Downtown West	DDOT	2017	Study
Pennsylvania Avenue East of the White House	DDOT/NPS	2017	Study
New York Avenue / South Dakota Avenue Interchange Study	FHWA	2017	Study
Alabama Avenue Safety Study	DDOT	2017	Study
Metrorail Walkshed Improvement Project (TLC)	COG/DDOT	2017	Study
Section 5304 Transit Asset Management Study	DDOT	2017/2018	Study

Figure 4: Transportation Planning Studies within the National Capital Region, 2018

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
VIRGINIA			
Household Travel Survey	TPB, DOTs, WMATA, Local Governments	2018	Report
Regional Emergency Preparedness Effort	NVTC, Transit Agencies, Emergency Management personnel, VDOT	2018	Plans
Amendments to the Constrained Element of Visualize 2045	TPB, DOTs, WMATA, Local Governments	2018	LRP
Significant Projects Ratings Study (HB 599) – Round 2	VDOT	2018	Ratings
Fairfax County Pkwy Corridor Study – Long-Term / Vision	FCDOT	2019	Report
I-495 West / American Legion Bridge Strategic Plan Study from I-270 West Spur to the Virginia Hot Lanes	MDSHA Coordinating with VDOT	2018	Report
TransAction Update	NVTA	2018	Report
Transit Oriented Development Planning for the Richmond Highway Corridor	Fairfax County	2018	Report
Various Corridor Studies Associated with Loudoun County Comprehensive Plan Update	Loudoun County	2019	Plans
Long Bridge NEPA	PRTC	2019	Study
Transit Development Plan	PRTC	2018	Plan
Broad Run Expansion Study and NEPA	VRE	2018	Plan / NEPA
Crystal City Station Improvements	VRE	2018	Study

Figure 4: Transportation Planning Studies within the National Capital Region, 2018

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
L'Enfant Station Improvements and VA to L'Enfant 4th Track	VRE	2018	PE / Environmental Design
Transit Development Plan	VRE	2018	Plans
STARS Route 50 Corridor Improvement Study	VDOT	2018	Report
Route 28 Corridor Improvements Environmental Impact Statement (EIS)	Prince William County / VDOT	2021	EIS / NEPA Document / Record of Decision / Preferred Alternative
Buckland Study	Prince William County	2018	Improvement Options
I-495 Express Lanes Extension to American Legion Bridge (tentative)	VDOT	2019	Study
Arlington Master Transportation Plan Bike Element Update	Arlington County		Plan
Rosslyn Street Network Study	Arlington County		Study
Courthouse Square Shared Streets Study	Arlington County		Study
Wilson Blvd. Road Diet Follow-up Study	Arlington County	On hold	Study
Public Open Spaces Master Plan	Arlington County		Plan
Arlington General Land Use Plan Amendment Study	Arlington County		Study
Four Mile Run Valley Area Study	Arlington County		Study
Lee Highway Corridor Study	Arlington County		Study

FY 2019 Regional Planning Priorities

In March 2015, USDOT issued **planning emphasis areas** for MPOs to consider in Unified Planning Work Programs. The three areas are 1) MAP-21 implementation: Transition to performance-based planning and programming; 2) Regional coordination of transportation planning beyond traditional boundaries; and 3) Ladders of Opportunity. This section provides a summary of how the work activities in this UPWP addresses these three priority areas.

TRANSITION TO PERFORMANCE-BASED PROGRAMMING AND PLANNING

An overview of the transition to performance-based planning and programming was provided earlier in this Introduction. This transition is an articulated priority of the TPB as demonstrated in “Activity 2: Performance-Based Planning and Programming” in this UPWP. Efforts continue to address establishing performance measures and targets in coordination with the three state DOTs, WMATA, and the local government public transportation operators in accordance with the federal planning regulations and performance management requirements for MPOs.

In 2017, the TPB established the Long-Range Plan Task Force to identify initiatives that could help the region achieve the goal in the RTPP. The TPB has endorsed seven aspirational initiatives recommended by the Long-Range Plan Task Force with the potential to significantly improve the performance of the region’s transportation system. These seven aspirational initiatives will be included in Visualize 2045 as the aspirational element, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES

As a multi-state MPO, the TPB fully embraces the need for regional cooperation and coordination across state and agency boundaries. Each work activity in this UPWP reflects regional coordination between jurisdictions and agencies in Virginia, Maryland, and the District of Columbia, notably in the development of performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. As stated earlier, the TPB will coordinate a revision to planning agreement to meet FAST planning regulations. The TPB coordinates with MPOs near its planning area, such as FAMPO, the Calvert-St. Mary’s Metropolitan Planning Organization (C-SMMPO), and the Baltimore Regional Transportation Board (BRTB). With regards to air quality conformity analysis, transportation projects and land use forecasts from these other MPOs are reflected in the technical analysis. Formal agreements on the coordination and consultation processes for transportation planning exist with FAMPO and C-SMMPO, as described above under “Responsibilities for Transportation Planning.”

TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The Commonwealth of Virginia General Assembly established the Virginia Association of Metropolitan Planning Organizations (VAMPO) effective July 1, 2009, through House Joint Resolution No. 756 to provide education, information and opportunities for cooperation among Virginia’s Metropolitan Planning Organizations and among state, federal and community officials. TPB is an active participant and a

voting member of VAMPO. VAMPO's mission is "Moving Virginia forward by enhancing, promoting, and supporting the regional transportation planning process of the Commonwealth's MPOs."

The TPB's Transportation/Land-Use Connections (TLC) program continues to improve the coordination between land use and transportation planning in the region. The Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public transit providers in the region. COG has been designated by the governors of Maryland and Virginia and the mayor of the District of Columbia to coordinate with the state DOTs in the development of an agency to oversee Metrorail safety, as required under MAP-21.

LADDERS OF OPPORTUNITY: ACCESS TO ESSENTIAL SERVICES

The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities, and those with low-incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in November 2014. These unmet transportation needs are used to develop priorities for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-VA-MD Urbanized Area and the TPB solicits and selects the projects, which provide key access to essential services such as health care, education, employment, and recreation. This plan will be updated in FY 2019.

In FY 2016, an expanded analysis of the CLRP identified potentially vulnerable populations. The TPB's efforts to develop a list of unfunded regional priority projects includes the consideration of infrastructure needs that improve connectivity to essential services for traditionally disadvantaged populations. The TPB's Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking. The Access for All Advisory Committee provides input to the TPB on projects, programs, and services that are important to low-income individuals, minority communities, and persons with disabilities.

Federal Metropolitan Planning Provisions

The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning** Rule was issued on May 27, 2016. The planning rule updates federal surface transportation regulations with changes adopted in the MAP-21 and the FAST Act. For MPOs, such as the TPB, the most significant change is the performance-based planning and programming requirements which must be adopted by May 27, 2018, and included in all subsequent TIPs and long-range plans. This UPWP will provide for an ongoing review of the metropolitan planning provisions and USDOT guidance with a consideration of what additional work activities may be called for. The TPB must respond to any guidance on how MPOs should implement the provisions. As new USDOT planning regulations or guidance are released, the UPWP will integrate such new work activities. The TPB will work with the state DOTs, public transit providers and other stakeholders to identify any specific changes or amendments that will be necessary to address them.

II. PROPOSED FY 2019 TPB WORK PROGRAM AND BUDGET

Program Structure

The TPB is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. The tasks to be completed under each of the activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments, and supplementary consultant support.

The work program identifies the major work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The next several pages provide revenue and expenditure tables, and a series of figures which illustrate the relationship between and among the TPB work activities. The first four major activities support the coordination, preparation, and documentation of the policy and planning products required by federal law and regulations.

1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning**, includes documentation and final development of the quadrennial update of Visualize 2045. 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. Visualize 2045 will be approved in October 2018. Strategic implementation of Visualize 2045, including but not limited to implementation of the aspirational element of the plan, will begin. Additional analysis to support and enhance plan components and other federal requirements will be undertaken as necessary. Work will also begin to plan for the next quadrennial update of the plan which will be approved in FY 2023.

2. PERFORMANCE-BASED PLANNING AND PROGRAMMING

The second major activity, **Performance-Based Planning and Programming**, includes the continuation of the development of a performance-based planning framework for regional transportation decision-making and coordinating the development of measures and targets to be incorporated into performance-based planning for the metropolitan transportation plan and TIP. It also includes supporting the FY 2017-2022 TIP by updating the projects and programs in it and processing any administrative modifications and amendments.

3. MOBILE EMISSIONS PLANNING

The third major activity, **Mobile Emissions Planning**, includes developing input data and running the mobile emissions (MOVES) model and completing the air quality conformity analysis for the Constrained Element of the metropolitan transportation plan and the TIP.

4. PLANNING PROGRAMS

The fourth major activity, **Planning Programs**, encompasses a number of activities that ensure inclusion of specific aspects in the metropolitan transportation planning process:

- Regional congestion management process (CMP);
- Systems performance, operations, and technology (SPOT) planning;
- Emergency preparedness;
- Safety;
- Freight planning;
- Bicycle and pedestrian planning;
- Public transportation planning; and
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, includes developing the highway and transit networks in support of the long-range planning activities and maintaining and improving the TPB's travel demand model and forecasting methods.

6. TRAVEL MONITORING AND DATA PROGRAMS

The sixth major activity, **Travel Monitoring and Data Programs**, provides empirical travel information from traffic counts, high occupancy vehicle (HOV) monitoring, and household survey and analysis activities. The data programs include GIS technical support for all planning activities and the regional transportation data clearinghouse.

7. COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING COORDINATION

The seventh major activity, **Coordination of Cooperative Forecasting and Transportation Planning**, coordinates local, state, and federal planning activities in order to integrate land use and transportation planning in the region.

8. PUBLIC PARTICIPATION AND HUMAN SERVICE TRANSPORTATION COORDINATION

The eighth major activity, **Public Participation and Human Service Transportation Coordination**, includes all public involvement activities; outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the metropolitan transportation plan, TIP, and all other TPB activities. It also includes updating the

Coordinated Human Service Transportation Plan for the region which supports the MPO role in the FTA Section 5310 Enhanced Mobility program for elderly persons and persons with disabilities.

9. TRANSPORTATION ALTERNATIVES AND LAND-USE CONNECTIONS PROGRAM

The ninth major activity, **the Transportation Alternatives and Land-Use Connections Program**, strengthens the integration of land use and transportation planning by offering short-term consultant technical assistance to local jurisdictions to advance their planning activities and incorporates the MPO role in the MAP-21 Transportation Alternatives Program.

10. TPB SUPPORT AND MANAGEMENT

The tenth major activity, **TPB Support and Management**, includes the staff and administrative management to provide support for the meetings of TPB, its committees and special work groups, and the development and administration of the annual UPWP.

11. TECHNICAL ASSISTANCE

The eleventh major activity, **Technical Assistance**, responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

12. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

Finally, the twelfth major activity, **Continuous Airport System Planning (CASP)**, utilizes the methods and data work activities for airport and airport-serving facilities in the region.

Work Activity Budgets

Funding for the TPB Basic Work Program is similar to the FY 2018 level. The proposed budget levels for the 12 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on the next page. The proposed expenditures for each of these 12 tasks are identified in Table 2. A detailed breakdown of staffing, consultant costs, and other budgetary requirements is provided in Table 3. The TPB committee structure is shown in Figure 6. The TPB committee or sub-committee responsible for the activities listed in Figure 5 are shown under the descriptions for each task in Section III. Figure 7 illustrates the relationship between and among the TPB work activities.

Table 1: Revenue - FY 2019 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2018 to June 30, 2019)

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA PL FUNDS 80% FED & 20% STA/ LOC	FAA CASP 90% / 10% FED / LOC	TOTALS
DDOT ALLOCATIONS				
NEW FY 2019	\$538,004	\$2,209,419		\$2,747,423
UNEXPENDED FY 2017	\$57,490	\$262,761		\$320,251
<i>CARRYOVER FY 2018 - Anticipated</i>	\$55,573	\$216,703		\$272,277
SUBTOTAL - DC	\$651,067	\$2,688,882		\$3,339,950
MDOT ALLOCATIONS				
NEW FY 2019	\$1,288,745	\$3,709,536		\$4,998,281
UNEXPENDED FY 2017	\$133,397	\$470,464		\$603,861
<i>CARRYOVER FY 2018 - Anticipated</i>	\$139,568	\$382,391		\$521,958
SUBTOTAL - MD	\$1,561,709	\$4,562,391		\$6,124,101
VDRPT & VDOT ALLOCATIONS				
NEW FY 2019	\$1,122,089	\$3,245,898		\$4,367,987
UNEXPENDED FY 2017	\$116,886	\$430,608		\$547,494
<i>CARRYOVER FY 2018 - Anticipated</i>	\$123,748	\$329,708		\$453,456
SUBTOTAL - VA	\$1,362,723	\$4,006,214		\$5,368,937
TOTAL FHWA/FTA FUNDING ALLOCATIONS				
NEW FY 2019	\$2,948,838	\$9,164,853		\$12,113,691
UNEXPENDED FY 2017	\$307,772	\$1,163,832		\$1,471,605
<i>CARRYOVER FY 2018 - Anticipated</i>	\$318,889	\$928,802		\$1,247,692
SUB-TOTAL - FHWA-FTA	\$3,575,500	\$11,257,488		\$14,832,987
TOTAL BASIC UPWP	\$3,575,500	\$11,257,488		\$14,832,987
FAA - CASP PROGRAM			\$350,000	\$350,000
GRAND TOTAL UPWP	\$3,575,500	\$11,257,488	\$350,000	\$15,182,987

1. "New FY 2019" funding amounts are first time funds being provided by the DOTs.
2. "Unobligated FY 2017 funds" are unexpended funds from the FY2017 UPWP reprogrammed by DOTs.
3. "Carryover FY 2018 funds" are funds from work activities from the FY 2018 UPWP to be completed in FY 2019. These amounts will be finalized in time for TPB's action on Mar. 21, 2018.
4. As part of the Continuous Air System Planning work we anticipate receiving funds from FAA to process their 2017 biennial Air Passenger Survey & assist in Ground Access planning work.

Revenue estimates in bold font above are under review and will be finalized before March TPB action.

Table 2: FY 2019 UPWP Expenditures

WORK ACTIVITY	FY 2019 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Transportation Planning	\$1,049,855
2. Performance-Based Planning and Programming	\$701,890
3. Mobile Emissions Planning	\$1,887,121
4. Planning Programs	\$1,859,037
5. Travel Forecasting	\$2,754,091
6. Travel Monitoring and Data Programs	\$2,676,725
7. Cooperative Forecasting & Transportation Planning Coordination	\$915,451
8. Public Participation & Human Transportation Service Coordination	\$1,261,894
9. Transportation Alternatives and Land Use Connection Programs	\$481,668
10. TPB Support and Management	\$865,699
Sub-total: Core Program	\$14,453,431
11. TECHNICAL ASSISTANCE	
A. District of Columbia	\$274,742
B. Maryland	\$383,253
C. Virginia	\$370,570
D. WMATA	\$17,765
Sub-total: Technical Assistance Program	\$1,046,331
Total - Basic UPWP	\$15,499,762
12. AIR SYSTEMS PLANNING	
1. Continuous Airport System Planning (CASP)	\$350,000
Sub-total: CASP	\$350,000
GRAND TOTAL UPWP	\$15,849,762
<p>1. Above estimates are based on the work activities outlined in the Draft FY 2019 UPWP Document. The estimates will be finalized along with the revenue estimates before the March TPB action.</p> <p>2. CASP work activities are based on anticipated FAA grants to process the biennial Air Passenger Survey conducted in FY 2018 and to assist in ground access improvement planning.</p>	

Revenue and Expenditure figure imbalance are preliminary and update in progress. Adjustments will be made prior to March TPB action.

Table 3: TPB FY 2019 Work Program by Funding Sources

Work Activity	Direct Labor Costs			Indirect Costs (Overheads)					Other Direct Costs			Total	
	Direct Salaries DTP Staff	Direct Salaries Other COG Staff	Total Direct Labor Costs	M&A 24.69%	Leave Benefits 19.43%	Fringe Benefits 24.50%	Non Personnel 37.10%	Total Indirect Costs	Data & PC	Consultant	Other Costs		Total Other Direct Costs
CORE PROGRAMS													
1. Long-Range Planning	\$354,290	\$15,525	\$369,815	\$91,292	\$89,574	\$134,917	\$254,357	\$570,140	\$3,000	\$100,000	\$6,900	\$109,900	\$1,049,854
2. Performance-Based Planning and Programming	\$245,855	\$0	\$245,855	\$60,692	\$59,549	\$89,694	\$169,098	\$379,033	\$1,200	\$75,000	\$800	\$77,000	\$701,888
3. Mobile Emissions Planning	\$640,018	\$74,221	\$714,240	\$176,316	\$172,999	\$260,571	\$491,251	\$1,101,136	\$28,438	\$10,000	\$33,300	\$71,738	\$1,887,114
4. Planning Programs	\$690,499	\$16,464	\$706,963	\$174,520	\$171,236	\$257,916	\$486,246	\$1,089,918	\$1,000	\$35,000	\$26,150	\$62,150	\$1,859,030
5. Travel Forecasting	\$790,437	\$0	\$790,437	\$195,126	\$191,455	\$288,369	\$543,659	\$1,218,609	\$25,438	\$650,000	\$69,600	\$745,038	\$2,754,084
6. Travel Monitoring and Data Programs	\$523,173	\$0	\$523,173	\$129,150	\$126,720	\$190,865	\$359,836	\$806,571	\$55,000	\$1,188,977	\$103,000	\$1,346,977	\$2,676,720
7. Cooperative Forecasting & Transportation Planning Coordination	\$146,458	\$190,895	\$337,353	\$83,279	\$81,712	\$123,074	\$232,030	\$520,094	\$2,500	\$0	\$55,500	\$58,000	\$915,447
8. Public Participation and Human Transportation Service Coordination	\$390,150	\$0	\$390,150	\$96,312	\$94,500	\$142,336	\$268,343	\$601,491	\$2,000	\$165,000	\$103,250	\$270,250	\$1,261,891
9. Transportation Alternatives and Land Use Connection Programs	\$50,181	\$36,225	\$86,406	\$21,330	\$20,929	\$31,523	\$59,430	\$133,211	\$1,000	\$260,000	\$1,050	\$262,050	\$481,667
10. TPB Support and Management	\$253,334	\$0	\$253,334	\$62,538	\$61,361	\$92,422	\$174,242	\$390,563	\$1,000	\$10,000	\$210,800	\$221,800	\$865,697
Core Program Total	\$4,084,395	\$333,330		\$1,090,555	\$1,070,033	\$1,611,687	\$3,038,490	\$6,810,765	\$120,576	\$2,393,977	\$610,350	\$3,224,903	\$14,453,393
TECHNICAL ASSISTANCE													
A. District of Columbia	\$59,521	\$0	\$59,521	\$14,693	\$14,417	\$21,715	\$40,938	\$91,763	\$0	\$123,458	\$0	\$123,458	\$274,742
B. Maryland	\$50,460	\$0	\$50,460	\$12,456	\$12,222	\$18,409	\$34,706	\$77,793	\$0	\$180,000	\$75,000	\$255,000	\$383,253
C. Virginia	\$60,421	\$0	\$60,421	\$14,915	\$14,635	\$22,043	\$41,557	\$93,150	\$0	\$147,000	\$70,000	\$217,000	\$370,570
D. WMATA	\$6,793	\$0	\$6,793	\$1,677	\$1,645	\$2,478	\$4,672	\$10,472	\$0	\$0	\$500	\$500	\$17,765
Technical Assistance Program Total	\$177,194	\$0	\$177,194	\$43,742	\$42,919	\$64,644	\$121,873	\$273,179	\$0	\$450,458	\$145,500	\$595,958	\$1,046,331
Total Basic Program	\$4,261,589	\$333,330	\$177,194	\$1,134,297	\$1,112,952	\$1,676,331	\$3,160,363	\$7,083,943	\$120,576	\$2,844,435	\$755,850	\$3,820,861	\$15,499,762
CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)													
	\$135,262	\$0	\$135,262	\$33,391	\$32,762	\$49,347	\$93,033	\$208,533	\$0	\$0	\$6,205	\$6,205	\$350,000
GRAND TOTAL	\$4,396,851	\$333,330	\$312,456	\$1,167,688	\$1,145,714	\$1,725,678	\$3,253,396	\$7,292,476	\$120,576	\$2,844,435	\$762,055	\$3,827,066	\$15,849,724

Revenue and Expenditure figure imbalance are preliminary and update in progress. Adjustments will be made prior to March TPB action.

Figure 5: Major Components of UPWP Work Activities

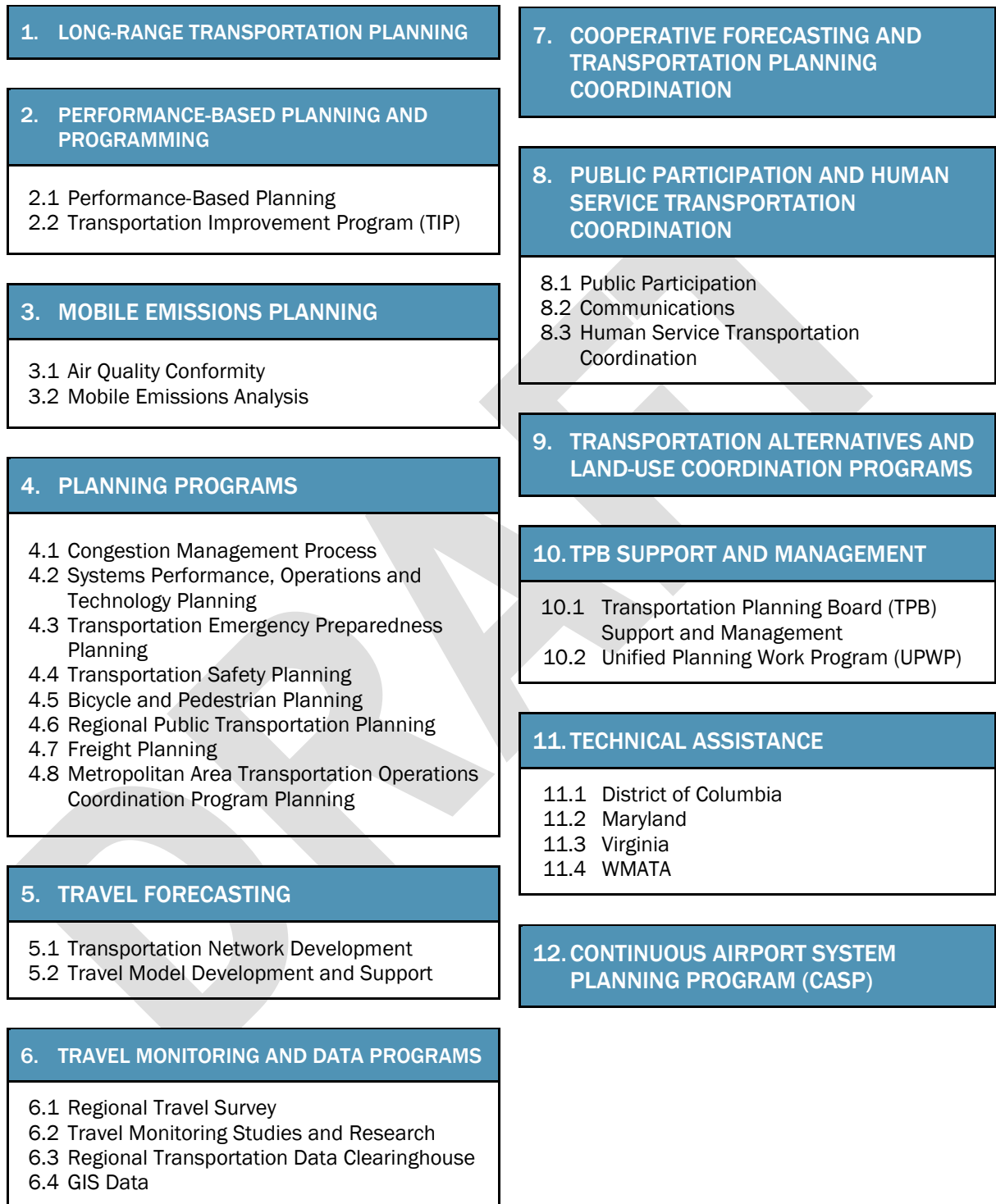


Figure 6: TPB Committee Structure

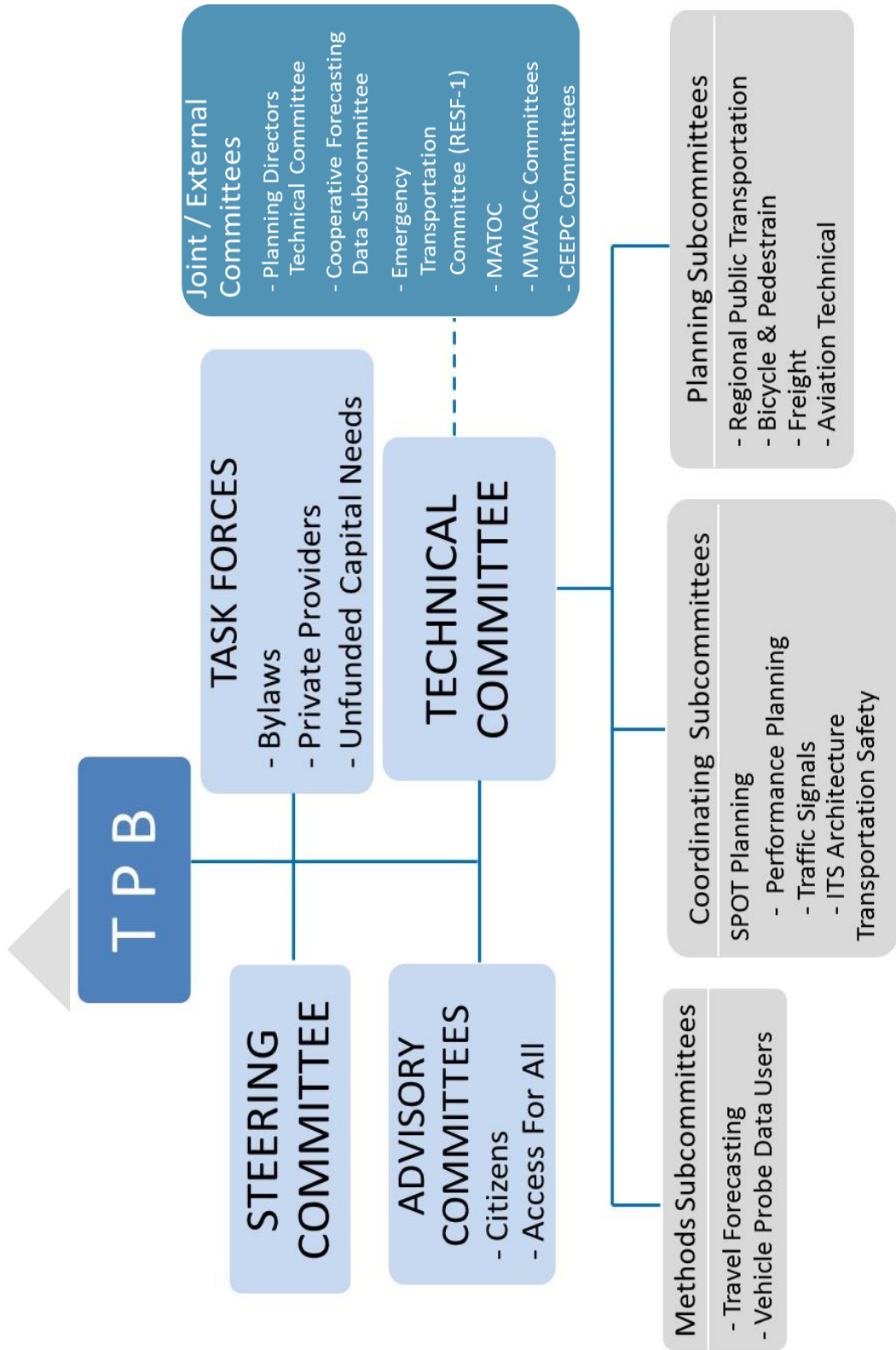
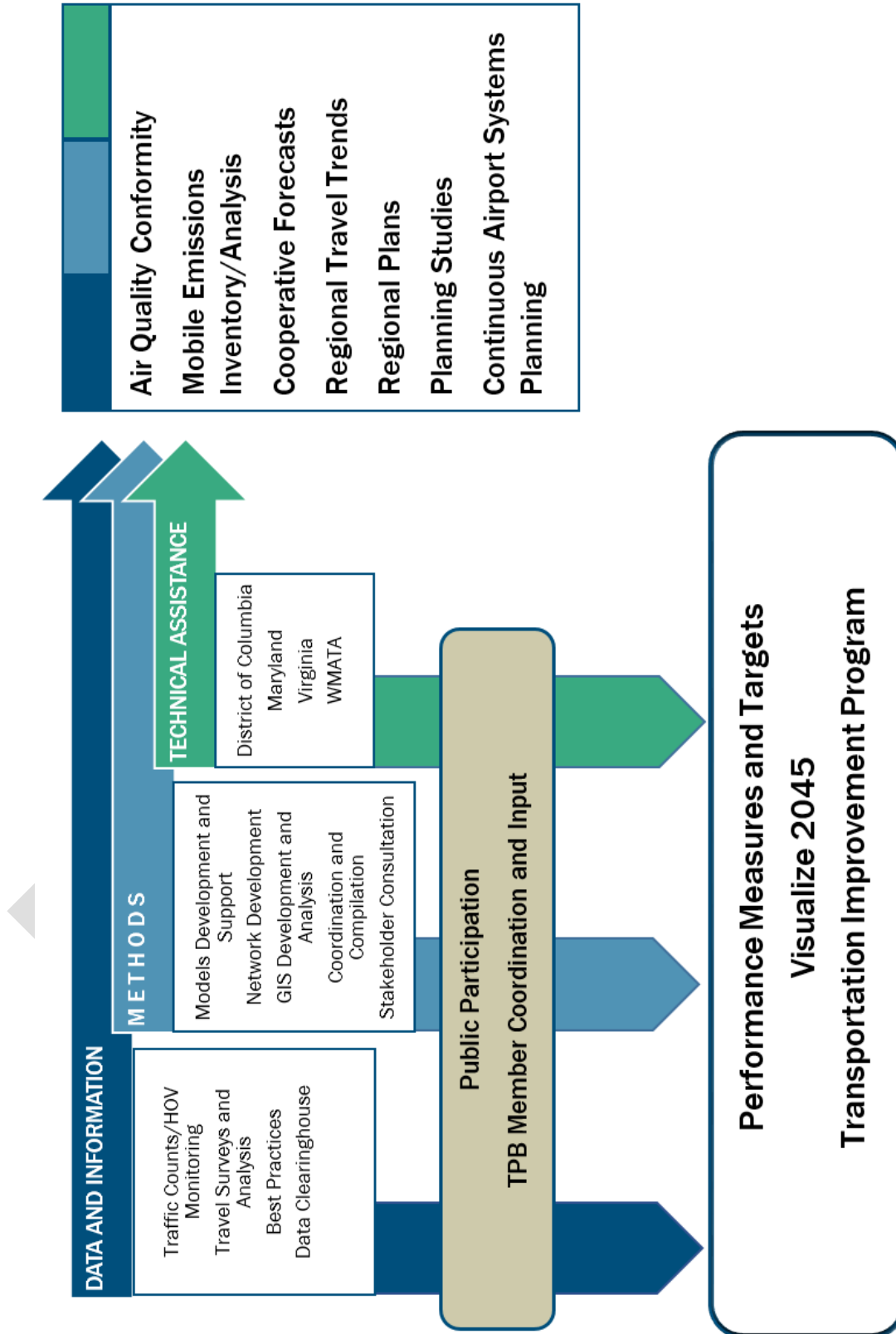


Figure 7: Overview of Planning Products and Supporting Processes



III. MAJOR WORK ACTIVITIES

1. Long-Range Transportation Planning

OVERSIGHT	Technical Committee
MAJOR PRODUCTS	<ul style="list-style-type: none">• Visualize 2045• Visualize 2045 Implementation• Environmental Justice Analysis of Visualize 2045
TOTAL COST ESTIMATE	\$1,049,855

Visualize 2045

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. In FY 2019, Visualize 2045 will continue to be developed and will be approved in October 2018. Strategic implementation of Visualize 2045, including but not limited to the aspirational element of the plan, will begin. Work will also begin to plan for the next quadrennial update of the plan which will be approved in FY 2023.

During FY 2019, the following activities will be undertaken to support the development of the Visualize 2045. This plan will be different than past plans in that the product will be one document – the website will not be used as the repository of the plan any longer. This document will be coordinated through and reviewed by various committees throughout the year, and by the Technical Committee over the summer 2018. The following “elements” will be nearing completion in the fall of 2018 and approved by the TPB in October 2018. There will be additional elements and analysis as necessary; the major elements of the plan include:

- Federal Compliance: Visualize 2045 will be fully compliant with federal regulations.
- Performance Based Planning and Programming (PBPP): This element will be developed to fulfill PBPP requirements. The purpose of performance planning will be explained, highlighting the Performance-Based Planning and Programming (PBPP) federal requirements and significance. PBPP targets will be compared to existing data, where available. The Congestion Management Process and safety planning will also be summarized. See Task 2.1 for additional details.
- Stakeholder and public outreach: The Visualize 2045 plan will document and summarize these activities. See Task 8 for additional details.
- Financial Element: Revenue and expenditure projections will be developed through 2045 to demonstrate the operations and maintenance of the current transportation infrastructure will be adequately funded and for any capacity enhancement of the highway, transit, and federally-funded non-motorized (bicycle and pedestrian) system within the metropolitan planning area.
- Constrained Element: An element will be developed which will contain projects, programs, and policies officially submitted by the funding agencies for conformity analysis (approved by the TPB in January 2018). This element will be tested for fiscal constraint and for air quality conformity

(see Task 3 for conformity details). A performance analysis of the plan will be conducted and included in the plan.

- ***Unconstrained Element:*** The unconstrained element will include the unfunded regional needs and highlight the aspirational initiatives the TPB has endorsed: five from the Long-Range Plan Task Force and two non-motorized initiatives. It will emphasize how these initiatives could help the region reach its goals within the context of the future demand that growth will place on the existing and planned transportation system. The unconstrained element will help readers “visualize” what that future could be if the region works together following these aspirations.
- ***Additional Elements:*** Other TPB planning activities will be summarized, such as regional bicycle and pedestrian planning, regional freight planning, regional airport systems planning, the Equity Emphasis Areas, plus more. The significance and requirements fulfilled by each element will be explained, as well as how they relate to other TPB and local planning efforts.
- ***Additional analysis and link to RTPP:*** The existing transportation system and information about current travel conditions will be described, setting the context for future growth and demand. The plan will include land-use forecasts and will identify demands resulting from the pressures of growth. The plan will also explain how the region is preparing to respond to that demand. Overarching policies that guide the planning process will be described, including the Vision and the RTPP, and the newly endorsed aspirational initiatives. A summary of federal requirements will also be presented.
- ***Environmental Consultation:*** Consultation with federal, state, and local agencies in charge of natural resources, wildlife, land management, environmental protection, conservation, and historic preservation on the discussion of potential environmental mitigation activities will occur and be documented.

Visualize 2045 Implementation

General coordination and outreach will be conducted to members to implement the plan. This could be conducted in a variety of ways, including but not limited to: hosting regional meetings to share best practices; travelling to the jurisdictions to present materials and priorities identified in Visualize 2045; soliciting feedback from jurisdictions on how best to help them implement Visualize 2045, and to implement those suggestions; etc.

Conduct Additional Planning Analysis

A separate Title VI / Environmental Justice analysis will be conducted of Visualize 2045 to evaluate the impact of the plan for disproportionately high and adverse effects on low-income and minority population groups. This analysis will use the Equity Emphasis Areas adopted in early-2018 by the TPB, and will use the revised analytical methods which will be developed in FY 2018.

As necessary, additional planning analysis will be conducted to support long-range planning efforts.

Federal Certification Review 2019

The Federal Highway Administration and the Federal Transit Administration will conduct a Certification Review of the National Capital Region Transportation Management Area Planning Process in the summer of 2019. The TPB’s process was last certified on June 8, 2015, with the conclusion that the planning process at TPB is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning. Materials and coordination to support the review will be prepared and executed.

2. Performance-Based Planning and Programming

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- Preliminary performance measures and targets
- Updated projects and programs in FY 2017-2022 TIP
- Annual Obligated Projects List
- Enhanced TIP/LRP database

TOTAL COST ESTIMATE

\$701,890

2.1 PERFORMANCE-BASED PLANNING

Federal surface transportation law, as developed in MAP-21 and continued under the FAST Act, requires “a transition to performance-driven, outcome-based approaches” for the federal highway and transit programs. Metropolitan planning organizations, states, and public transportation providers will establish and use a performance-based approach to transportation decision making in planning and programming.

To implement this mandate, rulemakings on performance provisions have been issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule**, issued on May 27, 2016, provides for the implementation of performance-based planning within the planning process. The basic framework of the planning process is largely untouched from previous federal surface transportation reauthorization acts. However, the law directs changes to the planning process by requiring states, MPOs, and providers of public transportation to select performance targets and link investment priorities in the TIP and Visualize 2045 to the achievement of performance targets.

The performance-based planning and programming framework requires coordination between states, MPOs, and public transportation providers. Integration of elements of other performance-based plans into the metropolitan planning process are also required, including the:

- Highway Safety Improvement Plan, including the State Highway Safety Plan;
- Public Transportation Agency Safety Plan;
- NHS and Transit Asset Management Plans;
- Congestion Mitigation and Air Quality Program Performance Plan; and
- State Freight Plan.

TPB working groups in each area of expertise are undertaking the development of regional performance measures and targets for the metropolitan planning area. TPB staff are coordinating with the local DOTs and public transportation providers on the requirements for data collection, analysis, and reporting. Both the collection of current data and the forecasting of future performance

are being evaluated. As implementation continues, working groups are proposing necessary revisions to the data processes used to establish measured performance.

Under the final performance-based planning and programming rulemakings, the states and public transportation providers are required to establish performance targets in support of those measures and the MPO subsequently has 180 days to establish performance targets for the metropolitan planning area coordinated with those of the states and public transportation providers. After these targets are set, Visualize 2045 and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. Visualize 2045 will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP will include a description of the anticipated effect of the TIP toward achieving the performance targets set in Visualize 2045.

This task includes:

- Coordinate with DDOT, MDOT, and VDOT on their setting of the state performance targets in support of the performance measures, and coordinate with the DOTs to develop the applicable performance measures for the TPB's metropolitan planning area or other designated area. Similarly, coordinate with MTA, VDRPT, WMATA, and other public transportation agencies on their setting of performance targets for transit state of good repair and safety.
- Coordinate with adjacent MPOs, DOTs and other highway owners, and providers of public transportation in the region to jointly agree upon and document in writing the coordinated processes for:
 - Collection of performance data;
 - Selection of performance targets for the metropolitan area;
 - Reporting of metropolitan area targets; and
 - Reporting of actual system performance (related to those targets).
- Redesign the Transportation Improvement Program (TIP) to track projects that are consistent with and reflect Visualize 2045 investment priorities; demonstrate progress toward achieving transportation system performance targets; link investment priorities to the performance targets; and describe the anticipated effect of the TIP toward achieving the performance targets.

2.2 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Federal surface transportation law, as developed in MAP-21 and continued under the FAST Act, calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. States and MPOs must integrate performance-based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference. USDOT will establish performance measures and subsequently states and public transportation providers will establish performance targets in support of those measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, Visualize 2045 and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The MPO should use targets to track progress towards attainment of critical performance outcomes for the MPO region.

Under the performance provisions, the TIP shall do the following, in coordination with Visualize 2045:

- Contain projects consistent with the metropolitan transportation plan.
- Reflect investment priorities from the metropolitan transportation plan.
- Be designed to make progress toward achieving transportation system performance targets.
- Describe the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan.
- Link investment priorities to performance targets.

This task includes:

- Prepare and review amendments and administrative modifications to the currently approved TIP.
- Enhance documentation of the TIP with additional analysis as a part of the Visualize 2045 and TIP brochure and the Visualize 2045 web site.
- Provide public access to Visualize 2045 and TIP project data through an improved online searchable database and a linked GIS database.
- Enhance the TIP/LRP database.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding year for the FY 2017-2022 TIP.
- Support the development of the FY 2019-2024 TIP.

3. Mobile Emissions Planning

OVERSIGHT

Technical Committee in consultation with MWAQC

MAJOR PRODUCTS

- Visualize 2045 Air Quality Conformity Analysis travel demand and mobile emissions model outputs for milestone analysis years
- Final report on the Visualize 2045 Air Quality Conformity Analysis and supporting technical documents
- Technical reports as required for TERMS analyses, and performance-based planning reporting

TOTAL COST ESTIMATE

\$1,887,121

3.1 AIR QUALITY CONFORMITY

The 1990 Clean Air Act Amendments require MPOs to conduct detailed systems-level technical analyses to demonstrate that future mobile source emissions resulting from the region's plans and programs comply with federally approved budgets. The Air Quality Conformity (AQC) analysis includes a formal solicitation of transportation projects from programming agencies and staff consultation with local transportation agencies, state air agencies and the public. The analysis also requires substantial travel demand and mobile emissions modeling.

The AQC analysis of the Visualize 2045 Plan was initiated in FY 2018 and is anticipated to be completed and advanced to the TPB for adoption during fall of 2018. Therefore, activities in the first half of the fiscal year will focus on completing the technical modeling activities and preparing the final report. Activities conducted during the second half of the fiscal year will involve further detailed analysis of the modeling outputs.

This task includes:

- Provide technical travel demand and mobile emissions modeling support to the Conformity Analysis of the constrained element of Visualize 2045 and TIP in accordance with federal requirements; activities include the preparation of technical inputs used in transportation and mobile emissions modeling, analysis of modeling outputs, and documentation of the analysis process and final results in memoranda and a final report.
- Keep abreast of evolving federal requirements as related to Air Quality Conformity determinations.
- Continue working to incorporate performance-based planning and programming requirements pertaining to CMAQ and GHG reductions into the planning process as it relates to Visualize 2045.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding the TPB's conformity schedule for the constrained element of Visualize 2045.

3.2 MOBILE EMISSIONS ANALYSIS

This task conducts a wide range of analyses to quantify mobile-source emissions levels of various pollutants in support of air quality planning and Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of mobile emission budgets for criteria pollutants that are analyzed in air quality conformity work.

This task includes:

- Support travel demand modeling and mobile emissions modeling related to SIP planning activities. Pending the EPA finalization of designations for the 2015 ozone NAAQS, develop mobile source inventories for VOC and NO_x for a designated Base Year. Inventories will require highway and transit network coding, travel demand modeling, and MOVES mobile emissions modeling for the designated Base Year.
- Conduct a school bus and transit bus fleet data inventory in coordination with state and local governments. School bus and transit bus inventories are used in the development of mobile inventories for air quality conformity and SIP work.
- When called upon, provide state-level mobile inventories or inputs to mobile inventories. The state air agencies are required to develop National Emissions Inventories (NEIs) every three years. The deadline for States to submit mobile source emissions for the 2017 NEI to EPA is January 15, 2019.
- Provide support with “Hot-Spot” analyses conducted by local transportation agencies.
- Respond to technical requests from COG’s Department of Environmental Programs and from TPB member jurisdictions for mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.
- Keep abreast of mobile emissions software (MOVES) updates and best practices.

4. Planning Programs

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL COST ESTIMATE	\$1,859,037

4.1 CONGESTION MANAGEMENT PROCESS

OVERSIGHT	Systems Performance, Operations, and Technology Subcommittee (SPOTS)
MAJOR PRODUCTS	<ul style="list-style-type: none">• Updated CMP portions of Visualize 2045• Congestion Management Plan• VPDUG website reference materials• Documentation for FAST Act performance and target reporting requirements

Under this task, the regional Congestion Management Process (CMP) informs Visualize 2045 on current congestion on the region's roadways by analyzing congestion data as well as identifying potential multi-modal congestion management strategies.

The CMP addresses FAST Act requirements for performance-based planning congestion reduction and system reliability measurements, on both recurring and non-recurring congestion.

This task includes:

- CMP components of Visualize 2045 that specifically address CMP and its subtopics, fully incorporated as elements of Visualize 2045 publication.
- CMP Documentation Form information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the "Visualize 2045: Technical Inputs Solicitation for the Constrained Element And Air Quality Conformity Analysis" document, and thereby incorporated into the regional CMP.
- National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.
- Obtain data from cost-effective public-sector and private-sector sources, including the I-95 Corridor Coalition Vehicle Probe Project (VPP), the Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the FHWA National Performance Management Research Data Set (NPMRDS),

and, if needed, specialized data collection efforts. Compile, format, and review transportation systems performance data from these sources.

- Analyze congestion on the region’s freeway networks, non-freeway arterials, the transit-significant roadways, and the freight-significant roadway network.
- Provide CMP technical input to the Performance-Based Planning and Programming (PBPP) task.
- Produce related analyses, such as following a major event, on an as-needed basis.
- In conjunction with the CMP, support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions, including conducting regular Users Group meetings and maintaining reference materials on the TPB website.

4.2 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

- **Technology, operations, and systems performance documentation for Visualize 2045**
- **Regional ITS architecture update**
- **Regional surveys on traffic signal timing and power back-up systems**
- **Documentation for FAST Act performance and target reporting requirements**

The performance outcomes of the existing and planned regional transportation system rely on systems management, operations, and deployment of technologies. This task addresses these considerations in metropolitan transportation planning, in conjunction with the federal requirements for regional transportation systems management and operations (RTSMO).

This task includes:

- Address FAST Act requirements related to technology and RTSMO.
- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for systems performance, operations, and technology applications in the region, and encourage these in TIP development and Visualize 2045.
- Address emerging connected and autonomous vehicle technology and shared mobility developments as they relate to regional transportation planning and RTSMO, and related aspects of the Regional Intelligent Transportation Systems (ITS) Architecture.
- Conduct planning for operations including systems monitoring, traffic incident management and response, multi-modal coordination, traffic signal coordination, public traveler information, and related strategies that address regional transportation systems management, including coordination with the COG Traffic Incident Management Enhancement initiative.

- Conduct resiliency and reliability planning, focusing on outcomes-based applications of technology and operations strategies. Consider the resiliency of the region’s transportation systems to operate during and recover in a timely fashion from major disruptive events, such as climate/extreme weather events, as well as its everyday reliability considering non-recurring congestion. Conduct related operations performance analyses. Resiliency and reliability are defined as metropolitan transportation planning factors in FAST Act.
- Advise the metropolitan transportation planning process regarding emerging technologies, including understanding and planning for connected and autonomous vehicles (CAVs) and related emerging “shared economy” aspects of transportation.
- Support and update the long-standing regional Intelligent Transportation Systems (ITS) Architecture.
- In conjunction with FAST Act performance-based planning requirements advise on congestion and reliability-related aspects of the FAST Act requirements.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS) (successor to the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee). Also coordinate SPOTS activities with the Metropolitan Area Transportation Operations Coordination (MATOC) Program, including SPOTS’ defined advisory role for the MATOC Program on long-range planning topics.
- Maintain coordination with related member agency activities, and related COG and TPB committees including the Regional Emergency Support Function 1 (RESF-1) Emergency Transportation Committee.

4.3 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

OVERSIGHT

Regional Emergency Support Function #1 Transportation Committee in coordination with the Technology, Operations, and Performance Subcommittee

MAJOR PRODUCTS

- **Documentation pursuant to DHS and UASI requirements**

This task provides support and coordination for the transportation sector’s role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors and its public safety programs. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the UPWP by U.S. Department of Homeland Security (DHS) and COG local funding. The Regional Emergency Support Function #1 (RESF-1) Transportation Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response (RESF) committees. Regular meetings of the RESF-1 Committee as well as subject matter-specific special events will be supported.

This task includes:

- Provide support for incorporating emergency preparedness considerations into Visualize 2045.

- Plan for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies.
- Undertake emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
- Coordinate planning for transportation-related emergency communications, technical interoperability, and related capabilities.
- Plan for transportation aspects of public outreach for emergency preparedness.
- Coordinate with regional critical infrastructure protection and related security planning.
- Advise emergency preparedness training and exercises.
- Advise conformance with U.S. Department of Homeland Security directives and requirements.
- Advise applications for and management of UASI and other federal Homeland Security funding.
- Support the RESF-1 Emergency Transportation Committee.

4.4 TRANSPORTATION SAFETY PLANNING

OVERSIGHT

Transportation Safety Subcommittee

MAJOR PRODUCTS

- **Safety element of Visualize 2045**
- **Documentation for FAST Act performance and target reporting requirements**

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growing numbers of pedestrians and bicyclists are using the region’s multimodal transportation system, especially in suburban areas where they were not as common as in years past, thereby increasing the exposure of these vulnerable road users to collisions with vehicle traffic. The FAST Act emphasizes safety as part of the metropolitan planning process and requires MPOs to set safety performance targets for non-motorized as well as motorized users. These and other factors, along with heightened awareness of the importance of safety planning, continue to demonstrate the need for the regional transportation safety planning program.

This task includes:

- Support engineering, education, enforcement, and emergency medical services strategies in the metropolitan planning process to reduce fatalities, serious injuries, and crashes in the region. This includes planning for safety aspects of the region's transportation system and coordinating with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts.
- Provide opportunities for consideration, coordination, and collaborative enhancement of transportation safety in the region.
- Maintain active collaboration with the “Street Smart” pedestrian and bicycle safety outreach campaign.

- Address regional FAST Act traffic safety performance measure requirements, including compilation and analysis of safety data, tracking of regional performance measures for safety, and coordinating with member states on the setting of safety targets.
- Encourage the consideration of safety in all aspects of metropolitan transportation planning and ensuring that safety is addressed during Visualize 2045 and TIP development.
- Support the Transportation Safety Subcommittee, as well as coordinating with member agencies and transportation safety stakeholders.

4.5 BICYCLE AND PEDESTRIAN PLANNING

OVERSIGHT

Regional Bicycle and Pedestrian Subcommittee

MAJOR PRODUCTS

- **Bicycle and pedestrian facilities for the TIP and Visualize 2045**
- **Maintenance of the regional bicycle and pedestrian plan and related information on the TPB website**
- **Two or more regional outreach workshops**

The enhancement of pedestrian and bicycle facilities, activities, and safety in the region is a critical component of the metropolitan transportation planning process. Advised by the regional Bicycle and Pedestrian Subcommittee, the 2018 Regional Bicycle and Pedestrian Plan provides the framework for this effort.

This task includes:

- Maintain the Bicycle and Pedestrian Plan database on the TPB website for member agency and public access, including online mapping and visualization of projects identified in the plan.
- Monitor and update nonmotorized recommendations for the Transportation Improvement Program (TIP) and the aspirations element of Visualize 2045; monitor Regional Complete Streets and Green Streets activities.
- In conjunction with the Subcommittee and the Capital Trails Coalition, coordinate on regional or long-distance trails, bicycle routes and project needs.
- Provide technical advice to the “Street Smart” regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP); bikesharing systems in the region; on pedestrian and bicycle mapping and data systems; on pedestrian and bicycle safety; and on bicycle and pedestrian systems usage and consideration in the overall metropolitan transportation planning process.
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs, at least one of which will have a primary focus on pedestrian planning.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

4.6 REGIONAL PUBLIC TRANSPORTATION PLANNING

OVERSIGHT

Regional Public Transportation Subcommittee

MAJOR PRODUCTS

- Annual report, data compilation, reports on technical issues, and outreach materials
- Private Provider involvement documentation

The region has a variety of local and commuter bus, rail transit, and commuter rail operators and other agencies involved in public transportation planning and operation. It also is served by a number of private providers. This task advises the consideration of public transportation activities and needs as an important part of the metropolitan transportation planning process.

This task includes:

- Provide support to the Regional Public Transportation Subcommittee for the coordination of public transportation planning in the region, and for incorporating regional public transportation plans into Visualize 2045 and TIP.
- Evaluate federal rulemaking for the performance-based planning requirements, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets for the metropolitan planning area in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Provide support to the TPB Private Providers Task Force and document the involvement of private providers of public transportation in the metropolitan planning process.
- Evaluate the performance of the corridor projects implemented by the TPB's Transportation Investments Generating Economic Recovery (TIGER) Grant for Priority Bus in the National Capital Region, including the submission to the FTA of one-year-after and two-year-after reports for projects concluded in calendar year 2016.
- Produce an annual report on the "State of Public Transportation" to provide informative public transportation operations, customer, and financial facts, including recent accomplishments and upcoming activities, and a summary of the Subcommittee's recommendations for improving services for consideration by the TPB.

4.7 FREIGHT PLANNING

OVERSIGHT

Freight Subcommittee

MAJOR PRODUCTS

- Documentation as necessary supporting FAST Act requirements of freight planning
- Maintenance of the regional freight plan, "Freight Around the Region" publications, and related information on the TPB website

The TPB provides opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement in the region. The Regional Freight Plan updated in FY 2016 provides guidance for continued regional planning activities.

This task includes:

- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement in the region, Visualize 2045, and TIP, including through outreach to the private sector, regular interaction with the TPB and other committees on regional freight planning issues.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Compile and analyze readily available data to support regional freight planning.
- Continue “Freight Around the Region” outreach efforts focusing on individual jurisdictions’ freight activities and their linkages to the regional freight picture.
- Address the FAST Act requirements related to regional freight transportation planning, including PBPP measures and targets.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

4.8 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

OVERSIGHT

MATOC Steering Committee, in conjunction with the Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

- **MATOC Steering Committee and Subcommittee Meeting Materials**

TPB provides planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program’s mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC’s information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles formats, and shares real-time traffic and transit data among the region’s transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. Data provided through RITIS is in daily use by the region’s major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB’s metropolitan transportation planning activities.

This task includes:

- Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- Provide briefings to the TPB on MATOC Program progress.
- Provide TPB staff input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- Develop supporting or informational materials for the above activities as necessary.

DRAFT

5. Travel Forecasting

OVERSIGHT

Travel Forecasting Subcommittee

MAJOR PRODUCTS

- A series of highway and transit networks reflecting the latest Visualize 2045 and TIP for input to the regional travel demand forecasting model, together with technical documentation.
- Updated travel demand forecasting models; documentation of model development activities; and recommendations for continued updating of the travel demand modeling process.

TOTAL COST ESTIMATE

\$2,754,091

5.1 TRANSPORTATION NETWORK DEVELOPMENT

This task includes preparing transportation network files, which are primary inputs to the regional travel demand model that supports regional studies, project planning studies, and special scenario studies. Transportation networks are also important components of evolving travel forecasting methods.

This task will include:

- Develop, maintain, and improve the transportation networks (highway and transit) which are inputs to the regional travel demand forecasting model; transportation networks are envisioned to be developed for:
 - The Air Quality Conformity Analysis of Visualize 2045
 - Special regional scenario studies
 - Project planning studies
- Develop base-year transit networks, used for both base-year and future-year scenarios.
- Maintain and refine the multi-year transportation network database used in regional travel demand modeling.
- Support the network-related needs of the TPB's travel modeling improvements.
- Respond to network-related technical data requests.

5.2 TRAVEL MODEL DEVELOPMENT AND SUPPORT

This task involves developing, maintaining, and improving the travel demand forecasting model, which supports regional and local transportation planning in the region. Travel improvement activities are guided by a multi-year strategic plan that was formulated in FY 2015 and finalized in FY 2016. During FY 2019, TPB staff will advance a new travel demand model, known as Version 2.5, from development into production, supplanting the existing travel demand model known as Version 2.3. Version 2.5 is a trip-based model in formulation and testing over the past two years. In accordance with the strategic plan, staff will also begin development of a “next-generation” travel demand model, making use of existing travel survey data.¹ The model will be developed with the assistance of a knowledgeable consultant and with oversight of the TPB Travel Forecasting Subcommittee.

This task will include:

- Develop, maintain, and improve the TPB’s regional travel demand forecasting models, both the production model and one or more developmental models.
- Support the current production model (currently Ver. 2.3) for both internal and external users of the model.
- Continue implementation of consultant-recommended improvements to the TPB’s travel forecasting methods in accordance with a seven-year strategic model development plan established in 2015. The plan includes three phases: 1) Implement updates to the existing trip-based model; 2) Develop a next-generation (NextGen) model, with existing survey data; and 3) Develop a revised NextGen model with new survey data. During FY 2019:
 - Phase 1 will be completed. The refined trip-based model developed by a consultant during FY 2017 (Version 2.5) and evaluated by TPB staff during FY 2018 will supplant the Version 2.3 model series as the region’s adopted travel forecasting process.
 - Phase 2 will be initiated. A three-year consultant-assisted effort to develop a NextGen model using existing data, such as the 2007/2008 Household Travel Survey, will begin.
- Keep abreast of best practices in travel demand modeling through conference attendance and participation in AMPO Travel Modeling Work Group meetings.
- Collect, prepare, and analyze data relevant to travel modeling development and validation.
- Respond to travel-model related technical data requests from consultants and local agencies.
- Maintain software and hardware required to apply the regional travel demand model.
- Staff the TPB Travel Forecasting Subcommittee.
- Coordinate with the COG Office of Information Technology and Facilities Management (ITFM) to help maintain the computers used to run the regional travel demand model.

¹ Cambridge Systematics, Inc., *Strategic Plan for Model Development, Task Order 15.2, Report 3 of 3, Final Report* (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, October 15, 2015).

6. Travel Monitoring and Data Programs

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL COST ESTIMATE	\$2,676,725

6.1 REGIONAL TRAVEL SURVEY

OVERSIGHT	Travel Forecasting Subcommittee
MAJOR PRODUCTS	<ul style="list-style-type: none">• Completed survey datasets• Presentation and information reports• Technical support

Work will continue on the large-scale, multi-year Regional Travel Survey, which produces data required for the regional travel demand model. When complete, the survey will provide updated information on the travel patterns of persons residing in the TPB modeled area and the key factors influencing their current travel choices and travel behavior. This survey is undertaken approximately once every 10 years and was last conducted in 2007/2008. The data collected in this new regional household travel survey will also be used to develop and calibrate the next generation TPB regional travel demand forecasting model that will be used to forecast future travel demands based on projected household and employment growth and planned improvements to the regional transportation system. In FY 2018, a professional survey firm was hired to conduct data collection for survey, which was designed to obtain the participation of approximately 15,000 households in TPB modeled area jurisdictions.

This activity will encompass the following in FY 2019:

- Complete data collection for the 2017/2018 TPB Regional Travel Survey.
- Complete data validation for all survey records, including data editing and imputation.
- Geocode all survey records into a geodatabase.
- Develop initial survey weighting factors.
- Develop completed survey datasets to be used in subsequent analyses to provide inputs into travel demand models used to forecast future travel patterns and vehicle emissions.
- Compare results of 2017/2018 Regional Travel Survey with 2007/2008 Household Travel Survey and present the findings to appropriate committees.
- Coordinate survey activities with state and local government staff as appropriate and respond to inquiries about the survey from state and local government staff, survey participants, and the media.

- Analyze household travel survey response patterns by jurisdiction and activity center strata and begin development of initial survey weighting factors.
- Analyze and report on comparisons of preliminary 2017/2018 TPB Regional Household Travel Survey data tabulations with Census ACS demographic, household, worker characteristic, and commuting data.
- Make presentations and prepare information reports on various aspects of daily household and vehicle travel in the region to support analysis of regional growth and transportation issues.
- Provide data, documentation, and technical support to users of previous TPB Household Travel Surveys. Update user documentation as required.

6.2 TRAVEL MONITORING STUDIES AND RESEARCH

OVERSIGHT

Travel Forecasting Subcommittee

MAJOR PRODUCTS

- **Travel monitoring datasets to support PBPP and next-generation modeling requirements**
- **Technical reports**

This task conducts travel monitoring studies and research activities to support the regional travel demand forecasting model, performance-based planning and programming (PBPP), and Visualize 2045 development. Studies completed in recent years under this task have included:

- Regional high-occupancy vehicle (HOV) facility performance analysis of volume, occupancy, and travel time.
- Identification of high-volume truck travel routes in the region/
- A baseline inventory of intercity bus routes and performance analysis of intercity bus passenger volumes at the terminal at Washington Union Station and other major regional stop locations/

Individual studies for FY 2019 will be determined based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and Visualize 2045 development activities. There will be a special emphasis on the emerging needs associated with development of the next generation regional travel demand forecast model. Continuation of consultant assistance for this task initially procured in the third and fourth quarters of FY 2018 is anticipated to continue during FY 2019.

6.3 REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- **Updated Clearinghouse database and documentation**
- **Web interface to access Clearinghouse data**

Efficient access to a comprehensive source of current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air

quality analysis, travel models development, congestion management, and project evaluations. Under this activity, staff will continue to work with local, state, WMATA, and other regional agencies to transfer data to and from the Clearinghouse and to update the Clearinghouse with updated highway and transit performance data and other important multi-modal travel data as they become available.

This activity will encompass the following in FY 2019:

- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH, and the Fairfax Connector.
- Update freeway and arterial road speed and level of service data.
- Update Clearinghouse highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System databases.
- Add updated Cooperative Forecasting data by TAZ to the Regional Transportation Clearinghouse Data.
- Work with the Travel Forecasting and Mobile Emissions Planning Team to develop specifications for a geodatabase of cadastral (parcel-level) data; evaluate data availability and collective relevant data as required; begin developing a regional parcel-level land use database using TAZ-level Cooperative Forecasting data to support travel forecasting model improvements.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.

6.4 GIS DATA

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- **Updated GIS software, databases, online web map applications, user documentation, and support and coordination of COG/TPB GIS activities**

This work activity provides Geographic Information System (GIS) data and technical support to users of the TPB's GIS data for numerous important planning activities, including Visualize 2045 and its constrained element, the TIP, performance-based planning and programming (PBPP), congestion monitoring and analysis, cooperative forecasting, Regional Transportation Data Clearinghouse, travel network and models development, freight, and bicycle planning, among others.

This activity will encompass the following work tasks in FY 2019:

- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
- Respond to requests for TPB GIS metadata, databases, and applications.

- Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

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7. Cooperative Forecasting and Transportation Planning Coordination

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- Updated Cooperative Forecasting land activity forecasts and documentation
- Analysis of Activity Center growth forecasts
- Information reports and products

TOTAL COST ESTIMATE

\$915,451

This task coordinates local, state, and federal planning activities, develops population, household, and employment forecasts that are used as input into TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

- Support the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Analyze changes in regional economic, demographic, and housing trends drawing on the results from the U.S. Census American Communities Survey and from other available federal, state, and local data sources.
- Work with members of the Cooperative Forecasting and Data Subcommittee to enhance and improve the quality of small area (TAZ-level) employment, population, and employment data.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 9.2 Transportation Analysis Zone (TAZ)-level growth forecasts.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model.
- Map and analyze Cooperative Forecasting growth forecasts in relation to COG Activity Centers and premium transit locations.
- Respond to public comments on the Round 9.2 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic, and housing-related information products including the Regional Economic Monitoring Reports (REMS), the annual "Commercial

Development Indicators," and economic and demographic data tables to be included in the Region Forward work program.

- Use TPB transportation planning data to update information for the approved COG Region Forward targets and indicators.

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8. Public Participation and Human Service Transportation Coordination

OVERSIGHT

Transportation Planning Board

MAJOR PRODUCTS

- Public comment solicited and documented
- Support for Activity 1: Long-Range Planning
- CAC and AFA committee reports
- Information dissemination through the website, social media, and printed documents
- Update the TPB Participation Plan
- Coordinated Human Service Transportation Plan

TOTAL COST ESTIMATE

\$1,261,894

8.1 PUBLIC PARTICIPATION

The update of the TPB Participation Plan as approved by the TPB in September 2014 will guide all public involvement activities to support the development of the CLRP, TIP, and all other TPB planning activities. The TPB's Participation plan emphasizes involving traditionally disadvantaged populations in the planning process, as part of the TPB's commitment to ensuring nondiscrimination in all its programs and activities as required under Title VI and the Environmental Justice Executive Order.

- Conduct regular public involvement as described in the TPB Participation Plan, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of TPB plans and programs as key TPB policies and documents.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of low-income communities, minority communities, persons with disabilities, older adults, and those with limited English skills as the TPB's primary strategy for engaging traditionally-disadvantaged population groups in the planning process and for providing guidance on Human Service Transportation Program activities. AFA Committee comments will be shared with the TPB on transportation plans, projects, programs, services, and issues that are important to AFA community groups.
- Develop and conduct workshops or events to engage the public and community leaders on key regional transportation issues, including the development of Visualize 2045, the TIP, and other regional planning activities.

- Conduct training activities to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Conduct evaluation activities of the public involvement process.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.
- Update the TPB Participation Plan to ensure it is compliant with the requirements of the FAST Act.
- Develop orientation materials for individuals who are new to the TPB process, including board members, committee members, and interested members of the public.

8.2 COMMUNICATIONS

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.
- Produce content for the *TPB News*, Visualize 2045 newsletter, and other digital publications.
- Produce an annual report or other print publication highlighting significant TPB activities.
- Regularly update information on the TPB's webpages, ensuring the site is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

8.3 HUMAN SERVICE TRANSPORTATION COORDINATION

Under federal regulations, a Coordinated Human Service Transportation Plan is required to guide funding decisions for the Federal Transit Administration (FTA) "Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities" program. COG is the designated recipient of this program for the Washington DC-VA-MD Urbanized Area. The Coordinated Plan must be updated every four years and the last update was approved by the TPB in November 2014. Therefore, In FY 2019 the Coordinated Human Service Transportation Plan will be updated and also coordinated with Visualize 2045, per federal requirements.

The TPB established the Human Service Transportation Coordination Task Force in 2006 to help develop the Coordinated Plan. In FY 2016, the Task Force was incorporated into the Access for All Advisory Committee given overlapping membership and that the work of the Task Force is largely done.

This task includes:

- Update the Coordinated Human Service Transportation Plan to guide the implementation of the Section 5310 Enhanced Mobility program. The Access for All Advisory Committee will provide guidance on the unmet transportation needs for people with disabilities and older adults and other key sections of the Coordinated Plan.
- Plan for the next solicitation and selection of projects for FTA Section 5310 Enhanced Mobility funding anticipated to occur in FY 2020.

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan provide an array of transportation services and options to older adults and people with disabilities.

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9. Transportation Alternatives and Land Use Connection (TLC) Programs

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- Technical assistance, including final reports, provided by consultant teams to localities
- Updated website
- Regional Peer Exchange Network activities
- TAP coordination

TOTAL COST ESTIMATE

\$481,668

This work activity strengthens the coordination between local land use and transportation planning. Begun as a pilot in November 2006, the Transportation/Land-Use Connections (TLC) program offers short-term technical assistance through consultant teams to local jurisdictions to advance their planning activities.

This activity will encompass the following work tasks in FY 2019:

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the MAP-21 Transportation Alternatives Program (TAP).
- Offer short-term consultant team technical assistance to local jurisdictions to advance their land use and transportation planning activities.
- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each.
- Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- Maintain and update the TLC Regional Clearinghouse and website.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.

10. TPB Support and Management

This activity includes support for the Transportation Planning Board (TPB), management activities not attributable to specific tasks in the work program, and development of the Unified Planning Work Program (UPWP).

OVERSIGHT

Transportation Planning Board

MAJOR PRODUCTS

- **Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group**
- **Responses to information requests from elected officials, federal agencies, and media**
- **Participation in external meetings related to the TPB work program**

TOTAL COST ESTIMATE

\$865,699

10.1 TRANSPORTATION PLANNING BOARD (TPB) SUPPORT AND MANAGEMENT

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitor all work program activities and expenditures.

10.2 UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including Title I Section 134 metropolitan planning funds, Title III Section 8 metropolitan planning funds, and Federal Aviation Administration (FAA) Continuing Airport System Planning (CASP) funds. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

This task includes:

- Develop Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Prepare monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare for Federal certification review to be conducted in summer 2019.

11. Technical Assistance

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, VDRPT, and WMATA sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2019 funding in the basic work program. The funding level for each state is an agreed-upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

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12. Continuous Airport System Planning Program

OVERSIGHT

Aviation Technical Subcommittee

MAJOR PRODUCTS

- Comprehensive Regional Air System Plan Update, Phase 1
- Process 2017 Regional Air Passenger Survey, Phase 1

TOTAL COST ESTIMATE

\$350,000

The purpose of the CASP program is to provide a regional process that supports the planning, development, and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region's three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee.

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IV. PROPOSED FY 2018 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)

DRAFT

District of Columbia Department of Transportation (DDOT)

ADMINISTRATIVE AND FINANCIAL MANAGEMENT

Responsible for the management and operation of federal and local funds allocated to the District State Planning and Research (SPR) Work Program. Provide oversight to ensure planning activities are in compliance with federal laws, regulations, and policies. Ensure timely submission of all required reports.

STRATEGIC PLANNING

Develop plans and policies to improve citywide transportation systems and services; improve system performance with efficiency and safety for multi-modal users; coordinate the implementation of ongoing transportation planning activities including multimodal studies, parking, freight, transit, and highway safety; and develop and implement the Transportation Improvement Plan (TIP) and State Transportation Improvement Plan.

SYSTEM PLANNING

Examine transportation projects and zoning plans to ensure they are consistent with, and do not adversely impact DDOT's multimodal strategic objectives and the Transportation Element of the Comprehensive Plan. Coordinate with local and federal agencies on the development of major projects and provide guidance on public space policy and continue to see major land development activity adjacent to the Federal-Aid Highway network.

ACTIVE TRANSPORTATION PROGRAM MANAGEMENT

Develop policies, plans, and programs to encourage the reduction of single-occupant vehicle travel; promote bicycle and pedestrian facilities and programs to encourage non-vehicular methods of commuting; promote safe and convenient bicycling, walking, and public transit; and reduce the number of pedestrian injuries and fatalities in crashes and motor vehicles.

PROJECT DEVELOPMENT AND ENVIRONMENT

Provide oversight for all environmental and project development processes and ensure DDOT is in compliance with all federal-aid requirements, laws, and regulations.

DATA COLLECTION, ANALYSIS, AND DISSEMINATION

Ensure the collection of data for functional classification of local highway systems and mileage certification reporting.

TRAFFIC SAFETY DATA COLLECTION

Manage the collection of transportation data on city streets and highways to improve and incorporate safety controls; and manage the collection of traffic data, volume counts, and turning movement counts.

METROPOLITAN PLANNING

Describes the regional transportation planning and special technical assistance projects proposed to be undertaken July 1, 2018, through June 30, 2019, by COG/TPB staff in cooperation with state and local agencies and WMATA.

PROGRAM FUNDING

The FY 2019 SPR Program funding is under development. The FY 2018 budget is \$3,347,131 (Federal = \$2,677,705 and District = \$669,426).

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Maryland Department of Transportation (MDOT) Maryland State Highway Administration (MDSHA)

SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program and preparation of the Annual Statewide Transportation Improvement Program
 - Develop the FY 2018-2023 CTP.
 - Coordinate with appropriate state and local planning staffs, MPOs, and state, county, and municipal elected officials.
 - Prepare presentation materials for the Annual Tour.
 - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the FAST Act.
 - Coordinate the STIP with the regional TIPs, CTP, and local jurisdictions' highway improvement programs.
- Local Government Liaison
 - Coordinate between all levels of federal, state, and local governments to ensure that transportation plans are compatible.
 - Review agency and local programs/plans via the state Clearinghouse process.
 - Coordinate and review county and municipal master plans.
 - Assess transportation impacts of proposed major development.
- Long-Range Planning
 - Update the Highway Needs Inventory (HNI).
 - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
 - Review and provide input on updates to the statewide long-range plan.
 - Develop Annual Attainment Report on Transportation System Performance.

TRAFFIC

Traffic Monitoring Program

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process, and disseminate traffic data.
- Ensure that the traffic monitoring system meets state needs and the requirements and guidelines of FHWA and AASHTO.
- Study and, as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

Metropolitan Planning Organization Liaison (Urbanized Areas)

- Work with the MPOs in modifying and adhering to their planning process.
- Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, clean air conformity determinations, and management systems.

Highway Statistics

- Mileage – Federal-Aid System
 - Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
 - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
 - Solicit, receive, and process reports from local jurisdictions regarding road improvements, mileage, etc.
 - Collect, update, and maintain data used for the Universe portion of the HPMS submission.
 - Update and maintain the highway information databases to meet on-going state and federal requirements.
 - Provide data used for the update of SHA’s maps.

Highway Performance and Monitoring System (HPMS)

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions, and submit an updated HPMS data file and related reports and data files.

Special Studies – Preliminary Studies

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration FY 2017 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	AMOUNT
Systems & Programming	
CTP	\$ 240,300
Local Government Liaison	\$ 178,200
Long-Range Planning	\$ 32,400
Traffic Monitoring Program	\$ 729,000
MPO Liaison	\$ 24,077
Highway Statistics	\$ 498,508
Special Studies	\$ 94,500
TOTAL	\$ 1,796,985

Virginia Department of Transportation (VDOT)

SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

Metropolitan Planning Support Activities

This element represents the various activities undertaken by NoVA District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPO's FY 2017 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee and the regional Climate, Energy, Environment Policy Committee. Planned work items, to be conducted mostly by in-house staff, include:

- The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) Metropolitan Washington Air Quality Committee (MWAQC); (c) Climate Energy, Environment Policy Committee (CEEPC); and Multi-Sector Working Group on Greenhouse Gas Emissions.
- Oversight of the TPB/MWCOG activities such as: development/update of the CLRP, TIP, regional air quality conformity analysis, regional Freight Plan, Congestion Management Program report, Commuter Connections program, and other regional studies undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).
- Regional air quality planning related activities undertaken by MWAQC and CEEPC, including: development of PM2.5 Maintenance Plan, Ground-Level Ozone NAAQS Attainment SIP, Clean Air Partners program, voluntary action to help reduce regional greenhouse gases.

Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the NoVA District Planning section to participate in and provide assistance to TMPD and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestion/mobility challenges in the near-, mid-, or long term. Examples of such studies currently underway in FY 2018 include: NoVA Significant Projects Ratings Study (HB 599); Fairfax County Parkway corridor Improvements Study (Phase 1); STARS Program Route 7 Corridor Improvement study, STARS Program Liberia Avenue Corridor Improvement Study.

- Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;
- Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;
- Provide a dedicated full time Bicycle and Pedestrian Coordinator;
- Provide input and review of federal functional classification updates; and
- Provide assistance with General Assembly legislative impact statements and studies.

Project Development Support Activities

This element of the SPR work program represents the District Planning section staff working to:

- Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents).
- Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, Transit Development Plan studies, corridor and sub area studies. etc.
- Participate in the development and/or review of the traffic forecasts for IMR and IJR as developed for/by the VDOT PE and/or L&D sections of the District.
- Review and comment on various Environmental Impact Reports received by the District as part of VDOT's role in Inter-agency consultation process.
- Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park-and-Ride lots.

Local Planning Activities

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

- Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan/Master Plan amendment/Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.
- Assist in the development of the transportation portion of local comprehensive/master plans as needed.
- Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)

The District is using \$500,000 in FY 2017 for the second round of the HB-599 Significant Project Evaluation Process. In September 2013, the Virginia Department of Transportation (VDOT), in coordination with the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT), and the Northern Virginia Transportation Authority (NVTA) initiated a study to evaluate and rate up to 40 significant transportation projects in and near the Northern Virginia Transportation District (NOVA District). The study was mandated by legislation passed by the Virginia General Assembly in 2012 (Code of Virginia, Section 33.1-13.03:1).

The Project Rating Process must occur at least every four years, however, VDOT is committed to evaluate and rate a second round of projects within the next two years. The first round of project evaluations was completed on December 31, 2014, and project ratings were posted on the project website. The ratings are now being used as part of NVTA's project selection and funding process.

Each of the 40 projects' evaluation and rating were based on the projects' expected ability to reduce congestion, and, to the extent possible, the project's expected ability to improve regional mobility during a homeland security emergency. The first evaluations included highway and technology projects. Transit projects will be evaluated and rated in the second round.

Recently, the General Assembly added a legislative requirement to evaluate and rate transit projects using the same methodology applied to highway projects in the first round of analysis. Working with DRPT and NVTA, VDOT has completed test runs of selected transit projects to assess the model's capability with respect to transit projects and their impact on congestion. The second round of HB 599 ratings are being developed with the inclusion of mass transit projects.

In FY 2018, VDOT will work with the consultant to transition the modeling tool to the NVTA to perform the ratings. VDOT will review the ratings to ensure consistency with HB 599 legislation.

The remaining funds for FY 2017 will be used in FY 2018 and will cover partial costs of the Project Manager's salary and work performed by consultants. The District is using on-call consultant to perform two studies under the Strategically Affordable Roadway Solutions (STARS) program to identify short- and medium-term improvements to the Route 7 corridor west of the Dulles Greenway and Liberia Avenue in the City of Manassas. The recommendations from the studies will be used to develop projects for implementation using Smart Scale rating.

DRAFT

V. APPENDIX

Memoranda of Understanding

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

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ITEM 10 – Information
February 21, 2018

Briefing on the Draft FY 2019 Commuter Connections
Work Program (CCWP)

Staff Recommendation: Briefing on the draft FY 2019 Commuter Connections Work Program (CCWP) (July 1, 2018 through June 30, 2019).

Issues: None

Background: The board will be briefed on the draft Commuter Connections Work Program for FY 2019 (July 1, 2018 through June 30, 2019). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2019 CCWP at its March 21, 2018 meeting.



FY 2019 Work Program

Nicholas Ramfos
Transportation Operations Programs Director

National Capitol Region Transportation Planning Board
February 21, 2018



Definition from Strategic Plan

- ▶ Network of public and private transportation organizations, including COG, state funding agencies, and local organizations, that work together to assist and encourage people in the Washington region to use alternatives to the single-occupant automobile.

Benefits of Commuter Connections

Jurisdictions

- Helps reduce and manage commuter congestion, goods movement, tourist travel
- Helps reduce emissions
- Supports local efforts to attract and retain employers

Employers

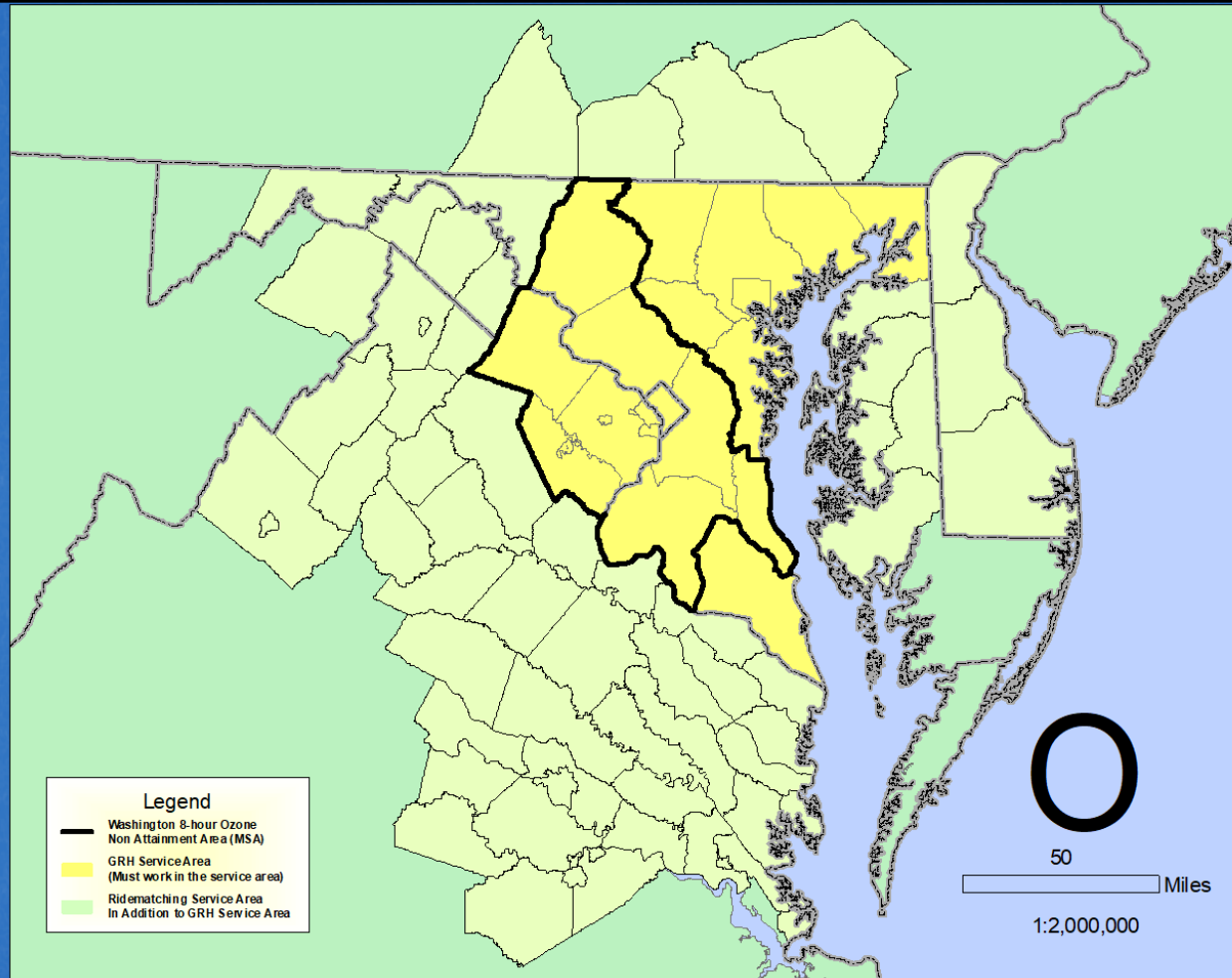
- Recruitment/Retention

Workers

- More commute options
- Reduced stress/costs/time
- Improved quality of life



Geographic Areas Serviced by Commuter Connections



Commuter Connections' Role in the Regional Planning Process

- ▶ The TPB is required by Federal regulations to approve a congestion management process which includes TDM as part of the metropolitan transportation plan.
 - ▶ Commuter Connections constitutes the major demand management component of the region's congestion management process.



Commuter Connections' Role in the Regional Planning Process

- ▶ Commuter Connections also supports regional air quality goals and is part of the annual update of the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).
- ▶ Commuter Connections' results may also help contribute to new performance measures and goals set by the region under FAST Act requirements.



Commuter Connections Daily Program Impacts

Measure	Reductions
Vehicle Trips	156,000
Vehicle Miles of Travel	3,009,000
Nitrogen Oxides (NOx)	0.7 Tons
Volatile Organic Compounds (VOC)	0.5 Tons



Cost Effectiveness of Commuter Connections

- ▶ Cost per Vehicle Trip Reduced \$0.15
- ▶ Cost per Vehicle Mile of Travel Reduced \$0.01
- ▶ Cost per ton of NOx Reduced \$30,000
- ▶ Cost per ton of VOC Reduced \$43,000



Societal Benefit Cost Savings = Nearly \$1.2 M per Day Generated by Commuter Connections Program Impacts

Societal Benefit	<u>Benefit Unit</u>	<u>Base Units</u>	<u>Cost per Unit</u>	<u>Daily Cost Saving</u>
– Air pollution	Tons pollutants	Varies	Varies	\$3,240
– Greenhouse Gas Emissions	Tons CO2	1,244 T	\$36	\$44,781
– Noise pollution	VMT reduced	3.0 M VMT	\$0.0223	\$67,106
– Congestion	Hrs. delay reduced	24,464 hr	\$25.13	\$614,793
– Excess Fuel Used	Gallons fuel saved	167,180 gal	\$2.51	\$419,622
– Health/safety*	Accidents avoided	3.043 acc.	\$15,952	\$48,543
All benefits				\$1,198,085

* Health/safety - Benefit unit is accidents avoided per 1M VMT;
Benefit cost per unit is a weighted average of accident occurrence by severity



Proposed FY 2019 CCWP Budget

Program	Cost FY18	Cost FY19
Commuter Operations	\$584,250	\$605,923
GRH	\$790,958	\$822,596
Mass Marketing	\$3,296,304	\$3,213,936
Program Evaluation	\$490,000	\$886,315
Employer Outreach	\$696,520	\$721,721
GRH Baltimore	\$200,000	\$220,000
TOTAL	\$6,058,032	\$6,470,491



Proposed FY 2019 CCWP Budget

- ▶ Overall 6.8% increase from FY 2018
- ▶ Budget Breakdown: **\$6,470,491**
 - ▶ **COG/TPB Staff & Overhead: \$2,084,310**
or 32% of the overall budget
 - ▶ **Private Sector Services: \$3,169,206** or
49% of the overall budget
 - ▶ **Local Jurisdiction Pass-Thru: \$491,303**
or 8% of the overall budget
 - ▶ **Direct Costs: \$725,672** or 11% of the
overall budget



What's New In FY 2019 CCWP

- ▶ Marketing
 - ▶ Flextime Incentive Program
 - ▶ CarpoolNow Driver Incentive
- ▶ Monitoring and Evaluation
 - ▶ FY 2018- FY 2020 TDM Evaluation Framework Methodology Document
 - ▶ 2019 State of the Commute Survey and Draft Technical Report.
 - ▶ 2019 GRH In-Depth Applicant Surveys and draft reports



Next Steps

- ▶ State funding reviewed document and submitted comments in December and approved document in January.
- ▶ The Commuter Connections Subcommittee reviewed the document in November and provided comments and endorsed the document for release in January.



Next Steps - continued

- ▶ Tech Committee received a briefing of the Work Program today and will again on March 2nd.
- ▶ TPB received draft of the FY 2019 CCWP today and the document is released for public comment. TPB will be asked to approve at March meeting.
- ▶ TIP adjustments, if any, will be made and funding commitments secured by June.
- ▶ Program begins July 1.





Questions?

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or

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**FY 2019 WORK PROGRAM FOR THE
COMMUTER CONNECTIONS PROGRAM
FOR THE GREATER WASHINGTON
METROPOLITAN REGION**

D R A F T

February 21, 2018

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



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SUMMARY

Program Overview

The Fiscal Year 2019 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, Maryland Transit Administration, and the Virginia Department of Transportation. The Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend on will be conducted regionally, and that the costs are allocated to the participating funding agencies per the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities. Commuter Connections program services have also been incorporated into larger construction projects such as the Transform 66 construction project in Northern Virginia.

The FY 2019 Commuter Connections program elements are classified as follows:

REGIONAL PROGRAMS	JURISDICTIONAL PROGRAMS
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

**Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2019 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised. Table 1 in this document shows the budget and work program expenditures for FY 2019 for each work activity. Table 2 shows the total FY2019 funding shares each of the state funding agencies will be contributing to the program for each of the program elements. Each of the project areas in the work program also show the overall cost estimate as well as associated consultant costs and any substantive direct costs.

Planning Process Requirements

The TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major demand management component of the congestion management process to be approved by the TPB. Initially, Commuter Connections provided transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which was approved by the TPB as part of the annual update of the Constrained Long Range Plan and Transportation Improvement Program. However, the past 10 cycles of air quality conformity have not required the use of the program's air quality impacts. In addition, Commuter Connections transportation impacts from its' various programs may be needed to meet Performance Based Planning and Programming (PBPP) regional targets.

Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. A Master Agreement was signed in FY 2011 between COG and the state funding agencies for the support of the Commuter Connections TDM program in the Washington metropolitan region. The agreement will continue to be reviewed and updated as needed during FY 2019; particularly to coincide with the new federal Office of Management and Budget (OMB) Super Circular requirements. COG and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also review's all RFP's and RFQ's as part of the work program and will identify selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2 on Page 9, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the

regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordination of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan was adopted in November 2007 and has been updated annually and most recently in January 2017 that serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at www.commuterconnections.org under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

Key Elements and Highlights

The key elements and highlights of the FY 2019 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll-free number “1-800-745-RIDE” and www.commuterconnections.org web site, and support to commuter assistance programs operated by local jurisdiction, transportation management associations, and employer-based commuter assistance programs.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to four free rides home per year in a taxi or rental car or by Metrorail in the event of an unexpected personal or family emergency or unscheduled overtime.
- Marketing will provide frequent regional promotion of alternative commute options, including; car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services, incentive programs, and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options, and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards incentive program provides a cash incentive to new carpoolers and vanpoolers. The CarpoolNow mobile app will allow for the provision of a cash incentive to driver's who offer dynamic carpool rides to passengers during weekday peak hour commuting periods. The Flextime Rewards program will allow commuters using designated corridors in the region to be

notified of unusual traffic delays and receive a cash incentive in exchange for delaying or eliminating their normal commuting trip during weekday peak hour commuting times. Commuter Connections will coordinate the region's Car-Free Day event as part of World Car Free Day. The Car-Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking.

- Monitoring and Evaluation provides data collection and analysis activities as well as program tracking and monitoring reports for each program area. The regional TERM Evaluation Framework Methodology document will be updated, the 2019 State of the Commute survey will be conducted and a Technical Report will be issued. The 2019 GRH Applicant survey will be conducted. An Employer Services Customer Satisfaction Survey will also be conducted. Monitoring and evaluation activities are used extensively to determine the program's effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the 'Pool Rewards program was expanded to include vanpools and the budget for the carpool incentive was revised to match demand, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations when the marketing for this measure was streamlined into the mass marketing program.
- Employer Outreach will support outreach and marketing to the region's employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation, flexible work schedules, and bicycling amenities. The outreach program also encourages employees' use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also provides assistance to employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, providing information on workforce housing programs to promote "Live Near Your Work," and offering car-sharing and bike-sharing information to lower employers' fleet management costs. Resources will also be provided to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary's County up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. A GRH Baltimore region and St. Mary's County Applicant Survey will be conducted in FY 2019.
- Marketing and advertising activities will continue to be developed and implemented in the Baltimore region.

Figure 1 of this document illustrates that the Commuter Connections service area is much larger than the designated area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridematching services. The total Commuter Connections

service area has approximately 10 million residents.

Program Background

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past four plus decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. The TERMS were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle miles of travel associated with commuting. The measures were adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB) and funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center Metropolitan Washington	1974
Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2017 to be:

	<u>Daily Impacts</u>
VT Reductions:	156,000
VMT Reductions:	3,009,000
NOx Reductions (Tons):	0.7

VOC Reductions (Tons):	0.5
	<u>Annual Impacts</u>
PM 2.5 Reductions (Tons)	10
PM 2.5 Precursor NOx Reductions (Tons)	206
CO2 Reductions (Tons)	310,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past two decades, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2015 – 2017 TERM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2015 – 2017 TERM Analysis Report that was released on November 21, 2017:

	<u>Daily Impacts</u>
Cost per VT reduced:	\$0.15
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$30,000
Cost per ton of VOC reduced:	\$43,000

	<u>Annual Impacts</u>
Cost Per ton of PM 2.5 Reduced	\$573,000
Cost per ton of PM 2.5 Precursor NOx Reduced	\$ 28,000
Cost per ton of CO2 Reduced	\$ 19

The Regional TDM programs likely do offer other benefits to residents and commuters of the Washington metropolitan region, in societal objectives such as greater mobility, improved health/safety, and enhanced livability/quality of life. One benefit area that is particularly increasing in importance is transportation system performance, as new performance measurement requirements are established by the region. In the FY2015 – FY2017 regional TDM program evaluation analysis added a new analysis component, estimating regional cost savings generated for selected societal benefits of the Commuter Connections travel and emissions impacts. These benefits include:

- Air pollution / emissions reductions (reductions in NOx, VOC, PM 2.5 pollutants)
- Global climate change mitigation (reduction in Greenhouse gases / CO2)
- Reduction in congestion (reduced hours of peak period travel delay)
- Reduction in fuel consumption (gasoline cost saving)
- Improved health/safety (accidents reduced per 1 million VMT)
- Noise pollution reduction (reduced motor vehicle noise)

The analysis showed that program impacts generate about \$1.2 million of daily cost savings

across the societal benefits included in the calculation. The largest share of the cost saving is in reduction of congestion; reduced hours of travel delay are valued at over \$614,793 per day, or about 51% of the total daily benefits. Reduction in fuel used accounts for about 35% of the total daily benefit (\$419,622). Noise pollution reduction generates about 6% and air pollution/climate change benefits and health/safety accident reduction benefits each are responsible for about 4% of the total cost savings.

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

Figure 1: Geographic Areas Serviced by Commuter Connections

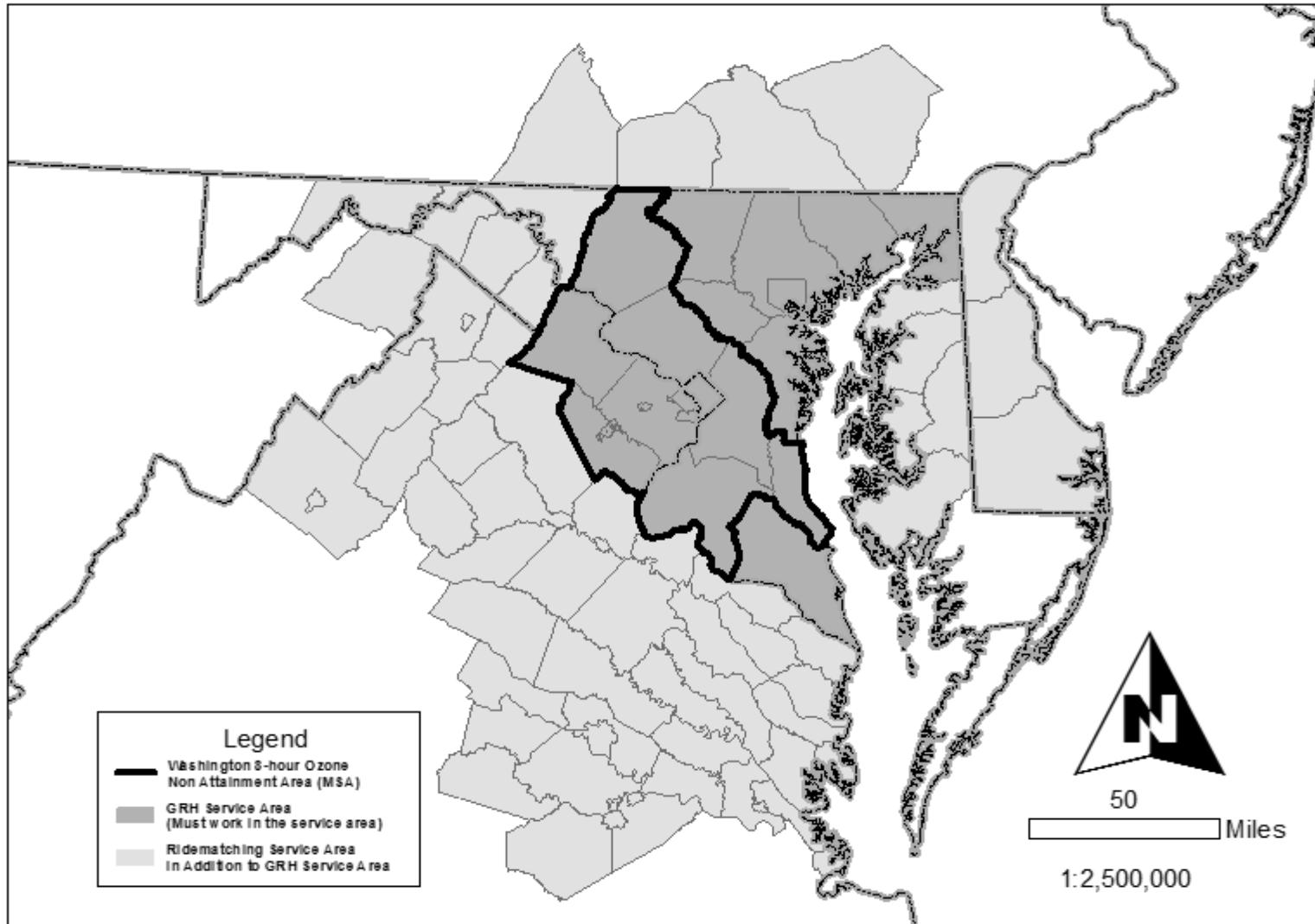
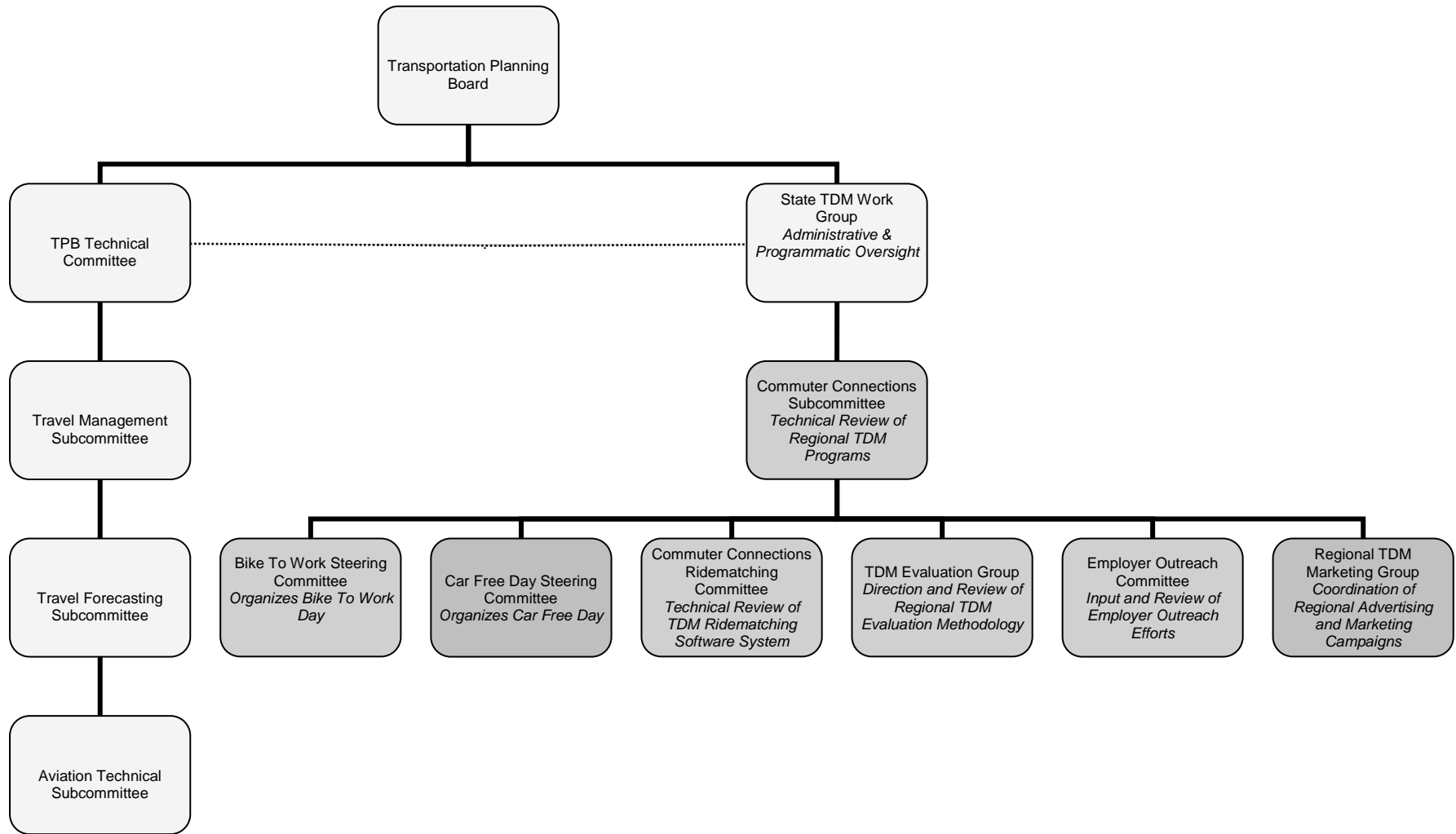


FIGURE 2: COMMUTER CONNECTIONS STRUCTURE



**Table 1
FY 2019 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT SALARIES STAFF	MGMT & ADMIN 24.69%	LEAVE BENEFITS 19.43%	FRINGE BENEFITS 24.50%	INDIRECT COSTS 37.10 %	DATA & PC COSTS	CONTRACT SERVICES	DIRECT COSTS	TOTAL
Commuter Operations Center	\$172,892	\$42,687	\$41,887	\$63,079	\$118,922	\$82,954	\$70,000	\$13,502	\$605,923
Guaranteed Ride Home	\$148,539	\$36,674	\$35,987	\$54,194	\$102,171	\$3,500	\$160,000	\$281,531	\$822,596
Marketing	\$270,339	\$66,747	\$64,330	\$96,877	\$184,867	\$4,350	\$695,000	\$1,831,426	\$3,213,936
Monitoring and Evaluation	\$142,987	\$35,303	\$34,642	\$52,168	\$98,352	\$1,000	\$516,000	\$5,863	\$886,315
Employer Outreach	\$63,767	\$15,744	\$15,449	\$23,265	\$43,862	\$8,425	\$0	\$551,209	\$721,721
GRH Baltimore	\$23,046	\$5,690	\$5,583	\$8,408	\$15,852	\$0	\$61,250	\$100,171	\$220,000
TOTAL	\$821,570	\$202,845	\$197,878	\$297,991	\$564,026	\$100,229	\$1,502,250	\$2,783,702	\$6,470,491

**Table 2
 COMMUTER CONNECTIONS FISCAL YEAR 2019 BUDGET
 BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia (DDOT)	\$63,662	\$96,244	\$368,089	\$103,699	\$19,005	\$0	\$650,699
State of Maryland (MDOT)	\$244,311	\$369,346	\$1,412,581	\$397,955	\$630,258	\$170,000	\$3,224,451
State of Maryland (MTA)	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Commonwealth of Virginia	\$236,150	\$357,006	\$1,433,266	\$384,661	\$72,458	\$0	\$2,483,541
Other**	\$61,800						\$61,800
TOTAL	\$605,923	\$822,596	\$3,213,936	\$886,315	\$721,721	\$220,000	\$6,470,491

* Virginia and the District of Columbia have allocated \$935,591 dollars to local jurisdictions and contractors to implement the TERM. DC has allocated \$279,424 and Virginia has allocated \$665,522.

**Software User Fees - \$61,800

Detailed Task Descriptions and Cost Estimates for the FY 2019 Commuter Connections Work Program

I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized database for commuting information. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, training and technical assistance to local agencies;
- transportation information services to the general public;
- maintenance of the regional commuter database system hardware and software programming code; and
- data updates to software system.

The program is comprised the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$605,923.

A. RIDEMATCHING COORDINATION, TECHNICAL ASSISTANCE AND ADMINISTRATIVE SUPPORT

Each month, COG receives several hundred applications for ridematching information. Nearly 100% of these applications are received through the Commuter Connections web site. COG/TPB staff reviews and processes all applications received through its web site. Matchlists for carpool and vanpool information are sent daily by email or mail (depending on the applicant's preference). Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections web site from a commuter living in that network member's jurisdiction or in some cases; depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Applications received at COG through the mail are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

District of Columbia	Maryland	Virginia
COG/TPB	Anne Arundel County	City of Alexandria
	Baltimore City	Arlington County-COG/TPB

District of Columbia	Maryland	Virginia
	Baltimore Metropolitan Council	Army National Guard Readiness Center
	Bethesda Transportation Solutions	Dulles Area Transportation Association
	Food and Drug Administration	Fairfax County
	Frederick County	George Washington Regional Commission
	Harford County	Loudoun County
	Howard County	Northern Neck Planning District Commission
	Maryland Transit Administration	Northern Shenandoah Regional Valley Commission
	Montgomery County	Potomac and Rappahannock Regional Commission
	National Institutes of Health	Rappahannock – Rapidan Regional Commission
	North Bethesda Transportation Center	
	Prince George's County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

The Commuter Connections web-based TDM system includes ridematching databases from one commuter assistance program in southern Virginia incorporated into the TDM system's database to provide improved commuter ridematching through a single database for Virginia, Maryland and the District of Columbia. The program is RideShare (serving the Charlottesville, Virginia region). The staff from this program and the commuters they serve have access to the TDM system for matching in carpools and vanpools and have customized access to other modules in the system such as SchoolPool and Guaranteed Ride Home. COG/TPB staff provides technical assistance to this program.

During FY 2019, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. Staff will continue to review and distribute

ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and in some instances given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2020. The CCWP Master Agreement between COG and the state funding agencies will continue to be reviewed and updated as needed' particularly to align with the federal government's Office of Management and Budget's (OMB's) Super Circular.

COG/TPB staff will also continue work to expand the regional SchoolPool program so that more schools, safe routes to school coordinators and jurisdictions use the service, maintain the special events ridematching software module, and monitor the trip tracking software module and the use of the Commuter Challenge module.

Cost Estimate: \$167,724

Products: Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*

Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*
Federal ETC Web site updates. *(COG/TPB staff)*

FY 2020 Commuter Connections Work Program.
(COG/TPB staff)

Services:

Software client Member Help Desk technical support.
(COG/TPB staff)

Software and customer service training, as needed.
(COG/TPB staff)

Federal agency ETC training and support to the
Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee,
Ridematching Committee, and STDM Work Group
(COG/TPB Staff)

Work with state funding agencies to review and
update CCWP Master Agreement *(COG/TPB staff in
conjunction with State Funding Agencies)*

Schedule:

July 1, 2018 - June 30, 2019

Oversight:

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2020 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2020 CCWP
- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to CCWP Master Agreement

B. TRANSPORTATION INFORMATION SERVICES

COG has provided transportation information services for 40 plus years in the Washington metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, park-and-ride lot, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Bike to Work Day, Car Free Day, Air Quality Action Days, SchoolPool, Special Events, Commuter Challenge, Bulletin Board and other regional commuter service programs.

COG staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member site (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia and Arlington County, Virginia. COG receives several hundred calls per week through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2019, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, web site, electronically, and through printed information. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, TDD line, and respond to e-mails on information requests from the Commuter Connections TDM system web service.

Cost Estimate: \$94,000

Products: Provide commuter traveler information on alternatives to driving alone to the general public through the Web site, electronically, or through printed information.
(COG/TPB staff)

Services: Provide commuter traveler information on alternatives to driving alone to the general public by telephone.
(COG/TPB staff)

Process applications from the general public.
(COG/TPB staff)

Answer and respond to commuter calls from the regional "800" Commuter Connections line and COG TDD line. (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM Web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 30 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center as well as all mobile applications. Tasks include: daily backup of the TDM database, maintenance of the TDM Web system servers, contingency management services, Windows support to TDM Oracle database and to virtual web servers, oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware as needed.

This project will also include ongoing software code upgrades to the Web-based TDM system and associated mobile applications. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android, Blackberry, and iPhone and tablets. Access to specific system modules will be provided through mobile applications such as Commuter Connections, CarpoolNow, and incenTrip.

Cost Estimate:	\$281,392
Consultant Costs as Part of Estimate:	\$ 70,000
<i>(Maintenance Contracts/Software)</i>	

Services: Provide daily routine monitoring and maintenance of the TDM system and database for approximately 30

commuter assistance programs. (COG/TPB staff)

Maintain and update TDM system servers, software programming code, mobile applications, and web hosting. (COG/TPB staff in consultation with contractor).

Schedule: July 1, 2018- June 30, 2019

Oversight: Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

D. COMMUTER INFORMATION SYSTEM

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, and bicycling information as part of the ridematching functionality.

During FY 2019, COG/TPB staff will continue integration activities of new transit, telework center, park and ride lot, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework/co-working center datasets for use on the TDM system will continue as will updates to the interactive GIS-based Web site application to include updated local and regional information for 11,000 plus transit, telework center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be updated to reflect any new and/or expanded bicycle paths and/or trails.

Cost Estimate: \$62,807

Services: Update local and regional information for transit, telework center locations, park and ride lots, and bicycle route information which will be used in the TDM Web system. (COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Ridematching Committee

- Provide input into data source updates for TDM web based system.

II. **REGIONAL GUARANTEED RIDE HOME PROGRAM**

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using

transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the use of alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project areas outlined below is \$822,596.

A. GENERAL OPERATIONS AND MAINTENANCE

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system, or by mail or fax. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, www.commuterconnections.org. Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections web site to re-register.

During FY 2019, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to

modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines.

Cost Estimate: \$258,760

Direct Costs (Telephone, Copies, etc.) as Part of Estimate: \$15,563

Products: GRH new and re-registration ID cards and registration letters
(COG/TPB staff)

GRH Program participation guidelines. (COG/TPB staff)

Services: Process application requests from the general public for registration and re-registration to the program. (COG/TPB staff)

Notify commuters when registration is about to expire.
(COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service is provided by several taxi companies, a rental car company, Metrorail, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses

the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2019, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ten ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

Cost Estimate: \$563,836

Consultant/Contractor Costs as Part of Estimate:

(Daily Operations) \$155,000

(Cab and Car Rental Companies) \$267,687

Services: Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and ten cab and car rental ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff and contractor)*

Provide GRH Rides *(Cab and Car Rental Companies)*

Schedule: July 1, 2018 - June 30, 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

III. MARKETING

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella

solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of five project areas listed below. The total annual project cost for the program tasks is \$3,213,936.

A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Commuter Connections regional marketing campaigns may include, but are not limited in the use of direct mail to households and employers, radio, television, web site, social media advertisements and banner ads, phone book advertising, keyword search engine sponsorships, bus and rail advertising, and special event advertising. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing and overall Commuter Connections impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year-round marketing effort for regional TDM programs. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing campaigns.

COG/TPB staff will update and implement a public relations earned media plan and continuously update the SharePoint site for posting marketing and advertising materials

for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at docomments@mwco.org for communications on reports and other work program products that require feedback by Commuter Connections committee groups. COG/TPB staff will maintain the primary Commuter Connections web site and associated social media sites.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies.

Cost Estimate: \$2,461,006

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 500,000
<i>(Media Buy)</i>	\$1,150,730
<i>(Postage/Printing)</i>	\$ 225,000

Products:

SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. *(COG/TPB staff)*

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections Web Site and social media page updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with*

consultant)

Bus and rail advertising development and placement.
(COG/TPB staff in conjunction with consultant)

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule.
(COG/TPB staff in conjunction with consultant)

2018 Strategic Marketing Plan and Resource Guide.
(COG/TPB staff in conjunction with consultant)

Services:

Placement of advertisements including, but not limited to: Web site advertisement through banner ads and social media sites, placement of keyword search engine sponsorships, radio, print, and television, and value-added spots, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes, internet and social media hits.
(COG/TPB staff)

Process media placement invoices. *(COG/TPB staff)*

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule:

July 1, 2018 - June 30, 2019

Marketing Communications Plan and Schedule:
September 2018

2019 Strategic Marketing Plan and Resource Guide:
December 2019

Oversight:

Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year-round marketing for regional TDM.

B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event web sites, and assistance at the various “pit stops” on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers’ registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers. This will be accomplished through management and oversight of the event web site, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

Cost Estimate:

\$187,435

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 75,000
<i>(Media Buy)</i>	\$ 60,000
<i>(Postage/Printing)</i>	\$ 13,043

- Products:** Earned media plan. *(COG/TPB staff in conjunction with consultant)*
- Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*
- Regional Proclamation. *(COG/TPB staff)*
- Services:** Coordinate regional pit stops for Bike To Work Day event in May 2019. *(COG/TPB staff)*
- Coordination and management of event web site *(COG/TPB staff in conjunction with WABA staff and consultant)*
- Bike to Work Day web site and social media page updates *(COG/TPB staff in conjunction with consultant)*
- Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant).*
- Placement of advertisements; including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*
- Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*
- Media outreach and coordination of interviews. *(COG/TPB staff in conjunction with consultant)*

Coordination of Employer Challenge. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract.
(COG/TPB staff)

Staff regional Bike To Work Day Steering Committee.
(COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Bike To Work Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award-winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented in FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the awards program.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and from the employers themselves. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries and obtain and clarification needed from nominees. The marketing contractor will facilitate the selection committee process and tally the voting ballots for each nominee. Once the selection committee makes its recommendations, the award winners will be notified and a short video will be produced on each winning category. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Public Affairs along with the marketing contractor will identify media opportunities to highlight the winners.

Cost Estimate:	\$120,019
Consultant/Contractor Costs as Part of Estimate:	
(Advertising and Marketing Contractor)	\$65,000
(Media Buy)	\$ 7,500
(Postage/Printing/Video)	\$24,101

- Products:**
- Awards nomination packet. *(COG/TPB staff in conjunction with consultant).*
 - Awards invitations *(COG/TPB staff in conjunction with consultant).*
 - Awards Booklet. *(COG/TPB staff in conjunction with consultant).*
 - Award Trophies. *(COG/TPB staff)*
 - Giveaway Item. *(COG/TPB staff in conjunction with consultant).*
 - Video Briefs. *(COG/TPB staff in conjunction with consultant).*
 - Event Photos. *(Consultant)*
 - Print Ad. *(Consultant in conjunction with COG/TPB staff)*
- Services:**
- Coordinate award submissions with local jurisdictions. *(COG/TPB staff)*
 - Coordinate logistics for awards selection committee. *(COG/TPB staff in conjunction with consultant)*
 - Facilitate selection committee meeting *(Consultant)*
 - Identify and coordinate earned media opportunities. *(COG/TPB staff in conjunction with consultant)*
 - Placement of print ad. *(Consultant)*
 - Process media placement invoices. *(COG/TPB staff)*
 - Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event

venue, and staffing the event. (COG/TPB staff)

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.

D. 'POOL REWARDS

The purpose of the 'Pool Rewards carpool incentive project is to recruit and retain commuters in a carpool through a cash incentive. Similar programs are in operation in major metropolitan areas such as Los Angeles and Atlanta. Research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$255 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. Carpool incentive programs have been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

The 'Pool Rewards program began in FY2011 after results were reviewed from a pilot program conducted in FY2010. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. A survey of all program participants that had completed the program and were paid was conducted in FY 2014 and results showed a 55% carpool/vanpool retention rate. Pool Rewards participants registered during the FY 2015-2017 evaluation period, were surveyed in FY 2017 to explore retention in alternative modes. The survey found that 80% of participants were still using an alternative mode and 20% had returned to driving alone to work. These results were used to derive the long-term retention placement factors: 80% continued placement and 20% temporary placement. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user's end. Results from the FY 2017 survey along with program participation rates in both the carpool and vanpool incentive programs were used to adjust the program budget.

The current carpool incentive allows each one-time new participating carpooler to earn up

to \$130 over a 90-day time frame through a trip-tracking process. In FY 2012 the 'Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region are eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the 'Pool Rewards eligible vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database. There will also be continued coordination with Virginia's vanpool incentive program.

The Commuter Connections 'Pool Rewards program will allow for the formation of new carpools in and around the I-66 corridor (both inside and outside of the Beltway) prior, during, and after the peak construction time of the project. Each participant that joins a new carpool will be eligible for an additional \$100 during a 90-day reporting period which will be funded through VDOT's approved Transform 66 Transportation Management Plan. The added incentive will also be available to new carpools formed along I-395 as part of the I-395 Express Lanes construction project which will be funded through VDOT's I-395 Express Lanes Transportation Management Plan. The \$100 for both projects will be above and beyond the current \$130 that is available through the regional 'Pool Rewards program. The purpose of the program is to provide an added incentive for commuters to alter their driving behavior prior, during, and after the project construction period. Marketing and advertising for the I-66 incentive will be separate for this activity.

In FY 2019, advertising materials will be updated along with on-line advertising to entice additional project participants.

Cost Estimate: \$126,787

Consultant/Incentive Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 5,000
<i>(Media Buy)</i>	\$ 15,000
<i>('Pool Rewards Incentive Payments)</i>	\$5,000 (carpools)
	\$44,875 (Virginia I-66)
	\$23,000 (Virginia I-395)
	\$30,000 (vanpools)

Products: Marketing materials. *(COG/TPB staff in conjunction with consultant)*

Services: Operation of 'Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Administer program surveys and obtain supervisor verifications *(COG/TPB staff)*

Media Placements on radio, television, web. Social media, and value-added spots, as needed *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Report vanpool data to the FTA's National Transit Database *(COG/TPB staff)*

Update program terms and conditions, and participation guidelines as needed *(COG/TPB staff)*

Design and distribute collateral materials for distribution to employers and the general public *(COG/TPB staff)*

Schedule: July 1, 2018 - June 30, 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

E. CAR-FREE DAY

During FY 2019, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. In FY 2012, evaluation results showed that there were over 11,700 individuals that pledged to go "car-free" for this event, a 70% increase over the previous year. In addition, there were approximately 5,500 vehicle trips reduced and 272,000 vehicle miles of travel reduced as a result of participation in this event. During FY 2013, the event was held on a Saturday and the participation rate was about half of that in FY 2012 (6,572 pledges). In FY 2014, the event date fell on a Sunday; however, the region expanded the event to Car Free Days to include Friday and Saturday; and the participation rate fell sharply to 4,168. In FY 2015, pledges climbed back up to 4,656, a 13% increase over FY 2014. In FY 2016, pledges fell back to 3,442 due to a number of factors including a papal visit that commenced in the afternoon of Car Free Day. In FY2017, there was a 30% increase in pledges to 4,497. FY2018 was a bounce-back

year and there were over 11,200 pledges, a 149% increase.

This event will be held on September 22nd each year in tandem with World Car Free Day. In FY2019 and FY2020, Car Free Day will fall on a Saturday and Sunday respectively; therefore, preparations will need to be taken into account to address the participation rate. Evaluation results of the project will include participation and transportation and emission impacts which will be used to make improvements to the annual event. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

Cost Estimate:	\$111,542
Consultant/Contractor Costs as Part of Estimate:	
<i>(Advertising and Marketing Contractor)</i>	\$ 30,000
<i>(Media Buy)</i>	\$ 45,000
<i>(Postage/Printing)</i>	\$ 18,492

Products: Marketing collateral which can include, but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*

Development and production of radio, internet, and social media ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*

Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*

Update of web site and social media pages. *(COG/TPB staff in conjunction with consultant)*

Services: Implement regional Car Free Day(s) event prior to and after Saturday, September 22, 2018 and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Staff regional Car Free Day Steering Committee. *(COG/TPB staff)*

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Car Free Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

F. CARPOOLNOW MOBILE APPLICATION

During FY 2017, COG/TPB staff launched CarpoolNow, a new rideshare mobile application that gives commuters in the Washington metropolitan region the ability to carpool on-demand and in real-time. The app immediately connects users who are offering a ride with those seeking a ride. It also displays routes, estimates pickup times, and confirms pick-up and drop-off locations.

During FY2018, COG coordinated with Howard County, Maryland on a marketing initiative to support the CarpoolNow app. The marketing initiative was used to encourage commuters to download and use the app and consisted of producing creative materials to be used on traditional and digital media outlets. A driver incentive was also designed, examined and tested. Results from this project will be used to expand the marketing of the CarpoolNow mobile app and driver incentive to the Washington metropolitan region.

Cost Estimate:	\$70,504
Consultant/Contractor Costs as Part of Estimate:	
(Advertising and Marketing Contractor)	\$ 5,000
(Media Buy)	\$ 15,000
(Commuter Incentives)	\$ 42,310

Products: Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. (COG/TPB staff in conjunction with consultant)

Update of web site and social media pages to reflect promotional activities and incentives. (COG/TPB staff in conjunction with consultant)

Services: Promote mobile app to the general public, employers and to the media. (COG/TPB staff in conjunction with consultant).

Media Placements, including the negotiation of value-added placements. (Consultant)

Process media placement invoices. (COG/TPB staff)

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

G. FLEXTIME REWARDS

During FY 2017, COG/TPB staff researched and wrote a Flextime Incentives “White Paper” which was endorsed for release in FY 2018. The White Paper provides speculation on the positive impacts of implementing a flextime incentive program for the Washington D.C. metropolitan region. Research on the subject was examined and flextime impacts within major metropolitan areas of the United States and abroad are examined. This document selects corridors in the Washington D.C. region that may benefit from an incentive program and details the beneficial impacts of implementing a flextime-incentive pilot program.

Based on responses with regards to the likelihood of using a flextime incentive from the 2016 State of the Commute survey, analysis of the region’s top-10 traffic bottlenecks, and to allow for a variety of roadway segments on a regional scale, a pilot program was launched in FY2018 for commuters traveling on the following four corridors:

- The Beltway near the I-270 spur and American Legion Bridge.
- The Beltway between I-95 and MD-193
- I-66 heading eastbound at VA-267
- DC-295 heading southbound at Benning Road.

During FY2017 and FY2018, COG coordinated with the University of Maryland to develop the algorithm using a variety of verification techniques to confirm the legitimacy of a user’s trip. This includes the mandatory use of location services to verify departure and arrival times, as well as verify the route the individual has traveled. This verification will help confirm participants traveling to their registered workplace, particularly for those receiving a cash incentive. It will also help verify that the participant is truly flexing their time and rerouting the trip. Verification techniques used in FY2018 simply included self-reporting by the commuter for inclusion in a monthly or quarterly prize/gift drawings.

Part of the program’s implementation is determining the severity of an incident along a corridor that would require a notification to be sent to registered users. Levels of service during the peak period on all the corridors of interest are already consistently rated “E” –

“F” without the presence of an incident. The University of Maryland’s predictive travel model assists in determining which incidents warrant a notification. This model calculates the estimated time of arrival while traveling along corridors in the region and recalculates every time an incident is detected. This will give insight into the severity of an incident that has recently occurred and allow notifications to be pushed appropriately.

Commuters using these four corridors register to participate in the incentive program through an electronic application. The applications received from individuals traveling along select corridors are reviewed and either approved or denied by COG/TPB staff. Careful attention is given during this process to determine eligibility associated with implementing an incentive program of this type. Depending on eligibility requirements, existing Commuter Connections account holders may be able to simply opt in to the program and use the Commuter Connections mobile app to participate in the program.

Given that the pilot project focused on four top bottleneck corridors in the region, it is reasonably expected that 35 flextime notifications would be sent during a typical year involving the selected corridors resulting in the following annual incentive costs; however the costs associated with 35 notifications will be dependent on the number of participating individuals choosing to delay or avoid their trip during peak of the peak hour commuting periods in the a.m.(7 to 8 a.m.) and in the afternoon (5 to 6 p.m.).

The corridors selected for observation were purposely chosen for pilot program implementation in FY2018. Corridors not included as a corridor of interest may still benefit from an incentive program and can still be a candidate for future expansion of the program given overall participation and survey results.

Cost Estimate:	\$113,643
<i>Consultant/Contractor Costs as Part of Estimate:</i>	
<i>(Advertising and Marketing Contractor)</i>	\$ 10,000
<i>(Media Buy)</i>	\$ 15,000
<i>(Commuter Incentives)</i>	\$ 70,000

Products: Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of web site and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

Services: Operation of Flextime Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and

payments to program participants. (COG/TPB staff)

Administer program surveys and obtain supervisor verifications as needed (COG/TPB staff)

Promote Flextime Rewards program to the general public, employers and to the media. (COG/TPB staff in conjunction with consultant).

Media Placements, including the negotiation of value-added placements. (Consultant)

Process media placement invoices. (COG/TPB staff)

Management and oversight of marketing contract. (COG/TPB staff)

Schedule: July 1, 2018 - June 30, 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

IV. MONITORING AND EVALUATION

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Commuter Connections Transportation Demand Management (TDM) program elements that were originally adopted as Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TDM program elements. Data collection and analysis for the Commuter Connections program elements occur over a three-year period. Results from this project will directly impact the FY 2018 – FY 2020 Regional TDM Program Analysis report for Commuter Connections. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TDM program elements being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$886,315.

A. REGIONAL TDM DATA COLLECTION AND ANALYSIS

Data collection analysis for the Commuter Connections TDM program elements, originally known as TERMS, occurs over a three-year period. The current cycle began in fiscal year FY 2018 (July 1, 2018) and will conclude in FY 2020 (June 30, 2020).

During FY 2018, the previous data collection cycle's Regional TDM Program (formerly TERM) Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2019, the Framework Methodology Document will be updated and published, and data collection activities will occur for the 2019 State of the Commute Report and 2019 GRH Applicant Survey. Draft Technical reports will be produced for both data collection activities.

During FY 2020, the final year in the data collection cycle, COG/TPB staff will conduct an evaluation of the regional Employer Outreach database as specified in the FY 2018–2020 TDM Evaluation Framework Methodology Document. An employer telework survey will also be conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. A Bike To Work Day survey of the FY 2019 program participants will be conducted and the 2019 State of the Commute Survey Technical Report will be finalized and a general public report will be prepared for printing. The 2019 Guaranteed Ride Home Applicant Survey Report will be finalized. The draft FY 2020 TERM Analysis report will also be prepared.

Retention rate surveys will also be conducted for Commuter Connections applicants and Guaranteed Ride Home applicants, but not until FY2021. Results from this survey will be used in the FY2023 data collection cycle.

During FY 2019, COG/TPB staff will work to update the FY 2018–FY 2020 TDM Evaluation Framework Methodology document. The TDM Evaluation Framework Methodology document is used as the “blueprint” in data collection activities for the three-year Commuter Connections TDM Evaluation cycle and provides the methodology used to calculate Commuter Connections program benefits. Updating this document will also provide an opportunity to re-visit program goals for each of the Commuter Connections program elements relevant to recent impact and cost effectiveness data released in the FY 20015-FY2017 Regional TDM Program (TERM) Analysis report.

The 2019 State of the Commute Survey will also be designed and implemented as it is conducted every three years. The purpose of the State of the Commute report is to document trends in commuting behavior, such as commute mode shares and distance traveled, and prevalent attitudes about specific transportation services, such as public transportation, that are available in the region. The State of the Commute Survey is also used to help estimate the congestion, air quality and other societal impacts of Commuter Connections. The survey instrument used for data collection activities will be reviewed and updated accordingly, data collection activities will occur and a draft Technical Report

will be produced. Results from the survey will be used in the FY 2018–2020 Regional TDM Program Analysis report.

COG/TPB staff will also be updating the survey instrument design for the in-depth Guaranteed Ride Home (GRH) Applicant survey. This survey is conducted every three years to assess the mode shift changes of 1,000 GRH program applicants. Data collected will be used to determine transportation and emission impacts of the program in the FY 2018–FY 2020 Regional TDM Program Analysis Report. A draft survey report will be prepared and released by June 2019.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

During FY 2019, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

Cost Estimate:	\$602,637
<i>Consultant Costs as Part of Estimate:</i>	
<i>(TDM Evaluation Project Consultant)</i>	\$468,500

Products:

FY 2018- FY 2020 TDM Evaluation Framework Methodology Document. *(COG/TPB staff in conjunction with consultant).*

2019 State of the Commute Survey design and data collection activities. *(COG/TPB staff in conjunction with consultant).*

2019 State of the Commute Draft Technical Report. *(COG/TPB staff in conjunction with consultant).*

2019 GRH In-Depth Applicant Survey and draft report. *(COG/TPB staff in conjunction with consultant).*

Review of Employer Database Records and Classification into Levels of Participation in ACT! Database (COG/TPB staff)

- Services:** Fulfillment of data requests. *(COG TPB Staff)*
- Collect monthly Employer Outreach data from ten local sales territories. *(COG TPB Staff)*
- Employer Site Survey Coordination (COG TPB Staff)
- Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*
- Schedule:** July 1, 2018 - June 30, 2019
- FY 2018 – FY 2020 TDM Evaluation Framework
Methodology Document: December 2018
- 2019 State of the Commute Survey Draft Technical Report:
June 2019
- 2019 In-Depth GRH Applicant Draft Survey Report: June
2019
- Oversight:** TDM Evaluation Group
- Provide input and feedback on data collection activities, survey methodology, and draft reports.

B. PROGRAM MONITORING AND TRACKING ACTIVITIES

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2018 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users, and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update

the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity. COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Quarterly Employer Outreach level of effort verification statements will be produced and distributed by COG/TPB staff. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions. COG/TPB staff will conduct an Employer Services Customer Satisfaction Survey during FY2019. This survey was last conducted five years ago, in FY2014.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations, internet and social media advertising outlets used, etc. An event summary report will also be produced for the FY 2018 regional Bike To Work Day event.

Monthly program statistics will be collected and quarterly progress reports will be provided for all program areas in the FY 2019 CCWP and an annual progress report for FY 2018 will be produced.

Cost Estimate:	\$283,678
<i>Consultant Costs as Part of Estimate:</i>	
<i>(Employer Survey Project Consultant)</i>	\$ 47,500

Products:	Collect monthly program data and produce quarterly progress reports and monthly Executive Summary reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. <i>(COG/TPB staff)</i>
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	Produce FY 2018 annual progress report. <i>(COG/TPB staff)</i>
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Collect and analyze data from monthly GRH customer satisfaction survey for FY 2018 program users, and produce a report showing results. *(COG/TPB staff)*

Quarterly Employer Outreach sales contact data and level of effort verification statement *(COG/TPB staff)*

Annual Employer Outreach Snapshot Analysis and Project Recommendations *(COG TPB Staff)*

FY 2018 Bike to Work Day Event Report *(COG/TPB staff)*

Survey reports to Employer Outreach representatives from Employer Commute Survey results. *(COG/TPB staff)*

1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

FY2019 Employer Services Customer Satisfaction Survey *(COG/TPB staff in conjunction with consultant)*

Services:

Updating and Maintaining Employer Commute Survey archived database. *(COG/TPB staff)*

Management and oversight of Employer Survey contract. *(COG/TPB staff)*

Data documentation from monthly Employer Outreach Activity Reports from ten local sales territories. *(COG/TPB staff)*

Staff the TDM Evaluation Group *(COG/TPB staff)*

Schedule:

July 1, 2018 - June 30, 2019

FY 2018 4th Quarterly Progress Report: July 2018

FY 2018 Annual Progress Report: September 2018

FY 2019 1st Quarter Progress Report: October 2018

FY 2018 2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2018

FY 2019 2nd Quarter Progress Report: January 2019

FY 2019 3rd Quarter Progress Report: April 2019

FY 2019 1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: June 2019

Employer Outreach Snapshot Analysis: May 2019

Employer Services Customer Satisfaction Survey Report: June 2019

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification statement reports and Employer commute survey process, reports and survey result archives.

V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components. COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new, or expand

existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George's County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, help reduce traffic congestion, improve air quality and other societal benefits, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to “adequate public facilities ordinances” that have trip reduction requirements for affected employers. Additionally, the Virginia Department of Transportation administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach program and has also allocated funding to the Telework!VA program for employers to either start or expand a telework program. The District Department of Transportation is using the pass-thru dollars for the program to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program’s ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
- 2) Coordination with WMATA’s SmartBenefits program sales staff, and/or their assigned consultant(s).
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by

their employees.

- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections web site.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolio's, employer case studies, Live Near Your Work, Alternative Work Schedule, Climate Change Carbon Footprint, LEED, and Emergency Commute Preparedness information.
- 9) Providing customized information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions, particularly on Air Quality Action days, through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$88,936.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.
- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual costs for the jurisdictional components of the Employer Outreach program are \$632,785.

Regional Component Project Tasks

A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING

During FY 2019, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2018. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

Cost Estimate: \$73,936

Services: Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed. *(COG/TPB staff)*

Maintenance and update of regional contact management database. *(COG/TPB staff)*

Schedule: July 1, 2018 - June 30, 2019

Oversight: Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.

B. EMPLOYER OUTREACH FOR BICYCLING

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees).. WABA’s Web site provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours. In FY 2016, a presentation entitled “Walk Wise” was developed to incorporate safe practices for employers to promote both bicycling and walking to the worksite.

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings as needed.

Cost Estimate:	\$15,000
	Printing as Part of Estimate \$6,884
Products:	Regional Bicycling to Work Guide updates. (COG/TPB staff)
Services:	Employer assistance and seminars. (COG/TPB staff)
Schedule:	July 1, 2018 - June 30, 2019
Oversight:	Employer Outreach Committee <ul style="list-style-type: none"> • Provide input and feedback on bicycling issues or outreach activities at employment sites.

Jurisdictional Component Project Tasks

A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new, or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

Cost Estimate:	Pass-thru to Local Jurisdictions:	\$428,659
Telework component of pass-thru:		\$81,063

Total Project Budget: \$509,722

Services: New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

 New or expanded employer telework programs in Maryland. (*local jurisdictions*).

Schedule: July 1, 2018 - June 30, 2019

B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

Cost Estimate: \$123,063

Products:

Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, Emergency Commute Preparedness brochure, Live Near Your Work brochure, LEED brochure, Climate Change brochure), and case studies for DC, Maryland and Virginia. *(COG/TPB staff)*

Services:

Sales training offered for sales and service representatives in the region for DC, Maryland and Virginia. *(COG/TPB staff/sales training professionals).*

Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. *(COG/TPB staff)*

Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. *(COG/TPB staff)*

Staff the regional Employer Outreach Committee for DC, Maryland and Virginia. *(COG/TPB staff)*

Schedule: July 1, 2018 - June 30, 2019

Oversight:

Employer Outreach Committee

- Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

VI. GUARANTEED RIDE HOME BALTIMORE

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary's County beginning in FY 2011. The GRH Baltimore program helps to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two projects outlined below, and with a budget of \$220,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail, fax, and the Commuter Connections web site. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections web site, www.commuterconnections.org. Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a

re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2019, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from the FY 2018 data collected.

In addition, COG/TPB staff will also be updating the survey instrument design for the in-depth Guaranteed Ride Home (GRH) Baltimore Region and St. Mary's County Applicant survey. This survey is conducted every three years to assess the mode shift changes of GRH program applicants. Data collected will be used to determine transportation and emission impacts of the program. A draft survey report will be prepared and released by June 2019.

During FY 2018, COG/TPB staff and its contractor will continue the implementation of a marketing and advertising media campaign to promote the GRH Baltimore program which will be targeted to commuters working in the Baltimore metropolitan region. The media advertising campaign materials developed for the Washington DC region will be adapted for the Baltimore metropolitan region and is funded through the Maryland Transit Administration.

Cost Estimate: **\$113,740**

Consultant Costs as Part of Estimate:

<i>(Advertising)</i>	\$1,250
(FY20196 In-Depth GRH Baltimore Survey)	\$17,500

Direct Costs as part of Estimate:

(Media Buy) \$50,000
(Telephone/Copies, etc.) \$ 2,794

Products: GRH new and re-registration ID cards and registration letters
(COG/TPB staff)

GRH Participation Guidelines (COG/TPB Staff)

Final 2018 GRH Customer Satisfaction Survey Report. (COG/TPB staff).

Creative materials for regional TDM marketing campaigns.
(COG/TPB staff in conjunction with consultant)

2019 GRH Baltimore and St. Mary's County In-Depth Applicant Survey and draft report. (COG/TPB staff in conjunction with consultant).

Services: Process application requests from the general public for registration and re-registration to the program. (COG/TPB Staff)

Notify commuters when registration is about to expire. (COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

Schedule: July 1, 2018 – June 30, 2019

2018 GRH Customer Satisfaction Survey Report: November 2018

2019 In-Depth GRH Baltimore and St. Mary's County Applicant Draft Survey Report: June 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service will be provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter

Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor.

The operations contractor contacts, by telephone, GRH registrants without e-mail addresses whose registration is near expiration and re-registers the qualifying commuters. While the system of calling commuters has been successful, many messages left on commuters' voice mail are not returned. In such cases, re-registration is facilitated by COG staff as described in the previous section.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

Cost Estimate: **\$106,260**

Consultant/ Contractor Costs as Part of Estimate:

(Daily Operations): \$42,500
(Cab and Car Rental Companies) \$47,374

Services: Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations, and ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Provide GRH Rides *(Cab and Car Rental Companies)*

Customer service training for GRH call center agents. *(COG/TPB staff and contractor)*

Schedule: July 1, 2018 – June 30, 2019

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

ITEM 11 – Information

February 21, 2018

Round 9.1 Cooperative Forecasts

Staff Recommendation: Briefing on the jurisdictional and regional forecast updates and how they compare to Round 9.0.

Issues: None

Background: The region's jurisdictions recently completed their jurisdiction-level updates of population, household, and employment projections in metropolitan Washington as part of the Round 9.1 Cooperative Forecast. These new forecasts will be used in the upcoming Air Quality Conformity analysis of Visualize 2045, the region's long-range transportation plan. The board will be briefed on the jurisdictional and regional forecast updates and their use in the regional transportation planning process.



MEMORANDUM

TO: Transportation Planning Board
FROM: Timothy Canan, Planning Data and Research Program Director
SUBJECT: Round 9.1 Cooperative Forecasts
DATE: February 15, 2018

The Cooperative Forecasting Program at COG enables local and regional planning to be coordinated by using common assumptions about future growth and development. The program combines regional data, which are based upon national economic trends and regional demographics, with local projections of population, households and employment. These local projections are based on data about real estate development, market conditions, adopted land-use plans and planned transportation improvements. TPB staff use data from this program extensively in modeling travel demand and emissions. The COG Board of Directors, the COG Planning Directors Technical Advisory Committee and the COG Cooperative Forecasting and Data Subcommittee comprise the approval and oversight hierarchy for the Cooperative Forecasting Program.

On January 10, 2018, the COG Board of Directors approved the Draft Round 9.1 Cooperative Forecasts for use in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the FY2019-2024 Transportation Improvement Program (TIP). On January 17, 2018, the TPB approved the scope of work for the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the FY2019-2024 TIP. The scope of work identifies the Round 9.1 Cooperative Forecasts as the assumed regional land use input to be used in these analyses.

Cooperative Forecasts used for these activities include current (baseline) and future year projections of population, households, and employment prepared in 5-year increments over a 30-year period for each of the more than 3,000 Transportation Analysis Zones (TAZs) used in the regional modeling process. Major updates to the forecasts occur approximately every 5 to 10 years and constitute a “re-benchmarking” of the forecasts based on significantly updated input datasets, such as the U.S. decennial census, or a significant shift in metropolitan development trends that are not reflected in current forecasts. These major updates are characterized by the number in the forecast series: Round 8.0, Round 9.0, etc. The Cooperative Forecasting process also provides local jurisdictions with the opportunity to submit technical updates to these forecasts, if they believe it is necessary. While not required, these technical revisions to the major updates typically account for newly-approved development projects or changes in adopted local plans and/or zoning that warrant a technical revision by a jurisdiction. The Draft Round 9.1 Cooperative Forecasts to be used in the forthcoming air quality conformity analysis are the first technical update to Round 9.0.

Per COG Board and TPB policies (adopted in 2003) to further enhance coordination between regional land use and transportation planning, final approval of the Round 9.1 Forecasts will occur concurrently with the completion of TPB’s Air Quality Conformity Analysis of Visualize 2045 and the FY2019-2024 TIP.

ITEM 12 – Information
February 21, 2018

Visualize 2045: Performance Based
Long Range Transportation Plan

Staff Recommendation: Briefing on Visualize 2045 and the transportation planning process through Performance Based Planning and Programming (PBPP).

Issues: None

Background: The transportation planning process involves setting goals and priorities, programming projects, and evaluating performance. The board will be briefed on a new focus of our process, which is to evaluate the progress of our plan and TIP through Performance Based Planning and Programming (PBPP). Later this year the board will need to approve targets for highway system performance, traffic congestion, CMAQ project emission reductions, and pavement and bridge asset conditions.

VISUALIZE 2045: PERFORMANCE BASED LONG RANGE TRANSPORTATION PLAN

Planning – Programming – Performance

Eric Randall, TPB Transportation Engineer

Transportation Planning Board
February 21, 2018

Agenda Item 12



Presentation Outline

- Project Planning and Implementation Process
 - Goals and Priorities
 - Performance Measures and Targets
 - Investment Plan – Projects and Programs
 - Evaluate and Report
- Visualize 2045 and Federal Performance Based Planning and Programming (PBPP)
 - PBPP Performance Areas
 - PBPP Calendar
 - Board Timeline
- Appendix: Federal PBPP Goals, Performance Measures, and Requirements

Enhanced Regional Transportation Project Planning and Implementation Process



Goals and Priorities

- Federal planning factors
- Regional goals and priorities – TPB policy documents
 - TPB Vision, Regional Transportation Priorities Plan (RTPP), and Endorsed Improvement Initiatives (Aspirational Elements)
- Jurisdictional goals and priorities – Various policy documents
 - Ex. Northern Virginia – TransAction, Suburban Maryland – Traffic Relief Plan, District of Columbia – MoveDC, WMATA – Momentum

Performance Measures and Targets

- Federal – New requirement for DOTs and MPOs (PBPP)
- Regional – TPB Long Range Plan Performance Assessment
- Jurisdictional – including use of quantitative measures and rankings for prioritization
 - VDOT – SMARTSCALE
 - NVTA – HB 599, NVTA Project Selection Criteria
 - Virginia DRPT – Capital Program Prioritization
 - WMATA – Capital and Operating Budget process
 - Maryland – Jurisdictional Priority Letters, Chapter 30
- ❖ The TPB Technical Committee received briefings throughout 2017 on the latest developments in prioritization planning

Investment Plan – Projects and Programs

- State, Regional and Local plans using Federal, State, Regional, Local funds
 - Six Year Plans, Capital Improvement Programs, Annual allocations, etc.
 - Varying approval authorities – Legislative body (General Assembly/Council), Executive (Department /Agency), Regional Authority, Governing Board Entity
 - With or Without quantitative rating process
- Regional Plan – Transportation Improvement Program (TIP)
 - Reflects State/Regional/Local investment plans
 - Assessed for fiscal constraint and air quality conformity

Evaluate - Report: Performance Targets

- The federal PBPP process includes requirements for MPOs to report on performance
 - Visualize 2045 will include a System Performance Report describing current performance and progress toward achieving targets for each performance area
 - The FY2019-2024 TIP will include an assessment of the projects and programs funded against performance targets
 - The MPO CMAQ Performance Plan will address how regional projects funded under the CMAQ Program affect the CMAQ performance measures
- The State DOTs have similar reporting requirements and will be submitting their reports to FHWA/FTA for review

Visualize 2045 and Federal PBPP

- A paradigm shift in funding decisions:
 - Investment decisions based on outcomes rather than program eligibility alone
 - Establish performance targets for desired outcomes
 - Data-driven approach for selecting and prioritizing projects for funding
 - Develop investment plan to achieve performance targets
- Monitoring performance outcomes:
 - Collect performance data
 - Assess changes to determine progress towards performance targets
 - Inform investment plan to make appropriate for future funding decisions
- The new federal PBPP process must be reflected in Visualize 2045 and the TIP
 - Improve investment decision-making
 - Improve return on investments and resource allocation
 - Improve system performance
 - Increase accountability and transparency

PBPP Performance Areas

The federal PBPP rules have five main areas of performance planning for which the TPB must set targets and program projects accordingly:

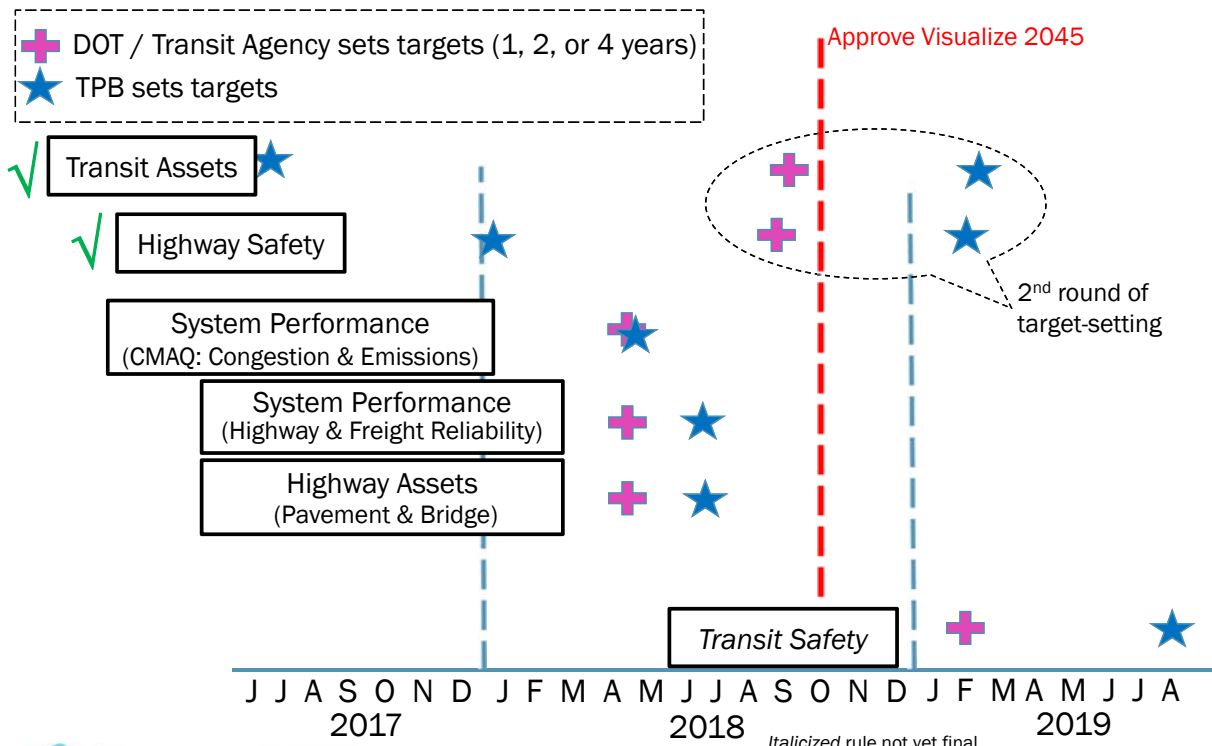
- Transit Assets
- Highway Safety
- System Performance (Highway, Freight, CMAQ Program)
- Highway Assets
- Transit Safety

Additional slides to the presentation include more detailed information:

- Formal definition of the federal PBPP process
- Federally-defined goal areas
- Details on target-setting and deadlines
- Documentation of agency roles and responsibilities

Staff recommends board members review these materials to help your understanding in upcoming months as targets are brought for your consideration and approval

PBPP Calendar: 2017-2019



Board Timeline for Federal PBPP

Completed PBPP actions:

- June 2017 – approved Transit Asset Management (TAM) targets
- January 2018 – approved Highway Safety targets

Upcoming board activities:

- February 2018 – refresh board on overall PBPP requirements
 - April 2018 – brief on draft CMAQ Program targets (traffic congestion, mode share, emission reductions)
 - May 2018 – approve CMAQ Program targets
 - June 2018 – brief on draft Highway Asset (pavement and bridge condition) targets, highway System Performance (travel time reliability, freight reliability) targets
 - July 2018 – approve Highway Asset and highway System Performance targets
- ❖ All targets will be incorporated into Visualize 2045



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What is Performance-Based Planning and Programming (PBPP)?

- The PBPP process is a requirement for MPOs, States, and providers of public transportation originating in the federal surface transportation MAP-21 and FAST Acts.
- PBPP is the **application of performance management** within the planning and programming process **to achieve desired performance outcomes** for the multimodal transportation system. PBPP includes a range of activities and products:
 - Development of **long range transportation plans**
 - Federally-required plans and processes – such as Strategic Highway Safety Plans (SHSPs), Asset Management Plans, the Congestion Management Process (CMP), and Transit Agency Asset Management and Safety Plans
 - Programming documents, including State and metropolitan Transportation Improvement Programs (STIPs and **TIPs**)

Federally Prescribed Goals

	GOAL AREAS	NATIONAL GOALS
1	SAFETY	Achieve significant reduction in traffic fatalities and serious injuries on all public roads
2	INFRASTRUCTURE CONDITION	Maintain highway system in a state of good repair
3	CONGESTION REDUCTION	Achieve significant reduction in congestion on the National Highway System
4	SYSTEM RELIABILITY	Improve efficiency of surface transportation system
5	FREIGHT MOVEMENT AND ECONOMIC VITALITY	Improve Freight Network; Support regional economic development; Rural communities access to national and international markets
6	ENVIRONMENTAL SUSTAINABILITY	Enhanced transportation system performance while protecting and enhancing natural environment
7	REDUCED PROJECT DELIVERY DELAYS	Elimination of delays on project development and delivery

Federally Prescribed Performance Measures

	GOAL AREAS	PERFORMANCE MEASURES
1	SAFETY	<ul style="list-style-type: none"> Highway - Traffic Fatalities and Serious Injuries Transit – Fatalities and Injuries; Derailments; Collisions; Fires; Evacuations for life safety
2	INFRASTRUCTURE (ASSET) CONDITION	<ul style="list-style-type: none"> Roadway – Pavements and Bridges Transit – Revenue vehicles, Non revenue equipment, Track infrastructure, and Facilities/Stations
3	CONGESTION REDUCTION	Delay per capita
4	SYSTEM RELIABILITY	<ul style="list-style-type: none"> Highway - Reliable Travel Times Highway - Peak Hour Travel Times Meets Expectations Transit – Major / Other Mechanical System Failures
5	FREIGHT MOVEMENT AND ECONOMIC VITALITY	<ul style="list-style-type: none"> Reliable Truck Travel Times Interstate System Mileage Uncongested
6	ENVIRONMENTAL SUSTAINABILITY	Criteria Pollutants Emissions Reduced

Highway Safety Performance Measures

Performance Measures

(1) Number of Fatalities
(5 year rolling average)

(2) Rate of Fatalities per 100 million VMT
(5 year rolling average)

(2) Number of Serious Injuries
(5 year rolling average)

(4) Rate of Serious Injuries per 100 million VMT
(5 year rolling average)

(5) Number of Non-Motorized Fatalities and Serious Injuries
(5 year rolling average)

- Implementing Agency (State DOTs) – set 2018 targets by August 31, 2017
- TPB – approved 2018 targets on January 17, 2018
- Annual requirement: TPB’s 2019 targets will need to be approved January 2019

System Performance: Highway and Freight

	Performance Measures
National Highway System	(1) Interstate Travel Time Reliability (TTR) - Percent of person-miles traveled on the Interstate System that are reliable
	(2) NHS (Non-Interstate) Travel Time Reliability (TTR) - Percent of person-miles traveled on the non-Interstate NHS that are reliable
	(3) Greenhouse Gas Emissions - Percent Change in Tailpipe CO2 Emissions on the NHS

	Performance Measures
Freight Movement	(4) Freight Reliability (TTTR) - Percent of the Interstate System Mileage providing for Reliable Truck Travel Times

- State DOTs – set Targets by May 20, 2018
 - GHG Emissions not until September 28, 2018
- TPB – set Targets by November 15, 2018 (GHG: March 27, 2019)

System Performance: CMAQ Program (Congestion Mitigation and Air Quality)

	Performance Measures
CMAQ Program: Traffic Congestion	(5) Peak Hour Excessive Delay – Annual hours of peak hour excessive delay per capita
	(6) Mode Share - Percent of non-SOV Travel on the NHS
CMAQ Program: Emissions Reduction	(7) Emission - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor

- State DOTs – set Targets by May 20, 2018
- TPB (MPO) – also set Targets by May 20, 2018
 - Demonstrate State-MPO Coordination

Infrastructure (Asset) Condition - Pavement and Bridges

	Performance Measures
Pavement Condition	(1) Percentage of pavements on the Interstate System in Good condition
	(2) Percentage of pavements on the Interstate System in Poor condition
	(3) Percentage of pavements on the NHS (excl. Interstate System) in Good condition
	(4) Percentage of pavements on the NHS (excl. Interstate System) in Poor condition.
Bridge Condition	(5) Percentage of NHS Bridges Classified as in Good Condition
	(6) Percentage of NHS Bridges Classified as in Poor Condition

- Implementing Agency (State DOT, NHS Owners) – set Targets by May 20, 2018
- TPB (MPO) – set Targets by November 15, 2018

Transit Asset Performance Measures

	Performance Measure
Rolling stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).
Equipment - (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The percentage of track segments, signal, and systems with performance restrictions.
Stations/ Facilities (Condition)	The percentage of facilities, within an asset class, rated below 3 on the TERM scale.

- Transit Providers – set initial targets by January 1, 2017
- TPB – approved initial targets in June 2017
- Periodic requirement – Transit providers to set new targets by October 31, 2018
- TPB will need to approve by April 2019

Transit Safety Performance Measures

	Performance Measures	Description
Fatalities	a) Customer b) Employee c) Public	Total number of reportable fatalities and rate per revenue vehicle mile by mode
Injuries	a) Customer b) Employee c) Public	Total number of reportable injuries and rate per revenue vehicle mile by mode
Safety Events	a) Derailments b) Collisions c) Fires d) Evacuations for life safety	Total number of reportable events and rate per total vehicle miles, by mode
System Reliability	a) Major Mechanical System Failures b) Other Mechanical System Failures	mean distance between failures by mode

- Implementing Agency (Transit Providers) – set Targets TBD
- TPB (MPO) – set Targets within 180 days following

PBPP Coordination – Document Roles & Responsibilities

- MPOs, NHS asset owners, and the providers of public transportation must **jointly agree upon and document in writing** the coordinated processes for:
 - Collection of performance data
 - Selection of performance targets for the metropolitan area
 - Reporting of metropolitan area targets
 - Reporting of actual system performance
 - ❖ **TPB staff have proposed a Letter of Agreement between TPB and each of the involved jurisdictions and agencies**



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Schedule of Board Activities for Federal Performance-Based Planning and Programming (PBPP) Target Review and Approval
DATE: February 15, 2018

This memorandum provides an update for the Transportation Planning Board on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under the federal surface transportation act (Fixing America's Surface Transportation Act-FAST).

PBPP AND THE BOARD

PBPP requirements oblige the TPB to set performance targets in seven specific topic areas using federally defined performance measures. These are outlined in Table 1. TPB staff is continuing collaboration with DDOT, MDOT, and VDOT, as well as with WMATA and other providers of public transportation, for each PBPP performance area. TPB staff is working with regional partners on formal documentation of PBPP responsibilities, which will be completed by the signing of Letters of Agreement (LOAs) with agencies and jurisdictions. See Table 2 for responsible parties. The following is the timeline of board actions and briefings on PBPP targets for the region:

Actions Completed:

- Transit Asset Management (TAM) targets – Approved, June 2017. Next update January 2019.
- Highway Safety targets – Approved, January 2018. Next update January 2019.

Upcoming Actions:

- Planning and PBPP LOAs – Approve **April 18, 2018**
- Congestion Mitigation and Air Quality (CMAQ) – Approve targets **May 16, 2018**
(Per Capita Peak Hour Excessive Delay; Percentage Non-SOV travel; Project emission reductions)
- Highway Asset (Pavement and Bridge condition) – Approve targets **July 18, 2018**
- Highway System Performance – Approve targets **July 18, 2018**
(Interstate and NHS Travel reliability and Interstate Freight travel reliability)

Upcoming Briefings:

- Overall PBPP requirements: target-setting and regional coordination - February 21, 2018
- Draft CMAQ targets- April 18, 2018
- Draft Highway Asset targets - June 20, 2018
- Draft Highway System Performance targets - June 20, 2018

TABLE 1: PERFORMANCE BASED PLANNING AND PROGRAMMING PERFORMANCE MEASURES

Table of entire list of Performance Measures

January 26, 2018

PBPP Areas	Agencies	DOTs / NHS Owners / Transit	
		Providers set Targets	MPO sets Targets
1. Planning Rules			
Agreement on sharing Data, selecting Targets, and Reporting Progress	DOTs, MPOs, Transit Providers	5/27/2018	5/27/2018
Date of conforming CLRP and TIP	MPOs	5/27/2018	5/27/2018
2. Highway Safety (5 measures)			
Number of Fatalities	DOTs, MPOs	8/31/2017	2/27/2018
Rate of Fatalities per 100 million VMT	DOTs, MPOs	8/31/2017	2/27/2018
Number of Serious Injuries	DOTs, MPOs	8/31/2017	2/27/2018
Rate of Serious Injuries per 100 million VMT	DOTs, MPOs	8/31/2017	2/27/2018
Number of Non-Motorized Fatalities and Serious Injuries	DOTs, MPOs	8/31/2017	2/27/2018
3. Highway Asset Condition (6 measures)			
<u>Interstate system</u> : Percentage of pavement in Good condition	DOTs, MPOs	5/20/2018	11/16/2018
<u>Interstate system</u> : Percentage of pavement in Poor condition	DOTs, MPOs	5/20/2018	11/16/2018
<u>NHS (non-Interstate)</u> : Percentage of pavement in Good condition	DOTs, MPOs, NHS Owners	5/20/2018	11/16/2018
<u>NHS (non-Interstate)</u> : Percentage of pavement in Poor condition	DOTs, MPOs, NHS Owners	5/20/2018	11/16/2018
<u>NHS</u> : Percentage of Bridges in Good Condition	DOTs, MPOs, NHS Owners	5/20/2018	11/16/2018
<u>NHS</u> : Percentage of Bridges in Poor Condition	DOTs, MPOs, NHS Owners	5/20/2018	11/16/2018
4. System Performance Measures: Highway (3 measures)			
<u>Interstate system</u> : Percentage of Person-Miles Traveled that are Reliable	DOTs, MPOs	5/20/2018	11/16/2018
<u>NHS (non-Interstate)</u> : Percentage of Person-Miles Traveled that are Reliable	DOTs, MPOs	5/20/2018	11/16/2018
<u>NHS</u> : Percent Change in Tailpipe CO2 Emissions	DOTs, MPOs	9/28/2018	3/27/2019
5. System Performance Measures: Freight Movement (1 measure)			
<u>Interstate system</u> : Percentage of Mileage providing for Reliable Truck Travel Times	DOTs, MPOs	5/20/2018	11/16/2018
6. System Performance Measures: Congestion Mitigation and Air Quality Program (3 measures)			
<u>NHS</u> : Annual Hours of Peak Hour Excessive Delay Per Capita	DOTs, MPOs	5/20/2018	5/20/2018
<u>NHS</u> : Percentage of Non- SOV Travel	DOTs, MPOs	5/20/2018	5/20/2018
<u>CMAQ Program Emissions</u> : Total Emission Reductions for each applicable criteria pollutant and precursor	DOTs, MPOs	5/20/2018	5/20/2018
7. Transit Asset Management (4 measures)			
<u>Rolling stock (Age)</u> : Percentage of revenue vehicles that have met or exceeded useful life	Transit Providers, MPOs	10/31/2018	4/29/2019
<u>Equipment (non-revenue) service vehicles (Age)</u> : Percentage of vehicles that have met or exceeded useful life	Transit Providers, MPOs	10/31/2018	4/29/2019
<u>Rail fixed-guideway (Condition)</u> : percentage of track segments, signal, and systems with performance restrictions	Transit Providers, MPOs	10/31/2018	4/29/2019
<u>Stations/ Facilities (Condition)</u> : The percentage rated below condition 3 on the TERM scale.	Transit Providers, MPOs	10/31/2018	4/29/2019
8. Transit Safety (4 measures)			
<u>Fatalities</u> : Total number and rate (per revenue vehicle mile) of reportable fatalities	Transit Providers, MPOs	TBD	TBD + 1 year
<u>Injuries</u> : Total number and rate of reportable injuries	Transit Providers, MPOs	TBD	TBD + 1 year
<u>Safety Events</u> : Total number and rate of reportable Derailments, Collisions, Fires, and Evacuations	Transit Providers, MPOs	TBD	TBD + 1 year
<u>System Reliability</u> : Mean distance between Major and Other Mechanical System Failures	Transit Providers, MPOs	TBD	TBD + 1 year



TABLE 2: MATRIX OF RESPONSIBLE AGENCIES FOR PERFORMANCE BASED PLANNING AND PROGRAMMING

	B. Highway Safety	C. Highway Pavement and Bridge Condition	D. System Performance (NHS Congestion, Freight, and CMAQ Program)	E. Transit Safety	F. Transit Asset Management
District DOT	√	√	√	√	√
Maryland DOT	√	√	√		
Maryland Transit Administration				√	√
Virginia DOT	√	√	√		
Virginia Department of Rail and Public Transportation				√	√
National Park Service		√			
Maryland Transportation Authority		√			
Metropolitan Washington Airport Authority		√			
Arlington County		√		√	√
City of Alexandria		√		√	√
City of Fairfax		√		√	√
Fairfax County		√		√	√
Fauquier County		√			
City of Frederick		√			
Montgomery County		√		√	√
Prince George's County		√		√	√
Prince William County		√			
Potomac and Rappahannock Transportation Commission				√	√
Virginia Railway Express				√	√
Washington Metropolitan Area Transit Authority				√	√

