



# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

## MEETING NOTICE

Date: January 21, 2015  
Time: 12 noon  
Place: COG Board Room

## AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**  
..... Chairman Mendelson
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of December 17 meeting**  
..... Chairman Mendelson
- 12:25 pm 3. **Report of Technical Committee**  
..... Mr. Rawlings  
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizens Advisory Committee**  
..... Ms. Loh  
Chair, Citizens Advisory Committee
- 12:40 pm 5. **Report of Steering Committee**  
..... Mr. Srikanth  
Director, Department of  
Transportation Planning (DTP)
- 12:45 pm 6. **Chair's Remarks**  
..... Chairman Mendelson

**ACTION ITEMS**

- 12:50 pm      7.    **Approval of Funding and Transmittal Letter for TPB’s 2015 Membership in the Association of Metropolitan Planning Organizations**  
..... Mr. Srikanth

The Association of Metropolitan Planning Organizations (AMPO) is a national organization that represents and provides assistance to metropolitan planning organizations like the TPB throughout the United States.

**Action:** Approve funding from the FY 2015 UPWP along with an associated transmittal letter for the TPB’s 2015 membership in AMPO.

- 12:55 pm      8.    **Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2015**  
..... Chairman Mendelson

The TPB Participation Plan calls for the appointment of 15 individuals to serve as members of the CAC for each calendar year: six members designated by the current CAC and nine members nominated by the TPB officers. In December, the 2014 CAC elected six individuals to serve on the 2015 CAC. On January 21, the three TPB officers will each nominate three individuals to serve as CAC members. The TPB officers will also nominate individuals to serve as alternate members. In addition, Chairman Mendelson will announce the appointment of 2015 CAC chairman.

**Action:** Appoint members and alternates to the 2015 CAC.

- 1:00 pm      9.    **Approval of the Update of the Bicycle and Pedestrian Plan for the National Capital Region**  
.....Mr. Farrell, DTP

The draft 2014 *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. This plan is an update to the 2010 plan. The Board was briefed on the draft plan in December.

**Action:** Adopt Resolution R12-2015 to approve the 2014 *Bicycle and Pedestrian Plan for the National Capital Region*.

- 1:05 pm      10. **Approval of CY 2014 Projects for Funding Under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program and an Amendment of the FY 2015-2020 Transportation Improvement Program (TIP) to Include the Projects**

..... Mr. Lovain, 1st Vice Chair,  
Chair, Human Service Transportation Coordination Task Force  
Ms. Klancher, DTP

The TPB is the designated recipient of the Federal Transit Administration’s (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding for the Washington DC-VA-MD Urbanized Area. A grant solicitation for Enhanced Mobility funds was conducted from August 28 to October 24, 2014. A selection committee, chaired by Mr. Lovain, reviewed the grant applications and recommended projects to be presented to the TPB for funding approval. The Board will be briefed on the solicitation and selection process and asked to approve the projects for funding.

**Action:** Adopt Resolution R13-2015 to approve projects for FTA Section 5310 Enhanced Mobility funding and to amend the FY2015- 2020 TIP to include the projects.

**INFORMATION ITEMS**

- 1:15 pm 11. **Briefing on Project Submissions for the 2015 CLRP**  
..... Mr. Austin, DTP  
Ms. Hamilton, VDOT  
The Board will be briefed on the major projects submitted by transportation agencies to date. A VDOT representative will brief the Board on the proposed comprehensive improvements for I-66. On January 15, the project submissions are scheduled to be released for a 30-day public comment period that will end February 14. At the February 18 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2015 CLRP.
- 1:45 pm 12. **Briefing on Draft Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP**  
..... Ms. Posey, DTP  
The Board will be briefed on the draft scope of work for the air quality conformity assessment. On January 15, the draft scope of work is scheduled to be released for a 30-day public comment period that will end February 14. At the February 18 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.
- 1:50 pm 13. **Review of Outline and Preliminary Budget for the FY 2016 Unified Planning Work Program (UPWP)**  
..... Mr. Srikanth, DTP  
The Board will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2016 (July 1, 2015 through June 30, 2016). A complete draft of the FY 2016 UPWP will be presented to the Board for review at its February 18 meeting.
- 1:55 pm 14. **Other Business**
- 2:00 pm 15. **Adjourn**

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

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

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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

**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
December 17, 2014**

Members and Alternates Present

Robert Brown, Loudoun County  
Ron Burns, Frederick County  
Rick Canizales, Prince William County  
Allison Davis, WMATA  
Marc Elrich, Montgomery County  
Dan Emerine, City of College Park  
Dennis Enslinger, City of Gaithersburg  
Lyn Erickson, MDOT  
Jay Fisette, Arlington County  
Seth Grimes, City of Takoma Park  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Konrad Herling, City of Greenbelt  
Julia Koster, NCPC  
Michael May, Prince William County  
Phil Mendelson, DC Council  
Bridget Donnell Newton, City of Rockville  
Mark Rawlings, DC DOT  
Kelly Russell, City of Frederick  
Peter B. Schwartz, Fauquier County  
Linda Smyth, Fairfax County  
David Snyder, City of Falls Church  
Tammy Stidham, National Park Service  
Todd Turner, Prince George's County  
Jonathan Way, City of Manassas  
Patrick Wojahn, City of College Park  
Scott K. York, Loudoun County  
Sam Zimbabwe, DDOT

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MWCOG Staff and Others Present

Robert Griffiths  
John Swanson  
Andrew Meese  
Eric Randall  
Michael Farrell  
Andrew Austin  
Wendy Klancher  
Dan Sonenklar  
Ben Hampton  
Bryan Hayes  
Sergio Ritacco  
Erin Morrow  
Debbie Leigh  
Deborah Etheridge  
Steve Walz                   COG/DEP  
Jeff King                    COG/DEP  
Stewart Schwartz         CSG  
Jeanette Tejada de Gomez   AAA Mid-Atlantic  
John B. Townsend         AAA Mid-Atlantic  
Sean Egan                  Maryland DOT  
Alex Tremble               Self  
Nancy Abeles               Self/Community Advocate  
Alyssa Souvignier         Prince William County – Board of Supervisors  
Kelsey Sweeney             Prince William County – Board of Supervisors  
Ebadullah Ebadi            Prince William County – Board of Supervisors  
Alex Stow                  Prince William County – Board of Supervisors  
Jameshia Peterson         DDOT  
Malcolm Watson            Fairfax County  
Bill Orleans                 Area resident

**1. Public Comment on TPB Procedures and Activities**

Mr. Schwartz from the Coalition for Smarter Growth shared comments from his organization and a coalition of other none organizations calling on the TPB to strengthen the resolution before it to affirm COG’s accepted long range CO2 reduction targets in two ways: (1) include September 30, 2015 as the deadline to complete committee work and final report and (2) ensure an outcome of the working group includes interim and long-range targets for CO2 reductions specifically for the transportation sector. Mr. Schwartz also urged the new multi-sector working

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group to model an ambitious smart growth agenda that would reduce carbon emissions from transportation. He outlined the following strategies: reduced vehicle miles of travel; increased mode share; significant reduction in road capacity; significant increase in miles of high quality transit and increased percentage of new development within activity centers. Mr. Schwartz highlighted Tysons Corner as an example of the benefits of transit, transit oriented development and walkable communities to the region.

## **2. Approval of Minutes of November 19 Meeting**

A motion was made to approve the minutes of the November 19 meeting. The motion was seconded and was approved unanimously.

## **3. Report of the Technical Committee**

Ms. Erickson reported that the committee met on December 5 and discussed four Board items and three informational items:

Board items included:

- A briefing on the draft bicycle and pedestrian plan, scheduled for approval by the Board in January.
- An amendment to the UPWP, to be reviewed by the Board at the December 17 meeting.
- A briefing on the proposed goals, mission and membership of the Regional Public Transportation subcommittee.
- A discussion of the draft resolution regarding COG's GHG emissions reduction goals and the establishment of a multi-sector working group to examine GHG emissions in all four sectors.

Informational items included:

- A briefing on the development of a list of unfunded regional transportation projects, with project suggestions due in late February.
- A briefing on transportation emissions reduction measures analysis through the Commuter Connections program.
- An update regarding the development of MAP-21 performance measures regulations.

## **4. Report of the Citizen Advisory Committee**

Dr. Loh noted that the committee discussed ways to make public participation through the Board meeting more meaningful. The committee suggested that the meeting be broadcast on the internet via live stream and that the Board revisit policies regarding public comment periods at the meetings.

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Mr. Wojahn requested that TPB staff consider Dr. Loh's comments as an agenda item for a future meeting.

Mr. Srikanth reported that TPB staff will have another discussion on public participation with the Access for All committee, and staff will report results from both committees to the Board.

## **5. Report of Steering Committee**

Mr. Srikanth reported that the committee met on December 5 and acted on two items:

- Approval of MDOT's request to update the TPB's procedures for processing revisions to the TIP, with the incorporation of Maryland's updated procedures.
- A response from TPB staff regarding a letter from WMATA regarding suggestions to the TPB travel demand model.

## **6. Chair's Remarks**

Chair Wojahn thanked Board members and elected officials who were completing their terms with the TPB. He noted that in 2015 Mr. Turner would represent Prince George's County on the Board. He thanked Ms. Erickson for her service as chair of the Technical Committee and presented her with a plaque. He said that Mr. Rawlings from DDOT would be the Technical Committee chair in 2015. He introduced Kathy Porter to speak about the Community Leadership Institute (CLI).

Ms. Porter spoke about the importance of the CLI in promoting a regional perspective on transportation issues. She said that the CLI provides high-impact outreach for the TPB and helps to build a constituency of people who understand the regional perspective on transportation planning.

Mr. Tremble, a recent graduate from the CLI, spoke about his experiences with the institute. He thanked the board for offering the program. He appreciated that the program's participants reflected diverse perspectives from across the region. He found the interactive elements of the course particularly rewarding, and said they helped him identify new ways that he could get involved in his community.

Ms. Porter and Chair Wojahn presented certificates to recognize the service of several CLI graduates in attendance at the meeting.

Mr. Lovain said that he enjoyed participating as a speaker for the recent session.

Chair Wojahn asked for a quick briefing on the status of the Purple Line.

Mr. Srikanth said that the Purple Line is currently in the 2014 CLRP with an anticipated completion date of 2020. He said that the project has been a part of the recently adopted financial

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analysis, and an air quality conformity analysis of the Boards CLRP. He also said that if any of the planning assumptions about the project changes, such as the scope or the completion date, the CLRP would need to be amended and an air quality conformity analysis would need to be redone.

Mr. Turner suggested that there might be a subsequent correspondence provided in essence discussing where the Purple Line project is within the regional transportation planning process. He also said that it would be useful if TPB staff were able to brief Maryland's new governor on the status of the project.

Mr. Srikanth said that the staff would accommodate a request to brief elected officials, if a request were made.

## **ACTION ITEMS**

### **7. Report of Nominating Committee for Year 2015 TPB Officers**

Mr. York said that the committee nominated Phil Mendelson from the District of Columbia to be the TPB's 2015 Chair. He said that Mr. Lovain from Alexandria was being nominated as First Vice-Chair and Ms. Newton was being nominated as Second Vice-Chair. He said Mr. Zimbabwe from DDOT and Mr. Turner from Bowie was the other two Board members on the nominating committee.

A motion was made to approve the nominations. The motion was seconded and was approved unanimously.

### **8. Approval of a Resolution to Affirm Support for the 2008 COG Greenhouse Emissions Reduction Goals and for the Establishment of a COG Multi-sector Working Group to Examine Greenhouse Gas Reductions**

Mr. Srikanth briefed the Board on revisions made to a draft resolution that the Board reviewed at its meeting in November. He said that the revisions responded to comments made by individual Board members at the November meeting, as well as in subsequent conversations. In particular, he said that the revisions included: 1) explicitly identifying the four sectors that contribute to greenhouse gas emissions and that the multi-sector working group will examine; 2) noting that the COG goals regarding greenhouse gas emissions reductions were first outlined in COG's 2008 climate change report and later agreed to through the Region Forward Voluntary Compact; and 3) detailing the four main tasks with which the multi-sector working group would be charged. The revised resolution, Resolution R10-2015, was included in the Board materials and made available at the meeting.

Mr. Lovain moved Resolution R10-2015 for adoption. Ms. Erickson seconded the motion.

Chair Wojahn opened the floor to discussion.



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Mr. Snyder, who chairs the Metropolitan Washington Air Quality Committee, explained that MWAQC met earlier in the day to adopt a similar resolution. He spoke to two changes that MWAQC made to the version of the resolution included in the TPB meeting materials. The first was the addition of language, at the request of the state departments of transportation (DOTs) and air quality agencies, to emphasize the multi-sector approach of the working group – that it is not just about identifying reductions goals and strategies for the transportation sector. The other change MWAQC made was to include a September 30, 2015, deadline for an interim report from the working group. He offered these two changes to the TPB’s resolution as friendly amendment to the motion made earlier to adopt the resolution.

Mr. Lovain who had made the motion and Ms. Erickson who had seconded the motion both accepted the MWAQC revisions as friendly amendments to their motion.

Ms. Newton proposed a minor revision to emphasize the need for the working group to identify strategies that are measurable, in addition to being cost-effective, as already noted in the text of the resolution. Specifically, she asked that the word “measurable” be added to the resolution’s third “whereas” clause, to read, “There is a need to identify additional measurable cost-effective...”

Mr. Lovain and Ms. Erickson accepted the suggested revision as a friendly amendment.

Mr. Zimbabwe proposed adding the following at the end of the sentence that talks about the interim report” “in order to inform the 2016 CLRP process”.

Chair Wojahn opened the floor to discussion of the amendment.

Mr. Srikanth noted that the TPB has already identified greenhouse gas reductions as an urgent regional need for agencies to consider when submitting projects for inclusion in the CLRP, and stated that it therefore may not be necessary to have the working group’s report in order for greenhouse gas reductions to be a consideration in the CLRP update process.

Ms. Erickson pointed out that many of the reductions strategies ultimately identified by the working group may be things that would never need to be included in the CLRP anyway, and that therefore the working group’s report might not be that critical to the CLRP update process. She also noted that projects that enter the CLRP often take several years to develop, so any strategies identified by the working group that might manifest themselves as projects entering the CLRP would not be ready in the first year or two following the working group’s report.

Mr. Fisette said he thought that any effort or steps to have the findings of the working group inform the TPB’s work, including the annual update of the CLRP, would be a positive step for the region.

Ms. Smyth said she did not think the resolution needed to identify specifically how the TPB might use the findings of the working group. She said that that was ultimately up to the TPB, and

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did not make sense to include in a request to the COG Board to establish and support the multi-sector working group.

Mr. May echoed Ms. Smyth's comments, saying that he thought that the resolution without the proposed amendment did not preclude staff or the Board from using the findings of the working group to inform future updates of the CLRP.

Mr. Fisette said he hoped that the word "explore" in the resolution meant "assessing and proposing" specific actions to take to reduce greenhouse gas emissions, not just exploring it and coming back and saying that nothing can be done.

The Board voted on Mr. Zimbabwe's amendment. The amendment was defeated.

The Board adopted Resolution R10-2015, with friendly amendments from Mr. Snyder to include changes adopted earlier in the day by MWAQC and from Ms. Newton to include the word "measurable" in the third "whereas" clause.

### **9. Approval of an Amendment to the FY 2015 Unified Planning Work Program (UPWP) to Revise the Budget and Work Elements**

Mr. Miller briefed the Board, referring to a memorandum included in the meeting materials for today's meeting. He explained that the proposed amendment calls for adding approximately \$170,000 to the FY 2015 UPWP now that the actual funding levels made available by Congress are fully known. He said that when the UPWP was adopted early in 2014, staff relied on estimates of how much total funding would be available. He said that the additional funding would be allocated to a 1-percent increase in the budget for core work activities, to supporting the work of a forthcoming COG multi-sector working group to study potential greenhouse gas emissions reductions strategies, which will require TPB staff support, and finally to an evaluation of public participation work activities recommended in the recent federal certification review.

A motion to approve the amendment was made and seconded. The Board approved the amendment.

## **INFORMATION ITEMS**

### **10. Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region**

Mr. Sebastian, who serves as chair of the TPB's Bicycle and Pedestrian Subcommittee, briefed the Board, referring to an on-screen presentation made available as handouts to Board members and meeting attendees. He explained that the draft plan being presented today for Board review identifies hundreds of major bicycle and pedestrian improvements planned across the region through 2040. He said that it also includes recommended best practices as well as data on

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regional traffic safety trends and growing use of bicycling and walking. He told Board members that they would be asked to approve the plan at their meeting on January 21.

Following Mr. Sebastian's presentation, Chair Wojahn opened the floor to questions.

Mr. Herling asked how many of the region's buses have bicycle racks. Mr. Sebastian said that the vast majority of buses have such equipment.

Ms. Loh expressed some concern that the plan seemed very bicycle-focused – that it does not seem to address pedestrian needs.

Mr. Sebastian said he thought that owed in part to the fact that bicycle improvements are often bigger and more expensive than pedestrian improvements, and therefore garner more attention. He also said that pedestrian improvements are so often built in to roadway and transit projects that they might not show up in plans like these.

Ms. Loh said she thought that suggested that the planning needs of the two modes might therefore be different enough to warrant developing separate plans. Mr. Sebastian said that the subcommittee could consider that at its next meeting.

Ms. Smyth asked that the draft plan be updated to include a reference to the recent passage of the Fairfax County bicycle master plan. Mr. Farrell said that staff would make that addition.

Mr. Fisette asked how the TPB intends to use the plan, once approved.

Mr. Srikanth explained that the plan would serve at the policy level to help identify where the gaps in the existing system are and where the focus of future investment should be – to highlight unfunded needs. He said it would also serve as a database of all planned projects in the region.

Mr. Fisette expressed an interest in using the plan to identify key regional projects that provide some increase interconnectivity between jurisdictions. As an example, he highlighted the possibility of creating a bicycle "beltway" for the region.

Mr. Sebastian and Mr. Farrell said that the Bicycle and Pedestrian Subcommittee had discussed such a project, and that it was reflected conceptually in the plan, but that specific routing had not yet been identified.

Mr. Emerine asked whether national best practices are getting well integrated into various jurisdictions' planning processes and engineering manuals. He also asked whether there was anything that the TPB could do to help further the process of adopting and integrating best practices.

Mr. Sebastian explained that many national best practices actually have to be revised frequently to keep up with quickly evolving practices at the local level. However, he said, many

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jurisdictions in the region seem to be adopting or endorsing the manuals that lay out the latest best practices. He encouraged Board members to check with their local transportation or parks departments to see whether they have endorsed, adopted, or recommended improvements that follow the best practices.

Ms. Koster asked whether the plan recommends creating regional metrics to set goals and measure progress toward achieving them.

Mr. Sebastian said that the plan includes some metrics already. Mr. Farrell said that many of the metrics in the plan are the same as those in Region Forward. He said that the plan does not identify specific targets, instead generally calling for more bicycling and walking. Mr. Sebastian said that many local plans include jurisdiction-specific targets and goals.

Mr. Grimes said he thought that establishing key metrics and standards at the regional level could help smaller jurisdictions in the region advocate for improvements by state, regional, or federal bodies.

Ms. Davis asked whether any key priority bicycle and pedestrian projects identified by this plan or through the future work of the subcommittee could be incorporated into the TPB's larger effort to develop a list of unfunded highway and transit projects in the region.

Mr. Sebastian and Mr. Farrell said that later this year the subcommittee would be developing a list of priority unfunded bicycle and pedestrian projects, as it has in past years, and that that list could get incorporated into the larger list of unfunded highway and transit projects.

Mr. Enslinger also encouraged the subcommittee to identify projects in the plan that should rise to the top and receive greater attention, and to help indicate how those projects might be funded.

Chair Wojahn reiterated Mr. Fisette's point that the plan should be used to identify key gaps from a regional perspective.

Mr. Sebastian reminded Board members of a new interactive map of the projects in the plan which can help to identify gaps to be filled.

## **11. Briefing on the Reconstitution of the Regional Public Transportation Subcommittee**

Mr. Randall provided a brief overview of the TPB's Regional Bus Subcommittee that was established in 2007 and that how it was an effort at that time to bring in all the bus transit agency staff and jurisdictional transit planners to think about the opportunities for long-range planning for bus transit specifically across the region. He noted that while the subcommittee has continued since its focus has changed a bit over time to more of a forum for members to interact and discuss issues in common.

Mr. Randall noted that as part of MAP-21 a requirement was added in that federal act that

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required increased representation of public transportation providers in the metropolitan planning process and on the boards. In response, the TPB passed a resolution and one of the actions was to reconstitute the Regional Bus Subcommittee and expand its scope to encompass the broader scope of public transportation service providers. Accordingly, the Regional Bus Committee was renamed as Regional Public Transportation Subcommittee, or RPTS.

Mr. Randall briefly reviewed broadened scope of the RPTS as described in the memorandum that was included in the Board's mail out packet. He noted that the one key thing that has been proposing is to start producing an annual report that has tentatively titled "State of Public Transportation." In addition, the idea behind this report would be to present the TPB with a summary of what is going on in the world of public transportation across the region. The idea is to provide a resource, education, and help inform the conversation. It would cover topics such as recent accomplishments and major events that are happening in public transportation across the region and highlight a little bit about each provider. He concluded that the Technical Committee was briefed both in November and in December about the proposed reconstitution. He said the committee endorsed the proposal.

## **12. Update on the TPB Community Leadership Institute**

Mr. Swanson referred to his presentation and described the origins and history of the Community Leadership Institute (CLI). He described the objective of the CLI as a grass-tops approach to outreach, focusing efforts on community leaders who serve as conduits for TPB information and outreach. He said that curriculum is focused on the political realities of planning and decision-making in the Washington region. He said that since 2006, the TPB has hosted 13 CLI sessions for more than 250 participants. He said that graduates of the program include Board members and members of the CAC. The next session will be in the spring of 2015.

Mr. Turner said was a CLI graduate.

Chair Wojahn said that he was too.

## **13. Other Business**

Referring to agenda item 8, Mr. Way reported that the documents distributed via paper copy were different than those shown in Mr. Randall's presentation.

Mr. Srikanth responded that the documents distributed under Item 8 reflected the resolution adopted by the Metropolitan Washington Air Quality Committee, which is very similar to the TPB's resolution that was shown on the screen, which the Board was referring to during its discussion

The resolution that the Board adopted was the TPB's resolution as was in the mailout with the changes from MWAQC's resolution as discussed and agreed to today. Mr. Wojahn recommended that staff review further comments and questions regarding Item 11 after the

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meeting.

No other business was brought before the board.

**14. Adjourn**

The meeting adjourned at 2:00 p.m.



**TPB Technical Committee Meeting Highlights**

**January 9, 2015**

The Technical Committee met on January 9 at the COG Board Room. Five items were reviewed for inclusion on the TPB agenda for January 21.

- TPB agenda Item 9

At the December 17 meeting, the TPB was briefed on the draft 2014 Bicycle and Pedestrian Plan for the National Capital Region. The Committee was updated on responses to comments on the draft plan and revisions to the December version. The TPB will be asked to approve the draft plan at its January 21 meeting.

- TPB agenda Item 10

The TPB is the designated recipient of the Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding for the Washington Urbanized Area. The Technical Committee was briefed on the CY 2014 solicitation which was conducted from August 28 to October 24, and on the status of the competitive selection process. At its January 21 meeting, the TPB will be asked to approve the selected projects for funding.

- TPB agenda Item 11

The Committee was briefed on the major projects submitted for the 2015 CLRP by transportation agencies to date. A VDOT representative also briefed the Committee on the proposed comprehensive improvements for I-66. On January 15, the project submissions were released for a 30-day public comment period that will end February 14. At the February 18 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2015 CLRP.

- TPB agenda Item 12

The Committee was briefed on the draft scope of work for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020 TIP. On January 15, the draft scope of work was released for a 30-day public comment period that will end February 14. At the February 18 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.

- TPB agenda Item 13

Staff reviewed an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2016 (July 1, 2015 through June 30, 2016). A complete draft of the FY 2016 UPWP will be presented to the TPB for review at its February 18 meeting.



Five items were presented for information and discussion:

- At the December 17 meeting, the TPB adopted a resolution to affirm the 2008 COG greenhouse gas reduction goals as requested by MWAQC and CEEPC and to support a COG multi-disciplinary professional working group to develop a multi-sector action plan to reduce greenhouse gas emissions and criteria pollutants. The Committee was updated on COG steps to establish this working group. The first meeting of the group is scheduled for January 30.
- The Committee was briefed on the draft final report of a planning study to determine the best potential locations for on-street staging for commuter buses and off-street layover and parking of buses (tour/charter, intercity, commuter, sightseeing, and shuttle) within the District of Columbia and Arlington County.
- Staff briefed the Committee on changes in regional travel and commuting patterns between 2010 and 2013 based on analysis of the most recent journey to work data collected in the American Community Surveys and Vehicle Miles of Travel (VMT) from DC, MD and VA Highway Performance Monitoring System (HPMS) data.
- Staff briefed the Committee on results of an analysis of decoded 2014 vehicle identification number (VIN) registration data showing the characteristics of the 2014 vehicle fleet in the Washington Region, and comparing them with the fleet characteristics from similar analyses for 2011, and 2008.
- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21, including the proposed bridge and pavement condition provisions and the new schedule for the publication of the remaining performance measure rules and the final metropolitan planning regulations.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – January 9, 2015**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP Dan Emerine

MARYLAND

Charles County -----  
Frederick County Ron Burns  
City of Frederick -----  
Gaithersburg -----  
Montgomery County John Thomas  
Prince George's County -----  
Rockville -----  
M-NCPPC  
Montgomery County -----  
Prince George's County Faramarz Mokhtari  
MDOT Lyn Erickson  
Matt Baker  
Takoma Park -----

VIRGINIA

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

WMATA

Jonathan Parker

FEDERAL/REGIONAL

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

COG STAFF

Kanti, Srikanth, DTP  
Elena Constantine, DTP  
Robert Griffiths, DTP  
Gerald Miller, DTP  
Ron Milone, DTP  
Andrew Austin, DTP  
Michael Farrell, DTP  
Yu Gao, DTP  
Charlene Howard, DTP  
Jeff King, DEP  
Eulalie Lucas, DTP  
Jessica Mirr, DTP  
Jinchul Park, DTP  
Jane Posey, DTP  
Wenjing Pu, DTP  
Eric Randall, DTP  
Rich Roisman, DTP  
Daivamani Sivasailam, DTP  
Patrick Zilliacus

OTHER

Bill Orleans



NATIONAL CAPITAL REGION  

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TRANSPORTATION PLANNING BOARD

Item #5

**MEMORANDUM**

January 15, 2015

To: Transportation Planning Board

From: Kanathur Srikanth  
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on January 9, the TPB Steering Committee approved the following resolutions:

- SR9-2015: Resolution to amend the FY 2015 Unified Planning Work Program to add the District of Columbia Loading Berth Survey Project
- SR10-2015: Resolution on changes to the federal functional classification system of streets in the District of Columbia

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



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

**RESOLUTION AMENDING THE FY 2015 UNIFIED PLANNING WORK PROGRAM TO ADD THE  
DISTRICT OF COLUMBIA LOADING BERTH SURVEY PROJECT**

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

**WHEREAS**, the Joint Planning Regulations issued February 14, 2007 by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require a Unified Planning Work Program (UPWP) for Transportation Planning, and

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

**WHEREAS**, the FY 2015 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board on March 19, 2014; and

**WHEREAS**, the Technical Assistance Program of the UPWP 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; and

**WHEREAS**, the District of Columbia Department of Transportation (DDOT) has proposed using a portion of their unprogrammed FY 2015 Technical Assistance funds to perform a comprehensive and complete inventory of all existing private loading berths including their size, location, and access points; and

**WHEREAS**, the District of Columbia loading berth survey will enhance the efficiency of freight movement, guide future loading zone programs and analysis, enhance modeling of freight trips within the District, and facilitate safe movement of freight within the District; and

**WHEREAS**, the District of Columbia loading berth survey supports the recommendations described in the 2010 National Capital Region Freight Plan; and

**WHEREAS**, the project recommended for funding is described in the attached scope of work;

**NOW, THEREFORE, BE IT RESOLVED THAT** the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2015 Unified Planning Work Program to add the District of Columbia Loading Berth Survey Project as described in the attached statement of work and budget.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 9, 2015.**

**FY 2015 UPWP District of Columbia Technical Assistance Program  
Loading Berth Survey  
Scope of Work and Budget**

***Objectives***

The District of Columbia Loading Berth Survey will provide a comprehensive and complete inventory of all existing private loading docks including their size, location, and access points.

**Responsibilities:** The information will be collected through fieldwork by COG staff and field personnel utilizing the ArcGIS Collector application on a mobile device with support of DDOT staff as required.

***Task 1: Data Collection Setup***

COG staff will coordinate with DDOT staff to ensure the ArcGIS Collector application is set up to collect the following information in fields and transfer that data to an online ArcGIS map:

- Loading zone block (automated data collection)
- Address (automated data collection)
- Side of street (automated data collection)
- Building on block (initially populated in starting data layer)
- Place in/around building
- Type of signage (drop-down menu with signage types and open field for comments/other types)
- Picture of loading berth and loading berth access (if possible)
- Number and size of loading berths (# of slips; small or large)
- Presence of 20 foot delivery space
- Presence of loading platform
- Notes field (indicate if hours and/or days of operation are present, if so, what they are, and any other notes of note)

### ***Task 2: Fieldwork – Electronic data collection***

COG staff will conduct an inventory of loading berths by visiting sites identified by DDOT (451 buildings) to determine if they have a loading berth on-site. COG staff will collect data as described in Task 1 along with digital images of each loading berth with ArcGIS collector.

DDOT will provide a letter detailing the intent of the survey for COG staff to provide to building security/tenants should there be questions while in the field and a hard copy survey data collection sheet in the case that manual data collection is required (in the event of Collector application failure, lack of mobile data connection in the field, etc.).

### ***Task 3: Verification and Data Review***

COG staff will work with DDOT staff to perform QA/QC on all data points to ensure all data is collected and processed accurately. Several sample sites will be manually evaluated for accuracy at the beginning of field collection.

**Cost Estimate:** \$70,000

**Product:** loading berth geography and data files (residing on DDOT servers)

**Schedule:** May 31, 2015



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

**RESOLUTION ON CHANGES TO THE  
FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM OF STREETS  
IN THE DISTRICT OF COLUMBIA**

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

**WHEREAS**, the Federal Functional Classification System of Streets for the District of Columbia was approved by the TPB in 1992; and

**WHEREAS**, revisions to the Federal Functional Classification System of Streets must be done in coordination and cooperation with the MPO; and

**WHEREAS**, in the attached letter of January 8, 2015, the District of Columbia Department of Transportation (DDOT) has requested changes to the map of the federal functional classification of selected streets, as described in the attached materials; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board approves the changes to the map of the Federal Functional Classification System of Streets for the District of Columbia, as requested by DDOT and described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 9, 2015.**



**GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION**



**d. Office of the Director**

Mr. Kanti Srikanth  
Director, Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. - Suite 300  
Washington, D.C. 20002-4290

Dear Mr. Srikanth:

The District of Columbia Department of Transportation (DDOT) seeks National Capitol Region Transportation Planning Board (TPB) approval to changes to the Functional Classification Recommendations for Streets in the District of Columbia.

DDOT with the assistance of Metropolitan Washington Council of Government (MWCOG) staff and a Federal Highway DC Division Office representative determined there is a need to reclassify the functional classification of selected streets. The needed changes to the functional class map are due to error breaks, changes in land use, and the addition of new roads. The District seeks TPB approval of these changes, which are included with this letter.

The review was performed over several months during DDOT's monthly Highway Performance Monitoring System (HPMS) meetings. Reclassification recommendations for all locations were reviewed and accepted by DDOT, MWCOG staff, and the FHWA DC Division representative.

With the proposed changes, the percentage of District streets classified as "Local" remains approximately fifty-nine percent (59%) of the total mileage.

DDOT requests that the proposed changes in functional class be considered and approved by the TPB. If you or other members of your staff have any questions about the proposed changes, please feel free to contact Edward Carpenter at (202) 671-4685.

Sincerely,

A handwritten signature in black ink that reads "Matthew T. Brown". The signature is written in a cursive, flowing style.

Matthew T. Brown  
Director

Attachments: List of Functional Classification Recommendations for Streets in the District of Columbia.  
Selected Highlights of Recommendations for Functional Classification and HPMS Section Changes – 2015:  
Closed Sections  
US Capitol Streets  
11<sup>th</sup> Street Bridge

Cc: Muhammed Khalid  
Sam Zimbabwe  
Jose Colon  
Sandra Jackson

## Functional Classification Recommendations for Streets in the District of Columbia

<u>Street</u>	<u>Current</u>	<u>Recommendations</u>
Officer Kevin Welch 11 <sup>th</sup> St Local Bridge SE, MLK Jr. Ave to O St	Local	Minor Arterial
11 <sup>th</sup> Street SE, O St to N St	Local	Minor Arterial
11 <sup>th</sup> Street SE, N St to M St	Collector	Minor Arterial
13 <sup>th</sup> Street SE, Ridge Pl to Good Hope Rd	Minor Arterial	Local
Wisconsin Ave NW K St to Dead End	Minor Arterial	Local
Delaware Ave NE Constitution Ave to Columbus Cir	Collector	Local
First Street NE Constitution Ave to Columbus Cir	Collector	Local
C Street NW 21 <sup>st</sup> St to 23 <sup>rd</sup> St	Collector	Local
F Street NE 1 <sup>st</sup> St to Dead End	Collector	Local
1 <sup>st</sup> Street NW Peace Monument Cir to 1 <sup>st</sup> St., SW	Local	Collector
1 <sup>st</sup> Street SW 1 <sup>st</sup> St., NW to Garfield Cir	Local	Collector
Garfield Circle SW 1 <sup>st</sup> St (N) to 1 <sup>st</sup> St (N)	Local	Collector
Maryland Ave SW Garfield Cir to 3 <sup>rd</sup> St	Local	Collector
1 <sup>st</sup> Street SW Garfield Cir to Independence Ave	Local	Collector

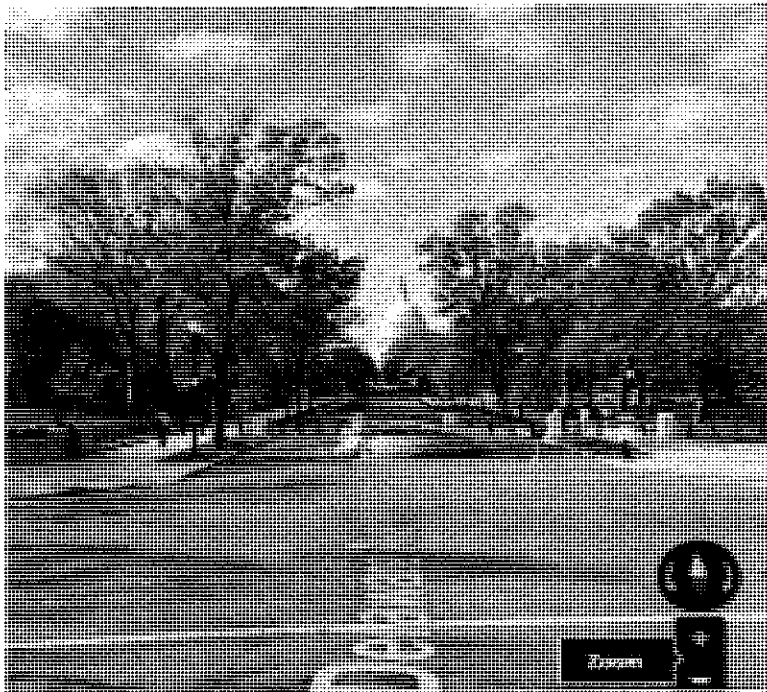


Closed Sections



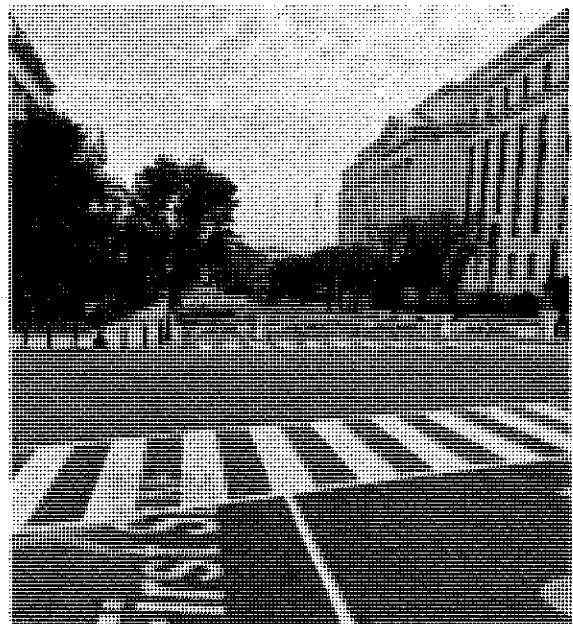
**Section 2286617**

Looking South from D St. NE



**Section 2001017**

Looking North from Constitution Ave.



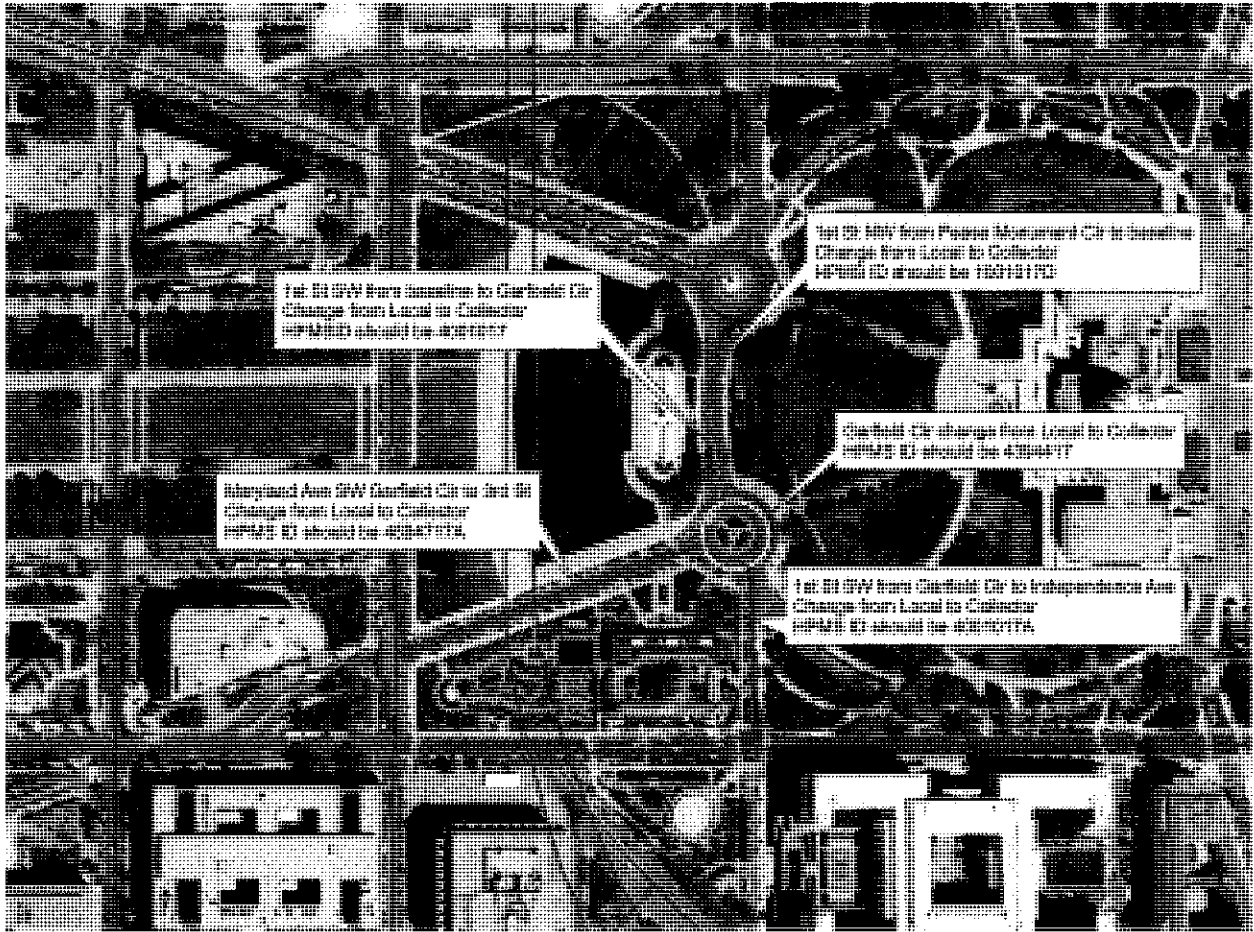




d.

Recommendation for Functional Classification and HPMS Section Changes --- 2015

US Capitol Streets

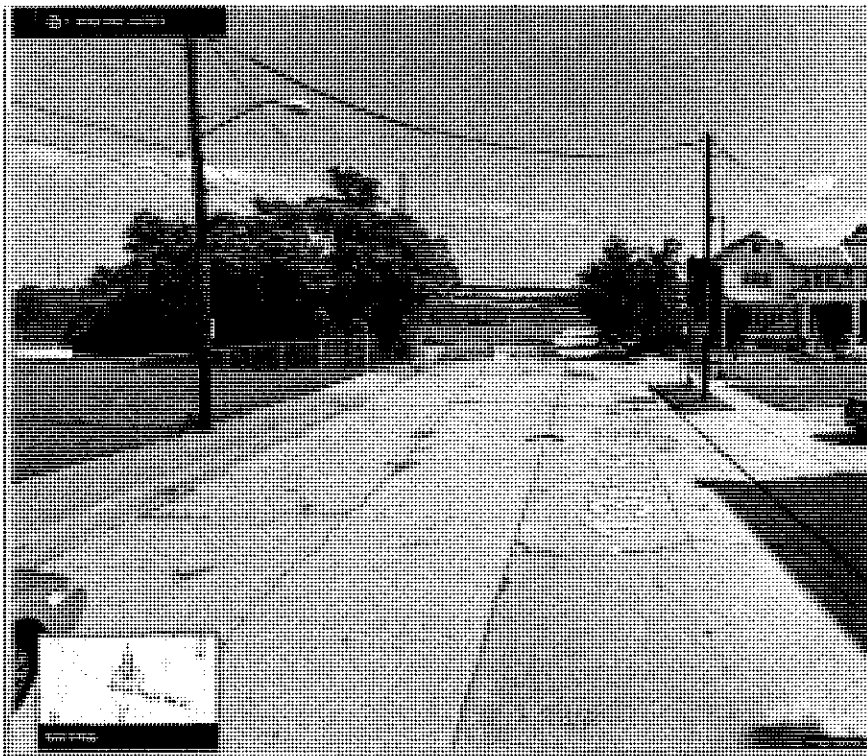
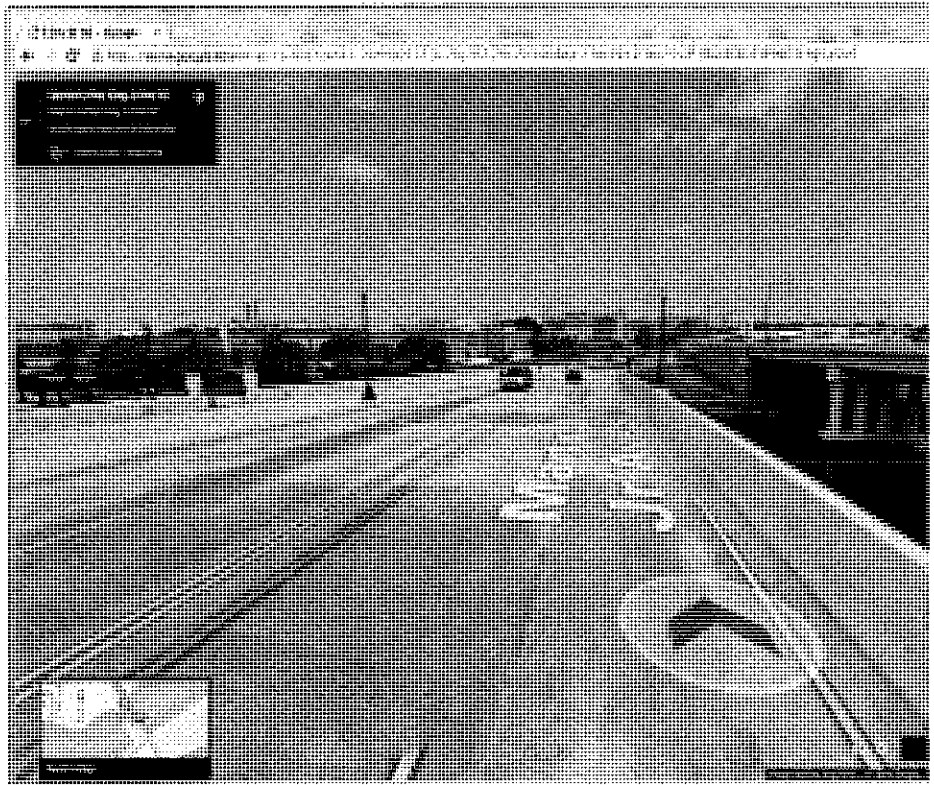




11th Street Bridge

11th Street "Local" Bridge

Current Functional Classification	Local
Roadway Characteristics	Two lanes each direction
Recommendation	Change functional classification to Minor Arterial.
Justification	-Number of Lanes -Moderate traffic volume -Will provide connectivity of Minor Arterial System.



Section 3013016B 13<sup>th</sup> Street SE

Current Functional Classification	Minor Arterial
Roadway Characteristics	One Way—seems like a driveway
Recommendation	Change functional classification to Local
Justification	-partially closed -low traffic volume -already removed from HPMS submission

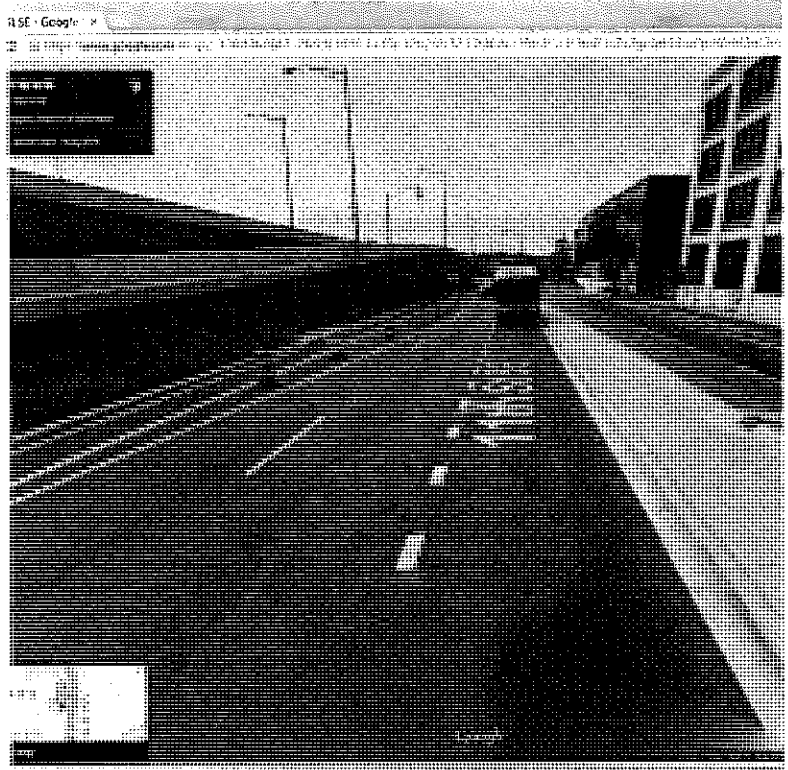


### 11th Street Bridge

#### Section 3011017

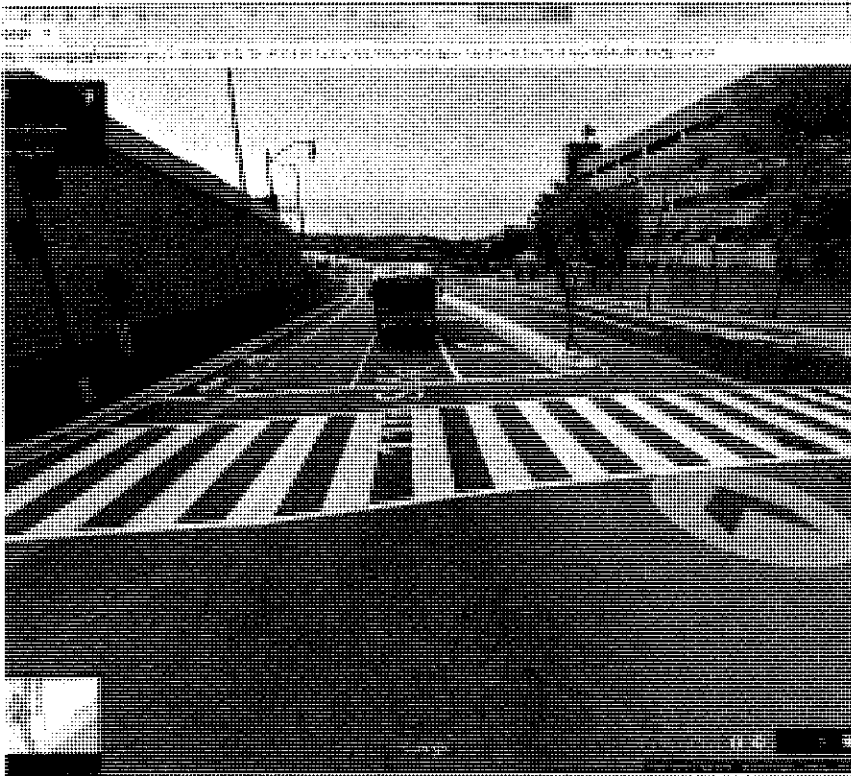
#### 11<sup>th</sup> St SE – Between M St & N St

Current Functional Classification	Collector
Roadway Characteristics	Two lanes each direction, divided
Recommendation	Lengthen section 3011017 to run on 11 <sup>th</sup> Street SE between M Street and O Street/Water Street. Change functional Classification to Minor Arterial.
Justification	<ul style="list-style-type: none"> <li>-Number of Lanes</li> <li>-Divided</li> <li>-Moderate traffic volume</li> <li>-Will provide connectivity of Minor Arterial System.</li> </ul>



#### 11th St SE – Between N St and O St/Water St

Current Functional Classification	Local
Roadway Characteristics	Two lanes each direction, divided
Recommendation	Add to section, change functional Classification to Minor Arterial.
Justification	<ul style="list-style-type: none"> <li>-Number of Lanes</li> <li>-Divided</li> <li>-Moderate traffic volume</li> <li>-Connectivity of Minor Arterial System.</li> </ul>







NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD

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**Item #5**

**MEMORANDUM**

**January 15, 2015**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the December 17<sup>th</sup> TPB Meeting

The attached letters were sent/received since the December 17<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the January 21<sup>st</sup> TPB agenda.

Attachments





Sent via Email



U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100  
215-656-7260 (fax)

Federal Highway Administration  
DC Division  
1990 K Street, N.W., Suite 510  
Washington, DC 20006  
202-219-3570  
202-219-3545 (fax)

January 5, 2015

The Honorable Patrick Wojahn, Chairman  
National Capital Region Transportation Planning Board  
c/o Mr. Kanti Srikanth, Director of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capital Street, NW, Suite 300  
Washington, D.C. 20002-4201

**Re: Air Quality Conformity Determination for the 2014 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2015-2020 Transportation Improvement Program (TIP) for the Washington Metropolitan Region**

Dear Chairman Wojahn:

The 1990 Amendments to the Clean Air Act require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176 (d) of the Clean Air Act establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas in order to provide for timely implementation of eligible portions of air quality plans.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determinations submittal with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination. This determination was triggered as a result of having completed the review of the 2014 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2015-2020 TIP for the Washington Metropolitan Region. The last air quality conformity determination for the 2013 CLRP and 2013-2018 TIP was made on January 22, 2014. On December 9, 2014, in a letter to FHWA's District of Columbia Division regarding the review of the 1997 8-Hour Ozone, 2008 8-hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter (PM 2.5) Standards Conformity (enclosed), the EPA acknowledged its review and included technical documentation that supports the conformity finding of the region's 2014 CLRP.

FTA and FHWA find that the analytical results provided by the Transportation Planning Board (TPB) to demonstrate conformity are consistent with EPA's Transportation Conformity Rule (40

**Re: Air Quality Conformity Determination for the 2014 CLRP and the FY 2015-2020 TIP for the Washington Metropolitan Region**

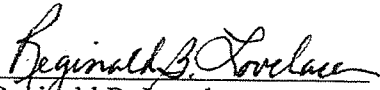
CFR Part 93), as amended. FTA and FHWA find that the 2014 CLRP and 2015-2020 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the requirements specified in the Transportation Conformity Rule (40 CFR Part 93), as amended.

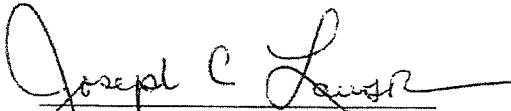
FTA and FHWA find that the TPB 2014 CLRP was developed based on a continuing, cooperative, and comprehensive transportation planning process carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC).

Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this determination should be directed to Ms. Melissa Barlow, Community Planner of the FTA DC Metropolitan Office, at (202) 219-3565 or Ms. Sandra Jackson, Community Planner of the FHWA District of Columbia Division, at (202) 219-3521.

Sincerely,

  
Reginald B. Lovelace  
Deputy Regional Administrator  
Federal Transit Administration, Region III

  
Joseph C. Lawson  
Division Administrator  
Federal Highway Administration

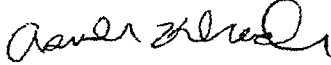
Enclosure

cc:


Kwame Arhin, FHWA Maryland Division  
Ivan Rucker, FHWA Virginia Division  
Edward Sundra, FHWA Virginia Division

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103

**SUBJECT:** Technical Support Document for the Review of the 2008 8-Hour Ozone, Carbon Monoxide (CO), and 1997 Fine Particulate Matter (PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS) Conformity Determinations of the 2014 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2015-2020 Transportation Improvement Program (TIP) for the Washington Metropolitan Region

**FROM:** Asrah Khadr, Environmental Engineer, EIT  12/19/14  
Office of Air Program Planning (3AP30)

**TO:** Administrative Record of the Environmental Protection Agency (EPA) Review of the 2008 8-Hour Ozone, CO, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determinations of the 2014 CLRP and the FY 2015-2020 TIP for the Washington Metropolitan Region

**THRU:**  12/09/14  
Cristina Fernandez, Associate Director  
Office of Air Program Planning (3AP30)

**I. Background**

The purpose of this document is to review the 2008 8-Hour Ozone, CO, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determinations of the 2014 CLRP and the FY 2015-2020 TIP as prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The purpose is to determine whether or not the conformity determinations meet the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On November 17, 2014, the U.S. Environmental Protection Agency (EPA), Region 3 received the Washington Metropolitan Region TIP and CLRP conformity determinations under a cover letter dated November 13, 2014, from the District of Columbia Division of the United States Federal Highway Administration (FHWA). The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.102(b)(1), (b)(2)(iv), (b)(2)(v), and (b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), and (c), 93.118, and 93.119.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway, transit projects, and other activities are consistent with (conform to) the

purpose of the State Implementation Plans (SIP). The CAA requires federal actions in nonattainment and maintenance areas to “conform to” the goals of SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing violation; or delay timely attainment of any NAAQS or any interim milestone. Actions involving FHWA or Federal Transit Administration (FTA) funding or approval are subject to the transportation conformity rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with State air quality and transportation agencies, EPA, FHWA, and FTA to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emissions budgets (MVEBs) contained in a SIP.

EPA designated the Washington, DC-MD-VA Area as a marginal nonattainment area for the 2008 8-hour ozone NAAQS on May 21, 2012 (77 FR 30088) with an effective date of July 20, 2012. The Washington Area currently has MVEBs for the 1997 8-Hour Ozone NAAQS. On April 15, 2004, EPA designated the Washington, DC-MD-VA Area as a moderate 8-hour nonattainment area for the 1997 ozone NAAQS. Until new mobile budgets are developed, the Washington, DC-MD-VA Area must conform to currently approved MVEBs. For the 8-hour ozone conformity analysis for ozone, under section 93.109 of the Federal conformity rule, the existing 2009 Attainment Plan and 2010 Contingency Plan budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>), which EPA declared adequate on February 7, 2013, are applicable to the ozone conformity determinations. The budgets are 66.5 tons/day of VOCs and 146.1 tons/day of NO<sub>x</sub> for the 2009 Attainment Plan and 144.3 tons/day of NO<sub>x</sub> for the 2010 Contingency Plan.

On December 17, 2004, EPA designated the Washington, DC-MD-VA Area as a nonattainment area for 1997 PM<sub>2.5</sub> annual standard. On January 12, 2009 (74 FR 1146), EPA determined that the entire Washington Area had attained the 1997 annual PM<sub>2.5</sub> standard, based on ambient air quality monitoring data. The District Department of the Environment (DDOE), the Maryland Department of the Environment (MDE), and the Virginia Department of Environmental Quality (VADEQ) submitted a redesignation request and maintenance plan on the following dates: June 3, 2013 (DDOE & VADEQ), and July 10, 2013 (MDE). On October 6, 2014 (79 FR 60081), EPA approved the maintenance plan which was developed by DC, Maryland, and Virginia which included MVEBs for years 2017 and 2025 for NO<sub>x</sub> and PM<sub>2.5</sub>.

Currently, the Washington, DC-MD-VA Area is attaining the CO NAAQS and submitted a ten-year maintenance plan with MVEBs covering the period 1996-2007. EPA approved the maintenance plan and the associated MVEBs effective March 16, 1996 (January 30, 1996, 96 FR 1104). The Washington, DC-MD-VA Area submitted the required revised second ten year maintenance plan with MVEBs covering through March 2016. EPA approved the second 10-year maintenance plan and MVEBs on April 4, 2005 (70 FR 16958), requiring the Washington, DC-MD-VA Area to show that pollutants do not exceed the approved MVEBs of 1671.5 tons/day.

## II. Review of the Submitted Modeling Utilizing the Motor Vehicle Emission Simulator (MOVES2010b)

Section 93.111 of the transportation conformity rule requires that conformity determinations must be based on the latest emission estimation model available. EPA announced the release of MOVES2010 in March 2010 (75 FR 9411) and subsequently released two minor model revisions: MOVES2010a in September 2010 and MOVES2010b in April 2012. Upon the release of MOVES2010, EPA established a two-year grace period before MOVES is required to be used for regional conformity analyses (75 FR 9411). More recently, EPA released a newer version of MOVES for use on October 7, 2014 (79 FR 60343). The notice of availability made MOVES2014 available for use in SIPs and transportation conformity. In this notice EPA approved a two year grace period before MOVES2014 has to be used for transportation conformity purposes. Subsequently, MOVES2010 was used for the emissions analyses for these conformity determinations.

To run the MOVES2010 model, a run specification (hereafter referred to as “RunSpec”) must be created so the appropriate parameters are selected for the modeling run. The RunSpecs, inputs, and outputs were reviewed against the following EPA document: *Technical Guidance on the use of MOVES2010 for Emission Inventory Preparation in State Implementation Plans and Transportation Conformity*. This guidance document provides guidance on the use of the MOVES model to develop inventories for SIPs as well as analysis of emissions for transportation conformity determinations.

EPA carefully reviewed the inputs into the model to ensure that they are representative of each respective parameter for the area. Table 1 presents the input parameters and what was submitted for each parameter. The RunSpec parameters were reviewed as well; Table 2 presents the RunSpec parameters and the state’s submittal for each parameter. The RunSpecs, input files, and output files were reviewed and found to have followed the applicable EPA guidance provided in the *Technical Guidance on the use of MOVES2010 for Emission Inventory Preparation in State Implementation Plans and Transportation Conformity*.

<b>Parameter</b>	<b>State Submittal</b>
Age Distribution	All source types were presented with respect to age (0-30 years), and the age fraction of each source type.
Average Speed Distribution	All source types were presented with respect to road type, hour of the day, average speed and average speed fraction.

Fuel (Includes inputs for fuel formulation and fuel supply)	<ul style="list-style-type: none"> <li>• For fuel formulation, the fuel formulation ID, Reid Vapor Pressure (RVP), and sulfur levels were included along with other data.</li> <li>• For Fuel Supply, the fuel formulation ID as well as the month group ID were included along with other parameters.</li> </ul>
Meteorology Data	Meteorology data was provided for each hour of the day for each month. The meteorology data provided included temperature and relative humidity averages for each hour of a day for each month.
Ramp Fraction	The fractions of ramp driving times were provided for restricted access roadways.
Road Type Distribution	The vehicle miles traveled (VMT) fraction for each road type is provided for each source type and road type.
Source Type Population	The amount of vehicles for each source type are provided.
Vehicle Type VMT (includes inputs for daily VMT fraction, hourly VMT fraction, and monthly VMT fraction)	<ul style="list-style-type: none"> <li>• The daily VMT fractions were provided for respective days and source types.</li> <li>• The hourly VMT fractions were provided with respect to hour of the day and source type.</li> <li>• The monthly VMT was provided with respect to source type and month.</li> </ul>
Inspection/Maintenance (I/M) Programs	The I/M programs were presented with respect to source types and compliance factors as well as other data.

<b>Table 2. RunSpec Reviews for years 2015, 2017, 2025, 2035, and 2040 for the Ozone, PM<sub>2.5</sub>, and CO NAAQS for the Washington DC-MD-VA Area</b>	
Domain/Scale	County scale was selected. This is acceptable for this air quality analysis.
Calculation Type	Inventory was selected which is acceptable for this analysis.
Time Aggregation Level	Hourly time aggregation was selected. Selection of hourly time aggregation level is acceptable for this analysis.
Calendar Year Of Evaluation	The appropriate calendar year was selected. MOVES2010b can model years 1990 and 1999-2050.
Month of Evaluation	All 12 months were selected for evaluation for PM <sub>2.5</sub> ; July was selected for Ozone; January was selected for CO.
Type of Day of Evaluation	Weekdays and weekends were selected for PM <sub>2.5</sub> . Weekdays were selected for Ozone and CO.
Hours of Evaluation	Starting and ending hours create a whole day (from 0-24 hours).
Geographic Bounds	One of the following Washington DC-MD-VA Area counties or cities were selected for each RunSpec: Alexandria City, Arlington

	County, Charles County, District of Columbia, Fairfax County, Frederick County, Loudon County, Montgomery County, Prince George's County and Prince William County.
Vehicles/Equipment: On-Road Vehicle Equipment	Appropriate combinations of fuels and source use types were made.
Road Type	Selection included all necessary road types.
Pollutants and Processes	<ul style="list-style-type: none"> <li>• The following pollutants were selected for PM<sub>2.5</sub>: Nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), and all forms of primary PM<sub>2.5</sub> were selected, which is acceptable for this analysis.</li> <li>• The following pollutants were selected for CO: CO, which is acceptable for this analysis.</li> <li>• The following pollutants were selected for Ozone: volatile organic compounds (VOCs), NO<sub>x</sub>, total gaseous hydrocarbons, and non-methane hydrocarbons, which is acceptable for this analysis.</li> </ul>
On-Road Retrofits	N/A
ROP	N/A
Output Database/Unit Selection	Mass units selected to be U.S. Ton; energy units selected to be Joules; distance units selected to be miles.
Output Emission Detail in Emission Rate Calculations	Emission detail was selected via user preference.
Advanced Performance Features	N/A

### III. EPA's Evaluation

For MVEBs to be approvable, they must meet, at a minimum, EPA's adequacy criteria found at 40 CFR 93.118(e)(4). EPA's adequacy criteria are: (1) the submitted control strategy implementation plan was endorsed by the Governor or designee and was subject to a State public hearing; (2) consultation among Federal, State, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA's stated concerns, if any, were addressed before the control strategy implementation plan was submitted; (3) the MVEBs are clearly identified and precisely quantified; (4) the MVEBs, when considered together with all other emissions sources, are consistent with applicable requirements for maintenance; (5) the MVEBs are consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan; and (6) revisions to previously submitted maintenance plans explain and document any changes to previously submitted budgets and control measures; impacts on

point and area source emissions; any changes to established safety margins; and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b) lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93.110 through 93.119. A transportation plan or TIP conformity determination must include a regional emissions analysis that meets the requirements of 40 CFR 93.122. This regional emissions analysis must use latest planning assumptions (40 CFR 93.110); use the latest emissions model (40 CFR 93.111); and pass the appropriate conformity test – the budget test and/or the interim emissions test(s) (40 CFR 93.118 and 93.119). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including interagency consultation and public participation (40 CFR 93.112); and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 3 below demonstrates how the document prepared by the TPB satisfies the requirements for conformity determinations.

<b>Table 3. EPA's Evaluation of The Conformity Determinations of the Plan and TIP Submitted By The District Of Columbia Division Office Of The Federal Highway Administration On Behalf of TPB to EPA on November 13, 2014</b>			
<b>CRITERIA APPLICABLE TO PLAN AND/OR TIP</b>			
<b>SECTION OF 40 CFR PART 93</b>	<b>CRITERIA</b>	<b>Y/N</b>	<b>COMMENTS</b>
93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance	N	NO <sub>x</sub> is included in the PM emission analysis.



	strategy?		
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, Sulfur Oxides (SOx) or Ammonia (NH <sub>3</sub> ) as precursors are a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget for VOCs, SOx or NH <sub>3</sub> as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx, and NH <sub>3</sub> as precursors are not included in the PM <sub>2.5</sub> emissions analysis.
93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget that includes re-entrained road dust as part of a PM <sub>2.5</sub> reasonable further progress,	N	Re-entrained road dust is not included in the emissions analysis.

	attainment or maintenance strategy?		
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen for the 8-hour ozone, CO, and 1997 PM <sub>2.5</sub> conformity analyses (2015, 2017, 2020, 2030, and 2040) are appropriate horizon years based on 40 CFR 93.118 (Criteria and procedures: Motor vehicle emissions budget). 2015 is the attainment year for the 2008 8-hour ozone NAAQS.
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The conformity determination summarized: population, employment, and household data for the Metropolitan Washington, DC area which was utilized in this analysis. These forecasts were based upon the Round 8.3 forecast.
93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix B of the Air Quality Conformity Analysis document includes regionally significant additions or modification projects. The project list includes transit, highway, and high occupancy vehicle (HOV)/high occupancy toll (HOT) projects.
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to TPB and the States of Maryland and Virginia and the District of Columbia's transportation agencies who have determined that the plan is fiscally constrained.
93.110	Is the conformity determination based upon the latest planning assumptions?	Y	

	<p>(a) Is the conformity determination, with respect to all other applicable criteria in 40 CFR §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency and is the conformity based upon the latest assumptions about current and future background concentrations?</p> <p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?</p> <p>(e) Does the conformity</p>		<p>(a &amp; b) The latest planning assumptions have been utilized. The latest planning assumptions include the new Round 8.3 forecasts, which includes forecasts for population and employment data. The latest travel time changes were used in the travel demand model.</p> <p>(c) Charges made by each transit provider as well as updated charges were used for future analyses.</p> <p>(d) Increases in transit fares are incorporated.</p> <p>(e) All of the TCMs listed in the 8-hour and 1-hour Ozone SIPs for the</p>
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	<p>determination use the latest existing information regarding the effectiveness of Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by 40 CFR §93.105?</p>		<p>Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p>(f) Key MOVES modeling assumptions are provided as well as the most recent planning assumptions.</p>
93.111	<p>Is the conformity determination based upon the latest emissions model?</p>	Y	<p>This conformity determination used MOVES2010, an acceptable EPA emissions model to do the emissions analysis.</p>
93.112	<p>Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?</p>	Y	<p>Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state conformity SIP.</p> <p><b><u>Interagency Consultation</u></b> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia</p>

			<p>Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area.</p> <p><b>Public Consultation</b> The TPB has provided opportunities for public comment on the Conformity Determination. On March 13, 2014, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP.</p>										
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	Y	All the TCMs listed in the 1-hour and 8-hour Ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.										
93.118	For areas with SIP Budgets: Does the Transportation Plan and TIP meet the required emission reduction test?	Y	<p>On April 4, 2005 (70 FR 16958), EPA approved the new CO maintenance plan for the Washington, DC metropolitan area. The mobile budgets contained therein are applicable to this conformity determination and are in tons/day (tpd).</p> <table border="0"> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2015 Analysis:</u> 494 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2017 Analysis:</u> 411 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2020 Analysis:</u> 360 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2030 Analysis:</u> 360 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2040 Analysis:</u> 381 tpd</td> </tr> </table> <p>On February 7, 2013, EPA declared adequate mobile emissions budgets contained in the 2009 Attainment Plan</p>	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2015 Analysis:</u> 494 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2017 Analysis:</u> 411 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2020 Analysis:</u> 360 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2030 Analysis:</u> 360 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2040 Analysis:</u> 381 tpd
<u>2005 CO Budget:</u> 1671.50 tpd	<u>2015 Analysis:</u> 494 tpd												
<u>2005 CO Budget:</u> 1671.50 tpd	<u>2017 Analysis:</u> 411 tpd												
<u>2005 CO Budget:</u> 1671.50 tpd	<u>2020 Analysis:</u> 360 tpd												
<u>2005 CO Budget:</u> 1671.50 tpd	<u>2030 Analysis:</u> 360 tpd												
<u>2005 CO Budget:</u> 1671.50 tpd	<u>2040 Analysis:</u> 381 tpd												

		<p>and 2010 Contingency Plan for Maryland, Virginia, and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment mobile budgets are identical and are in tons/day (tpd).</p> <p><u>2009/2010 Budgets:</u>                      <u>2015 Analysis:</u>  66.50 tpd (VOC)                              58.5 tpd (VOC)  144.30 tpd (NO<sub>x</sub>)                              131.9 tpd (NO<sub>x</sub>)</p> <p><u>2009/2010 Budgets:</u>                      <u>2017 Analysis:</u>  66.50 tpd (VOC)                              49.8 tpd (VOC)  144.30 tpd (NO<sub>x</sub>)                              103.1 tpd (NO<sub>x</sub>)</p> <p><u>2009/2010 Budgets:</u>                      <u>2020 Analysis:</u>  66.50 tpd (VOC)                              39.8 tpd (VOC)  144.30 tpd (NO<sub>x</sub>)                              65.8 tpd (NO<sub>x</sub>)</p> <p><u>2009/2010 Budgets:</u>                      <u>2030 Analysis:</u>  66.50 tpd (VOC)                              37.2 tpd (VOC)  144.30 tpd (NO<sub>x</sub>)                              60.4 tpd (NO<sub>x</sub>)</p> <p><u>2009/2010 Budgets:</u>                      <u>2040 Analysis:</u>  66.50 tpd (VOC)                              39.9 tpd (VOC)  144.30 tpd (NO<sub>x</sub>)                              61.1 tpd (NO<sub>x</sub>)</p> <p>On October 6, 2014 (79 FR 60081), EPA approved for use MVEBs for the 1997 PM<sub>2.5</sub> NAAQS for transportation conformity purposes. The mobile budgets contained therein are applicable to this conformity determination and are in tons/year (tpy). The MVEBs are for years 2015 and 2025.</p> <p><u>2017 Budgets:</u>                              <u>2015 Analysis:</u>  41,709 tpy (NO<sub>x</sub>)                              46,115 tpy (NO<sub>x</sub>)  1,787 tpy (PM<sub>2.5</sub>)                              1,926 tpy (PM<sub>2.5</sub>)</p> <p><u>2017 Budgets:</u>                              <u>2017 Analysis:</u>  41,709 tpy (NO<sub>x</sub>)                              36,095 tpy (NO<sub>x</sub>)  1,787 tpy (PM<sub>2.5</sub>)                              1,696 tpy (PM<sub>2.5</sub>)</p> <p><u>2025 Budgets:</u>                              <u>2020 Analysis:</u>  27,400 tpy (NO<sub>x</sub>)                              23,323 tpy (NO<sub>x</sub>)  1,350 tpy (PM<sub>2.5</sub>)                              1,279 tpy (PM<sub>2.5</sub>)</p> <p><u>2025 Budgets:</u>                              <u>2030 Analysis:</u></p>
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			27,400 tpy (NO <sub>x</sub> ) 1,350 tpy (PM <sub>2.5</sub> )	21,560 tpy (NO <sub>x</sub> ) 1,255 tpy (PM <sub>2.5</sub> )
			<u>2025 Budgets:</u> 27,400 tpy (NO <sub>x</sub> ) 1,350 tpy (PM <sub>2.5</sub> )	<u>2040 Analysis:</u> 21,944 tpy (NO <sub>x</sub> ) 1,299 tpy (PM <sub>2.5</sub> )
93.119	For areas without emission budgets: Does the Transportation Plan and TIP demonstrate contribution to emission reductions?	N/A	N/A	

#### IV. CONCLUSION

Pursuant to FHWA's November 13, 2014 request, EPA has reviewed the 2008 8-Hour Ozone, CO, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determinations for the 2014 CLRP and the FY 2015-2020 TIP prepared by the Metropolitan Washington Council of Governments, National Capital Region TPB for the Washington DC-MD-VA Area. EPA has determined that the 2014 CLRP and the FY 2015-2020 TIP meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93.







# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

January 15, 2015

To: Transportation Planning Board

From: Kanti Srikanth  
Director,  
Department of Transportation Planning

Subject: Response to Comments Received on Response to comments to the Board from a coalition of organizations regarding carbon emissions

### Background

During the public comment period of its December 16, 2014 meeting The Board received comments from a coalition of 10 organizations with regard to the resolution the Board was scheduled to adopt on the matter on the region's greenhouse gas (GHG) reduction goals and COG's proposed multi-sectoral working group on greenhouse gas reductions. A copy of the written comments distributed during the 12/16/2014 meeting is attached. This memorandum contains the response to these comments that staff was asked to develop.

### Comments and Responses

The comments are grouped into two categories: A) comments pertaining to the TPB's proposed resolution on GHG reduction goals, and D) recommendations for the multi-sectoral working group.

#### A. TPB's Resolution on GHG reduction goals

**Comment:** Recommends that the Board set September 30, 2015 as the deadline for the multi-sector working to complete its studies and issue recommendations. The coalition also called on the Board to include in its resolution the adoption of mid-term and long-term carbon di-oxide (CO<sub>2</sub>) reduction targets for the transportation sector..

**Response:** after discussions and considering the action taken by MWAQC on the same matter the Board added the following to its resolution before adopting it.

"Requests that COG regularly provide updates to TPB on the work of the multi-sector, multi-disciplinary professional working group and submit its interim report to TPB by September 30, 2015."

## **B. Recommendations for the multi-sectoral working group**

**Comment:** The coalition urges COG's multi-sector working group to model an ambitious smart growth agenda including the following:

1. A scenario that leads to overall reduction in VMT, not per capita VMT;
2. Model land use, transportation and TDM measures to achieve a non-SOV mode share of 80% in the region's core (D.C, Alexandria, Arlington), 50% in inner suburbs (Fairfax, Montgomery, Prince George counties, Cities of Falls Church and Fairfax) and 35% in outer suburbs (Prince William, , Loudoun, Fredrick counties and the Cities of Manassas and Manassas Park);
3. A scenario that shifts funding away from new highway projects to transit, walking and biking, and
4. Model increasing placement of 75% of households in Activity Centers.

The coalition also asks that the study calculate co-benefits form the strategies including: public health, traffic management, infrastructure operating and life cycle costs, economic development, air pollution, water quality, equity in transportation access and avoided cost of inaction.

**Response:** The suggestions have been shared with COG staff for their consideration as they develop the scope of work for the multi-sector working group. These suggestions will laos be shared with the sector specific sub-group of professional staffs anticipated to be engaged in identifying viable, implementable local, regional and state actions in each of the four sectors.

**ITEM 7 - Action**  
January 21, 2015

Approval of Funding and Transmittal Letter for TPB's 2015  
Membership in the Association of Metropolitan Planning  
Organizations

**Staff**

**Recommendation:** Approve funding from the FY 2015 UPWP along with an associated transmittal letter for the TPB's 2015 membership in AMPO.

**Issues:** None

**Background:** The Association of Metropolitan Planning Organizations (AMPO) is a national organization that represents and provides assistance to metropolitan planning organizations like the TPB throughout the United States.



# **National Capital Region Transportation Planning Board**

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

January 21, 2015

Ms. DeLania Hardy  
Executive Director  
Association of Metropolitan Planning Organizations  
Suite 345  
444 North Capitol St, NW  
Washington, DC 20001

Dear Ms. Hardy:

In response to the invoice of January 1, 2015 requesting dues payment for the National Capital Region Transportation Planning Board's (TPB) 2014 membership in the Association of Metropolitan Planning Organizations (AMPO), I am pleased to inform you that at its January 21, 2015 meeting, the TPB approved a 2015 dues payment to AMPO in the amount of \$25,000. The payment is enclosed with this letter

As a long time member, the TPB greatly values AMPO's active representation of the nation's metropolitan planning organizations, and benefits greatly from the technical assistance it provides our planning staff. The TPB anticipates working closely with AMPO in the coming year on the key planning challenges facing MPOs.

Sincerely,

Phil Mendelson  
Chairman  
National Capital Region  
Transportation Planning Board

Enclosure



Association of Metropolitan Planning, Org.  
 444 N. Capitol St. NW  
 Suite 345  
 Washington, DC 20001  
 202-624-3680

# Invoice

Date	Invoice #
1/1/2015	2015-81

Chuck Bean  
 Metropolitan Washington COG  
 777 N. Capitol St., NE  
 Suite 300  
 Washington, DC 20002



ASSOCIATION OF  
 METROPOLITAN  
 PLANNING  
 ORGANIZATIONS

Description	Amount
AMPO Membership Dues 2015 - Restricted	20,000.00
AMPO Membership Dues 2015 - Unrestricted	5,000.00
<p>Please indicate below what percent of your dues come from federal funds IF IT IS NOT 80% and return a copy of this invoice with your payment.</p> <p>Our percent of federal funds is _____.</p>	

<b>Total</b>	<b>\$25,000.00</b>
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**ITEM 8 - Action**  
January 21, 2015

Approval of Appointments to the TPB Citizens Advisory  
Committee (CAC) for the Year 2015

**Staff**

**Recommendation:** Appoint members and alternates to the 2015 CAC.

**Issues:** None

**Background:** The TPB Participation Plan calls for the appointment of 15 individuals to serve as members of the CAC for each calendar year: six members designated by the current CAC and nine members nominated by the TPB officers. In December, the 2014 CAC elected six individuals to serve on the 2015 CAC. On January 21, the three TPB officers will each nominate three individuals to serve as CAC members. The TPB officers will also nominate individuals to serve as alternate members. In addition, Chairman Mendelson will announce the appointment of the 2015 CAC chairman.



# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

TO: Transportation Planning Board

FROM: Kanti Srikanth, Director, Department of Transportation Planning

SUBJECT: Appointment of Citizens Advisory Committee (CAC) members for 2015

DATE: January 15, 2015

The term of the TPB's 2014 Citizens Advisory Committee (CAC) ends in January 2015. The term of the 2015 CAC is scheduled to begin in February 2015. This memorandum presents the nominations of the members of the CAC for the 2015 term for the Board's consideration and approval.

According to the TPB's Participation Plan, The Citizens Advisory Committee comprises 15 members. Six (6) of these members—two each from the District of Columbia, Virginia and Maryland— are designated by the previous year's CAC. The TPB officers nominate nine (9) individuals— three each from the District of Columbia, Virginia and Maryland. The Participation Plan also specifies that the chairperson of the TPB will appoint the chairperson of the CAC.

In December, the 2014 CAC elected six individuals to serve on the 2015 committee and reported the nominations to the Board at its December 17, 2014 meeting. Subsequently the TPB officers reviewed the remaining applications and finalized the nominations from their respective jurisdictions. Listed below are all 15 nominations for the 2015 term of the CAC.

With these nominations, the TPB is requested to consider the nominations and approve with or without changes, the appointment of all 15 members as well as alternates. Following the Board's action, TPB Chairman Phil Mendelson will also announce the appointment of the CAC chair. The new committee will convene its first meeting on February 12.

Application information for the nominees is attached.

No.	Nominee - Member	Jurisdiction	Nominated By	
1	Mr. Bob Summersgill	District of Columbia	TPB Officer	
2	Mr. Randall Benjamin	As above	As above	
3	Ms. Holly Muhammad	As above	As above	
4	Ms. Veronica Davis	As above		2014 CAC
5	Mr. Tom Sanchez	As above		As above
6	Mr. Jeff Parnes	Virginia	TPB Officer	
7	Ms. Lorena Rios	As above	As above	
8	Mr. Douglas Stewart	As above	As above	

<b>9</b>	Ms. Andrea Hamre	As above		<b>2014 CAC</b>
<b>10</b>	Mr. Stephen Still	As above		As above
<b>11</b>	Ms. Deanna Holford	<b>Maryland</b>	<b>TPB Officer</b>	
<b>12</b>	Mr. Alex Tremble	As above	As above	
<b>13</b>	Mr. Gary Hodge	As above	As above	
<b>14</b>	Mr. John Epps	As above		<b>2014 CAC</b>
<b>15</b>	Mr. Emmet Tydings	As above		As above

<b>No.</b>	<b>Nominee - Alternate</b>	<b>Jurisdiction</b>	<b>Nominated By</b>
<b>1</b>	Ms. Emily Oaksford	<b>District of Columbia</b>	<b>TPB Officer</b>
<b>2</b>	Ms. Julia Thayne	As above	As above
<b>3</b>	Ms. Lara Hegler	<b>Virginia</b>	As above
<b>4</b>	Mr. Robert Jackson	As above	As above
<b>5</b>	Mr. Michael Rodriguez	As above	As above
<b>6</b>	TBD	<b>Maryland</b>	As above
<b>7</b>	TBD	As above	As above
<b>8</b>	TBD	As above	As above

## District of Columbia

Bob Summersgill

### **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I have become very interested in transportation issues. As a soon-to-be former ANC Commissioner, board member of the DC Chapter of the Sierra Club, and employee of the Transportation Research Board of the National Academy of Sciences, I have a perspective of local, national, and environmental issues related to transportation and its implementation. I am a bike commuter that also uses Metro. I use taxis, Uber, CarToGo, Zipcar, and car rentals as needed.

### **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Citizen at Large, Downtown D.C., Employees/Labor, Smart Growth, Land-Use Issues, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Highway Safety, Ridesharing, Transit-Oriented Development, Transportation Funding, Transit Rider/Transit Advocacy, Environmental Justice

### **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

I am on the board of the DC Chapter of the Sierra Club, an active volunteer with Casey Trees, a supporter of the Coalition for Smarter Growth, a member of the Washington Area Bicyclist Association. As a soon-to-be former Advisory Neighborhood Commissioner, I have been active in zoning and transportation issues for ANC 3F (Connecticut Avenue between Porter and Nebraska). I work downtown, near the Building Museum, and have experience as a cyclist and pedestrian in that area as well.

### **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

Although I work at the Transportation Research Board of the National Academy of Sciences, I work with data, not policy. However, I have learned a tremendous amount working there about transportation.

# District of Columbia

Veronica Davis

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

My original and current intention for being on the TPB CAC is to bring awareness that we need to think regionally, act locally, and decide correctly. I'm interested in working with other citizens from other jurisdiction to shape the regional transportation network. I'm very passionate about transportation issues and I believe all residents deserve affordable, safe, and accessible transportation options. I believe that my professional, civic and academic backgrounds would be a great asset to the MWCOG.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Business/Chamber, Downtown D.C., Economic Development, Land-Use Issues, Low-Income Issues, Minority Communities, Environmental Concerns, Parks/Trails, Pedestrian Advocacy, Transit-Oriented Development, Transportation Funding, Transit Rider/Transit Advocacy, Student Issues, Environmental Justice

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

Professionally, I am co-own a company that provides environmental, urban/transportation planning, and public engagement services. As a consultant, I've been able to help shape the future of transportation in the region such as: moveDC - District of Columbia's Long-Range Transportation Plan, the DC streetcar program, and the DC Circulator. I am a registered professional engineer in DC, MD, VA, NC, and GA. I spend my volunteer time dedicated to getting more African-American women on bikes for whatever reason they want to use a bike through an organization I co-founded called Black Women Bike.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

I'm a resident of Capitol View in Ward 7, which is considered one of the economically-disadvantage wards in DC.

# District of Columbia

Tom Sanchez

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I am very interested in the role of public involvement in the transportation planning process. Transportation is a key factor in shaping our metropolitan region and directly impacts social and economic opportunity.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Bicycle Advocacy, Business/Chamber, Citizens at Large, Downtown D.C., Employees/Labor, Freight/Rail/Trucking, Motor Vehicle Advocacy, Telework, Smart Growth, Economic Development, Land-Use Issues, Low-Income Issues, Minority Communities, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Highway Safety, Ridesharing, Transit-Oriented Development, Transportation Funding, Persons with Disabilities, Suburban Issues, Rural/Exurban, Road/Bridge Advocacy, Transit Rider/Transit Advocacy, Senior Citizens Issues, Student Issues, School District/Parent, Alternative Commuting, Environmental Justice, Highway Commuting

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

I have approximately 20 years of experience researching transportation issues from the perspective of urban planning and social justice. I am actively involved with the American Planning Association and the Transportation Research Board.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

I have direct contact with young people (college students) who are unaware of the metropolitan planning process. I am very interested in providing insights into this process and getting them more interested in these issues.

# District of Columbia

Randall Benjamin

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

Being born in Washington DC, I have watched the transformation of this community and the opportunities that continue to prevail through innovative economic development and transportation projects and initiatives. Though so much should be celebrated, I cannot help but think about the question of access for all when it comes to DC improving for the better. How do we make sure that every family has safe access to their basic health, education and job needs? How do we improve the opportunities of the city without losing the culture that has made this city so great? How do we make sure that the features that the city's transient residents enjoy can also be available to those who have lived in the city all of their lives? For the last 2 years as Street Scale Campaign Manager with Safe Routes to School National Partnership I have worked within the \$30 million dollar initiative Voices for Healthy Kids in 40 undeserved communities identifying coalitions, resources, and opportunities for neighborhoods to become better for all. There are real solutions, with real people, real advocates and real elected officials that are taking advantage of the chance to address inequity issues in priority populations. Whether it is writing and passing complete street policies, identifying funds for Safe Routes to School and other street scale initiatives or creating coalitions for community safety efforts change is happening. Having the privilege of bringing those experiences to the table with TPB's Citizen Advisory Committee would be an honor.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Citizen at Large, Downtown D.C., Telework, Smart Growth, Economic Development, Low-Income Issues, Minority Communities, Neighborhood-Scale Issues, Pedestrian Advocacy, Ridesharing, Transit-Oriented Development, Transportation Funding, Transit Rider/Transit Advocacy, Student Issues, School District/Parent, Alternative Commuting, Equity

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

- Provided local technical assistance to 40 urban, suburban, rural, and reservation communities towards safe routes to schools programs and passage of complete streets policies
- Provided technical assistance to state campaigns in Minnesota, Ohio, Iowa, Washington, Oregon, Illinois and Washington DC on Safe Routes to School, TAP funds, bicycle and pedestrian planning, and strategies to increase physical activity in underserved communities
- Established and lead the National Active Transportation Diversity Task Force; conceptualized and created an Equity Asset Map documenting the work/collaborative density of 21 national organizations
- Member: National League of Cities Advisory Panel on Health Disparities creating a learning collaborative in eight cities
- Member: Better Bike Share Partnership Equity Panel providing strategies and \$900,000 in grant funding to increase use in underserved communities
- Authored and advocated for the passage of national resolutions on health equity and the built environment in underserved communities for the NAACP and NOBEL-Women
- Formed a bicameral partnership on a 10-year city redevelopment plan between Theis, Senegal and Cergy, France
- Exchanged best practices on environmentally sustainable affordable housing redevelopments for low income/moderate income residents in Cergy, Saint Quen L'Aumone and Jouy-le-Moutier
- Advised congressional offices on legislation including the Local Flexibility for Transit Act; FAA Reauthorization; Unemployment Insurance Tax Cut; Transit Operating Assistance Bill; and Surface Transportation Bill
- Led the "Didn't You Say..." Campaign, preparing local leadership in lobbying Congress to support SAFETEA-LU Reauthorization, transit operating assistance, and 13c.

- Proposed and planned the panel “Moving Towards Livable and Sustainable Communities: Are African Americans Being Left Behind?” with Congresswoman Donna Edwards
- Led field hearing, “Where Ohio Needs to Go: A Statewide Conversation on Transportation Equity and Federal Policy” The National Capital Region Transportation Planning Board (TPB) Community Leadership Institute (Certificate)



# District of Columbia

Holly Muhammad

**5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I would like to ensure that my part of the community has a voice and can be part of the decisions that are affecting our lives. There is a gap between many East of the River neighborhoods and the decision process.

**6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Business/Chamber, Motor Vehicle Advocacy, Economic Development, Land-Use Issues, Low-Income Issues, Minority Communities, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Transit-Oriented Development, Persons with Disabilities, Transit Rider/Transit Advocacy, Senior Citizen Issues, Student Issues

**7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

I am a current term ANC Commissioner, a member of the Fairlawn Citizens Association, and VP of the Deanwood Heights Main Streets. I am in constant contact with the community at large. I am an Office of Aging Ambassador and I have advocated for Economic Development and Affordable Housing in my community. I have testified at Council Hearings on many of these issues.

**8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

I will bring a fresh, honest approach to the Committee from an area of the City that is way underserved.

# District of Columbia

Emily Oaksford, alternate

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I really enjoyed serving on the TPB's CAC in the year 2012 and I wish to serve again. I am an urban planning professional interested in playing a role in the development of future transportation solutions for the region in which I live. I wish to help bring even greater efficiency to the movement of people and goods throughout this region, and I am interested in becoming more involved with TPB's decisions regarding funding priorities across transportation projects and modes. In addition, I hope to help aid in collaboration strategies between various planning departments and agencies. I currently work as the Planning Associate for Casey Trees, the local non-profit organization with a mission to increase the urban tree canopy of the nation's capital. I have been living in DC since September 2012, and I travel predominantly by public transit, bicycle, or foot. I am an advocate for alternative transportation modes, but I believe that it is a region's responsibility to provide its residents with a range of transportation choices, allowing them the ability to travel by any mode (including the private automobile) both smoothly and efficiently.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Bicycle Advocacy, Downtown D.C., Smart Growth, Economic Development, Land-Use Issues, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Ridesharing, Transit-Oriented Development, Transportation Funding, Transit Rider/Transit Advocacy, School District/Parent, Alternative Commuting, Environmental Justice

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

In general, I work in the field of urban planning. Currently I work at an environmental organization that is locally based and focused in the DC metro area. However, my interests are broader than those regarding the environment, because I feel that a lot of other factors come into play when directing the way people move throughout their cities and regions. I am very interested specifically in the field of transportation planning and really enjoyed having the opportunity to work as a CAC member to help provide useful input into the planning and decisions that are made by the TPB. Prior to moving to Washington, DC, I served as a citizen volunteer on the 'Citizen's Advisory Group' for the development and update of the Santa Fe Bicycle Master Plan.

I am very aware of the commitment, responsibilities, and roles of the CAC and excited at an opportunity to be part of it again.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

I believe that I am an ideal candidate for the Citizen Advisory Committee due to my background in planning, energetic personality, and passion for promoting healthy environments through smart and responsible transportation growth. Additionally, I have lived in various cities across the U.S. (including Tallahassee, Seattle, Philadelphia, Orlando, Aspen, and Santa Fe); my knowledge of these areas could help to add insight and 'lessons learned' regarding transportation solutions for the National Capital Region.

# District of Columbia

Julia Thayne, alternate

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I am passionate about using urban infrastructure to spur sustainable development, and my area of interest and expertise is transport. I view the Citizen Advisory Committee as a mechanism not only for influencing DC's growth through advising on transport policy and programs, but also for collaborating with other experts to do so in the most positive, effective, and equitable way possible. During my day job as Director of Urban Programs at Siemens Center for Cities, I view cities on the macro scale, consulting local governments on how to invest in infrastructure to achieve certain environmental and economic targets. Outside of work, I am active in the cycling and gardening communities, organizing events and volunteering with others. I see the Citizen Advisory Committee as a mechanism for marrying those two scales - working on the street, neighborhood, and city levels to achieve change. I can think of no better way to serve the city where I live and work.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Bicycle Advocacy, Business/Chamber, Downtown D.C., Smart Growth, Economic Development, Land-Use Issues, Low-Income Issues, Minority Communities, Neighborhood-Scale Issues, Pedestrian Advocacy, Transit-Oriented Development, Transportation Funding, Transit Rider/Transit Advocacy, Alternative Commuting

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

As described above, I am the Director of Urban Programs at Siemens Center for Cities. In addition to consulting city governments on transport infrastructure investments, I help them model the economic and environmental impacts of those investments, analyzing whether they make economic, political, and social sense. Furthermore, I work with non-partners to develop thought leadership pieces on urban infrastructure, and I collaborate with Siemens colleagues across the world to share best practices in city technology, including such infrastructure technologies as e-highways and street cars. My knowledge of the transport technologies, as well as how they work in a city both practically and politically, is deep, and I believe I could share this private sector experience with the group. In addition, I am an active advocate of community building, particularly with regards to cycling and gardening. I am currently organizing an event, which focuses on bike safety in SE DC. The event draws on existing resources and organizations, as well as latent interest in bike safety, to create a truly community-based and oriented event. In that way, the event reflects my interest in being involved in the city beyond just what I'm paid to do at Siemens. I believe that both the private sector experience at the macro level of the city and the community building experience at the micro level will be valuable to the group, providing evidence-based insights for developments on streets, in neighborhoods, and in the city as a whole.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

I am convinced that in order to achieve sustainable change, the public and private, for-profit and non-profit sectors have to work together, especially where urban transport is concerned. I believe my experience spanning these sectors enables me to communicate across them, thus providing space for compromise and collaboration where it is generally difficult to find.

# Virginia

Andrea Hamre, (Alexandria, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I have found serving an Alternate to the CAC in 2013 and a Member in 2014 to be tremendously valuable and believe I can continue to make a positive contribution to the CAC. I am a transportation researcher and believe in the transformative capacity of community engagement and the importance of data-driven and evidence-based decision-making. The CAC is an opportunity to support and practice informed citizenry and good governance.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Bicycle Advocacy, Smart Growth, Land-Use Issues, Low-Income Issues, Environmental Concerns, Parks/Trails, Pedestrian Advocacy, Ridesharing, Transit-Oriented Development, Transportation Funding, Transit Rider/Transit Advocacy, Student Issues, Alternative Commuting, Environmental Justice

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

I believe I could serve as an asset to the committee, given my professional, community, and academic experiences. I have training in statistics and geospatial (GIS) analysis, as well as extensive writing and presentation experience, and believe these skills could be applied in my contributions to the committee. I earned a B.A. from Middlebury College in Environmental Studies, a M.S. from Virginia Tech in Agricultural & Applied Economics, and am currently a doctoral student in the Urban Affairs & Planning program at Virginia Tech's Alexandria campus. I also served for a year as an intern in the U.S. Department of Transportation's Bureau of Transportation Statistics. Further, I am a regular bicycle commuter and Capital Bikeshare member, volunteered with Phoenix Bikes in Arlington, VA, and served as a liaison to the Arlington Bicycle Advisory Committee and an officer with the Alexandria Bicycle and Pedestrian Advisory Committee. I coordinated and led Alexandria's first manual bicycle and pedestrian counts for the National Bicycle and Pedestrian Documentation Project, and compiled a report based on that effort. I also helped found the Alexandria Spokeswomen, a group supporting women and bicycling in the City of Alexandria. I am also a member of the Women's Transportation Seminar and a recipient of a 2014 graduate student scholarship from the local chapter. I have lived in this metropolitan area since 2005, and know it to be exceptional. We have the potential to serve as a model for the nation and the world in terms of planning decisions that support opportunity and growth, and this is the vision I would bring to my service as a member of the Citizens Advisory Committee.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

Serving on the CAC has been a tremendously valuable part of my practical learning during graduate school, and I am thankful to be considered for the 2015 terms.

# Virginia

Stephen Still, (Reston, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I have had a lifelong interest and passion in urban transportation planning. My university degrees from Bachelors, to Masters, and PhD, were all specialized in transportation systems and planning. I recognize that transportation problems are complex; however, systematic solutions can be found through smart planning, and practical political will. The best solutions are often multi-modal in nature, and recognize that a combination of transit, pedestrian, and bike access all have an important role to create viable transportation alternatives to the automobile.

Alternatives are most widely accepted when individuals gain time and cost savings. The challenge and opportunity is to develop and execute efficient systems that deliver these savings. There are those not fortunate to have alternatives, either through income, age, or a disability. For those, transportation planners must provide good levels of service, so that the unfortunate do not fall further behind.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Bicycle Advocacy, Business/Chamber, Freight/Rail/Trucking, , Telework, Smart Growth, Economic Development, Land-Use Issues, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Transit-Oriented Development, Transportation Funding, Persons with Disabilities, Transit Rider/Transit Advocacy, Senior Citizen Issues, Alternative Commuting, Aviation

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

In 2013, I was Chair of the CAC. The experience was very enlightening as I was so impressed with the enthusiasm and intellect of the members of the CAC. I believe we helped to improve the Regional Transportation Priorities Plan. From 2009-2012, I served on the Fairfax County Transportation Advisory Commission as a representative to the Providence District. The commission assists the Supervisors with various transportation issues that face the county, and takes various advocacy roles in improving transportation. I have been active in subcommittees including those for common sense initiatives, such as those aimed at low-cost improvements for bus stops targeted to the disadvantaged population. I am also serving on the Bicycle Advisory Committee that is designing an integrated bicycle network for Fairfax County, the first phase being focused on Tysons corner.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

I participated in TPB's Community Leadership Institute in 2008, and found the program a great means to gain insight into the complex transportation problems facing the region. The Institute also provided realistic hope that tough problems can be solved in a cooperative spirit and with hard work. I would be anxious to apply these principles to current issues facing the COG as it leads the direction of regional plans.

# Virginia

Jeff Parnes (Oak Hill, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

Although my professional career is not related in any way to land use and transportation, my over thirty years of volunteer experience in the metropolitan area have provided me a wide background and understanding of the transportation issues facing Northern Virginia and the Capital Area as a whole. If my name is considered as a member of the 2014 CAC, I will continue to strive for transportation accessibility for all of our citizens, and accountability by our elected and our appointed officials.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Motor Vehicle Advocacy, Telework, Land-Use Issues, Environmental Concerns, Parks/Trails, Pedestrian Advocacy, Highway Safety, Ridesharing, Transportation Funding, Suburban Issues, Road/Bridges Advocacy, Transit Rider/Transit Advocacy, Senior Citizen Issues, Highway Commuting

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

I have been a Fairfax County resident for over 34 years, and a citizen activist over that period. I served as the Land Use Committee Chair of the Greenbrier Civic Association from 1982-85, and as served in that capacity as a member of the Rt 50/I 66 Study Area Task Force which preplanned the Fairfax Center Area, and in the subsequent Implementation Committee that set up the working structure that still exists today for architectural review and financial contributions for offsite improvements. From 1985 to date I have served as my home owners association Civic Affairs Committee chair, in addition to serving several stints as President, Treasurer and Board member of the association. From 1990 to date I have served as the Land Use and Transportation committee chair of the Sully District Council of Citizen Associations, in addition to serving as President and Vice President. I have served as the Fairfax County Citizen representative to the Dulles Area Transportation Association since I was appointed in the late 1990s, and in 2012 received their Partner Citizen Award at their 26th Anniversary Celebration & Awards Ceremony. Fairfax County Supervisor Michael Frey appointed me as Sully District Transportation Advisory Commissioner in 2003, and I served as Vice Chair for two years prior to my election by the TAC as Chair in 2010, a position I currently hold. I serve on the Board of the Fairfax County Federation of Citizen Associations, serving as Treasurer, Vice President and President over the period of 2003 to 2010, and I currently still serve as a co-chair of the Federation's Transportation committee. I completed the MWCOG TPB CLI training and also served as as one of the few non-paid members of the MWCOG Greater Washington 2050 Coalition. I have had multiple letters to the editor published in the Washington Post, all transportation related.

# Virginia

Lorena Rios (Potomac Falls, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I think a multidisciplinary approach and/or different points of view are more beneficial than the absence of them when trying to achieve attainable goals especially at the regional level. In my opinion, ancillary parties to transportation issues such as architects, appraiser, funding officers and realtors should be included in this process since most transportation models fail to include them. At the local level, members of this committee can help disseminate regional organization's proposals within the general public by bridging consensus and/or agreement between government offices and the general public.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Business/Chamber, Motor Vehicle Advocacy, Telework, Smart Growth, Economic Development, Land-Use Issues, , Minority Communities, Environmental Concerns, Transportation Funding, Suburban Issues, Road/Bridges Advocacy, Senior Citizen Issues, Alternative Commuting

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

Transportation is such a complex issue that being part of this committee for the last two years has allowed me to "scratch" the surface of it. I am planning to further my expertise on the subject by pursuing a PhD with a track on transportation in a local university, Thus, I would like to continue being a CAC member and be part of this endeavor

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

In my opinion, transportation is one of the issues in this area that can threaten our quality of life and destroy our economy if we do not address it head on. Reality is that we live in a multi-jurisdictional area where personal agendas are the norm not the exception which makes it extremely difficult to think, plan, act and implement anything in regional terms. Because I have experience in business networking and development as President of the Hispanic Chamber of Commerce of Northern Virginia, in housing through a real estate business and as a former urban planner by academic background, I know I can bring a small sample of multi-disciplinary approach to the CAC.

# Virginia

Douglas Stewart (Fairfax, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

As someone who has been actively involved in bicycling, walking and transit advocacy in Fairfax County and Fairfax City for the past ten years, I would like to have the opportunity to network and share information on a more ongoing basis with other civic leaders involved in transportation throughout the region. I also think it's important to provide a stronger citizen-based grounding for both regional planning and state-level transportation decisions, and I see CAC as an important venue for influencing decisions on both these levels. The Community Leadership Institute training I attended in 2009 was a great introduction to other advocates from varied backgrounds working on similar issues to those in my jurisdictions. I see COG and TPB as the places where specific local concerns mesh with regional planning priorities, and vice versa. In that light, I think serving on the CAC would enable me to build a broader regional view and web of relationships that would enrich my work as a local and state-level transportation advocate.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Smart Growth, Land-Use Issues, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Transit-Oriented Development, Transportation Funding, Suburban Issues, School District/Parent

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

Bicycling advocacy -- I served as president of the Washington Area Bicyclists Association from 2007-09 and am a co-founder of Fairfax Advocates for Better Bicycling. I was a leading member of the Fairfax City Mason to Metro task group that developed a plan for improving bicycle connectivity between George Mason University's Fairfax campus and the Vienna Metro station. Two Mason-Metro projects received funding in the 2013 Transportation Alternatives Program, and a related project received a 2014 TPB Transportation and Land Use Connections grant. Smart Growth and Transit-Oriented Development-- I am a leading member of Fairfax City Citizens for Smarter Growth ([www.fairfaxcitysmartergrowth.wordpress.com](http://www.fairfaxcitysmartergrowth.wordpress.com)), which promotes compact, walkable, mixed-use development in the City of Fairfax. I was the Smart Growth chair for the Great Falls Group of the Sierra Club, where I actively advocated for good smart growth projects such as the Vienna MetroWest project. Transportation funding -- I am the transportation chair-elect for the Virginia Sierra Club. The primary responsibilities of this position are to advocate for statewide transportation policies and legislation that advocate the Sierra Club's environmental priorities, and to advocate for multi-modal transportation planning within planning processes such as the VDOT Six Year Improvement Program and the Northern Virginia Transportation Authority's project selection process. Senior Citizens -- I am well versed in older adult mobility issues through my work writing transportation reports for AARP, n4a (National Association of Area Agencies on Aging) and Partners for Livable Communities.



# Virginia

Lara Hegler, alternate (Centerville, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

Having previously worked 1/2 my career at public agencies and 1/2 in consulting, i have a unique viewpoint that takes into consideration both public and private sectors. I have over 20 years of progressive transportation engineering and traffic engineering experience and have worked in this region of Virginia for over 13 years. In addition, i have been involved in leading some of the most unique and complex projects in Virginia to date, including I-495 HOT Lanes Project, where I served in a variety of roles throughout the life of the project, beginning with development of the TMP through design and construction and transition to P3 ownership. I am also a parent and live in Fairfax County and am concerned regarding the traffic patterns and the true presentation of travel demand forecasts for the region. As a driver, parent, resident and engineer, I provide a great perspective to assist mobility in the region.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Citizen at Large, Downtown D.C., Smart Growth, Economic Development, Low-Income Issues, Minority Communities, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Highway Safety, Ridesharing, Transit-Oriented Development, Transportation Funding, Persons with Disabilities, Suburban Issues, , Road/Bridges Advocacy, Transit Rider/Transit Advocacy, Student Issues, School District/Parent, Alternative Commuting, Environmental Justice, Highway Commuting, performance measures

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

I am particularly interested in participating in advisory committees to encourage ridesharing, commuting issues, alternative commuting and smart growth. In my career, I have worked on many projects in the region, mainly larger ones that have major impacts on the region's transportation network. At CH2M HILL, my role on the VDOT GEC Program provided me experience with coordinating with various agencies and entities on solutions for traffic related issues due to the construction of over \$6B of transportation improvements. I oversaw many engineers that supported the program and VDOT and met often with Fairfax County.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

With the passing of MAP 21, I encourage and will advocate for performance measures to begin to play into the prioritization from the planning stages, which begins with WMATA. I'd like to part of the development of any new strategies or ideas that incorporate performance metrics into the planning process.

# Virginia

Robert Jackson, alternate (McLean, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I have been active in civic affairs for a number of years, including 5 years as president of the McLean Citizens Association (2007-12) and one year as president of the Fairfax County Federation of Citizens Associations (2013-14). At the present, I serve as chair of Greater Tysons Citizens Coalition, an entity composed of residents of communities in and around Tysons, dedicated to representing their interests and collaborating with additional stakeholders. I have been very involved in transportation, transportation funding & related land use issues. I have a track record of working with other stakeholders, professional staff, media and elected officials to protect and enhance the quality of life for residents.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Business/Chamber, Citizen at Large, Motor Vehicle Advocacy, Telework, Smart Growth, Economic Development, Land-Use Issues, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Highway Safety, Transit-Oriented Development, Transportation Funding, , Suburban Issues, Road/Bridges Advocacy, Transit Rider/Transit Advocacy, Media Relations

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

As president of two major civic associations, I have led efforts to identify transportation-related problems, the interests of other stakeholders, reasonable and practical solutions to those problems that address the concerns of my "constituents." I was one of the leaders who helped forge consensus on acceptable amendments to the Tysons Comprehensive Plan and related transportation funding. I work well with elected officials of both Parties, as well as professional staff. Because of my expertise, I have participated in a number of panels on transportation and land use issues, as well as been interviewed by numerous media and trade press. I also worked with VDOT to establish a stakeholder committee on widening Route 7; reviewed and advocated many local and regional transportation solutions; help vet multiple transit-oriented development proposals for Tysons, as well as other land use applications in Greater McLean, and developed considerable expertise on environmental issues related to transportation and land use projects, most especially related to storm water management.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

While always looking to protect the interests of constituents, I am quite skilled at finding points of agreement, working to build consensus, respecting other views and preventing "mission creep" that can harm coalitions and destroy consensus. I understand that transportation problems in the Greater Metro Area are complex and solutions are likely to be diverse and incremental. Moreover, a committee member should not expect all jurisdictions will be in a position to agree on solutions to complex problems. A member's goal (and that of the entire committee) should be to make incremental progress, rather than to focus on "all or nothing solutions." It is also critical to determine who or which group may be harmed by a solution and attempt to mitigate such harm.

# Virginia

Michael Rodriguez, alternate (Falls Church, VA)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I'm very active in transportation and am a professional planner by trade (AICP certified). I work in consulting, primarily on transportation economics issues for agencies across the country. I am excited for the opportunity to offer my knowledge and skills in transportation to my local MPO.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Smart Growth, Economic Development, Transit-Oriented Development, Transportation Funding

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

Smart Growth. My research in graduate school planning was very focused on smart growth, and I am a Tysons Corner resident. This is an issue very important to me and I'd like to advocate for smart growth initiatives at the MPO level.

TOD. Similar to smart growth, much of my research and professional work has been in TOD. Tyson's Corner, my backyard, is a huge example of this area bringing TOD to communities. I understand the ins and outs of those issues.

Transportation Funding. My policy degree in graduate school was focused on funding issues, especially the federal funding process with what became MAP-21. I know funding is a big concern at the MWCOG, and want to see what we can do in terms of cross-modal prioritization and also revenue generation. I'm familiar with the STIP and TIP process as a professional, and help agencies optimize scarce dollars.

Economic development. This is my strongest forte, as the firm I work for is known as Economic Development Research Group. I am an expert in transportation economics and economic development impacts of transportation projects. I can bring those view points as a citizen to help improve my community.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

1. I have a master's in public administration and another in urban planning. I am an AICP certified planner.
2. While I work for a private consulting firm, I intend to participate as a private citizen. I will recuse myself from any potential conflicts of interest, for example, if my firm is bidding on specific work with the MWCOG. Aside from that, I am offering my knowledge and experience so that I can contribute to my community.

## Maryland

John Epps (Clinton, MD)

**5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I am interested in serving on TPB's 2015 Citizen Advisory Committee because I understand the integral role that the CAC plays in forming transportation policy for our region. I look forward to furthering the progress we have made over the past few years I've sat on the committee

**6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Business/Chamber, Employees/Labor, Telework, Smart Growth, Economic Development, Land-Use Issues, Low-Income Issues, Minority Communities, Environmental Concerns, Parks/Trails, Pedestrian Advocacy, Transit-Oriented Development, Transportation Funding, Suburban Issues, Alternative Commuting

**7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

As a land and business owner in the TDOZ of Capitol Height Metro, I am constantly faced with the challenges of pending development in an area under funded for the types of sustainable smart development needed to best leverage the available transportation resources in the area. In addition to the CAC, I sit on a number of local committees in my jurisdiction that take aim at making the immediate changes that will best influence the type of growth we'd like to see. I also live in the suburbs of Prince George's County where I commute by vehicle to work in Suitland as well as telework from home twice a week. I work closely with the transportation office at Census and serve as the President of the Census Cycling Club, an Affinity Group that helps bring Bike-to-Work Day to Suitland, as well as advocates for employees at Suitland Federal Center to have better access to information and facilities that make cycling a viable commuting option.

**8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

The more I serve on the CAC, the better educated I am on the impact that my jurisdiction has on regional transportation. I hope my work on the CAC leads to other opportunities to help my jurisdiction and regional make better transportation and land-use decisions.

## Maryland

Emmet Tydings (Brookeville, MD)

### **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

I've been a CAC member for several years and only become more interested with each year. I am also a founding and Exec Board member of Suburban Maryland Transportation Alliance, and sit on the Greater Olney Civic Association Transportation Committee. Also was an alternate on the Mont County Context Sensitive Road Design committee, and sat on the Priorities Planning Committee at TPB in 2010.

### **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Bicycle Advocacy, Business/Chamber, Citizen at Large, Employees/Labor, Freight/Rail/Trucking, Telework, Smart Growth, Economic Development, Land-Use Issues, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Transit-Oriented Development, Transportation Funding, Suburban Issues, Road/Bridges Advocacy, Transit Rider/Transit Advocacy, Environmental Justice, Highway Commuting

### **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

I've been involved in civic work in transportation for many years and have gained a lot of knowledge and perspective in it for Maryland and the MWCOG MPO. I also currently Chair the Howard County Technology Council Board with over 300 member companies, and have sat on numerous Telecommunications Advisory Boards for large public companies, and so have experience running meetings and keeping on track.

# Maryland

Gary Hodge (White Plains, MD)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

To apply four decades of successful regional transportation planning, advocacy and intergovernmental relations experience to the task of addressing our citizens' need for more efficient, responsive, and integrated transportation services in the diverse communities of metropolitan Washington.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Business/Chamber, Citizen at Large, Smart Growth, Economic Development, Land-Use Issues, Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, Highway Safety, Ridesharing, Transit-Oriented Development, Transportation Funding, , Suburban Issues, Rural/Exurban, Road/Bridges Advocacy, Transit Rider/Transit Advocacy, Highway Commuting.

I have significant relevant experience in all of the above interest areas

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

Metropolitan Washington Council of Governments, 1971-74 (METRO transit station impact studies, amendment to WMATA compact for regional policing, METRO public safety planning); the Tri-County Council for Southern Maryland (executive director and chair, 1980-98,2008-09, State commuter bus service, ridesharing, highway improvements, NHTSA highway safety plan, BRAC infrastructure investments, MWAQC air quality planning); Charles County Commissioner (2006-10, LRT alignment study, Waldorf urban design study/redevelopment initiative to transform suburban auto-dependent place to new urban TOD community, LOTS bus service, TPB member, TLC-funded Waldorf transportation improvement plan, Commission to Study So MD Transportation Needs, annual Tour Letter/CTP); Regional Policy Advisors (president,1999-present, mass transit funding advocacy, consultant on Phase One Waldorf TOD plan; All above (intergovernmental relations at local, state, federal levels on transportation issues, 1971-present); CAC member, 2014.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

In all of my roles in public service and as a citizen of the metropolitan community, I have been an effective advocate for the improvement of local and regional transportation services. I have an intimate knowledge of the decision-making process at all levels of government, having been deeply engaged in the process as an appointed and an elected official, and as a private sector advocate. Initiatives I have launched to improve mass transit service for the 46,000 commuters from Charles County to the Washington area have resulted in real improvements and continue today with the support of new leaders at the County and the State levels. I have been a lifelong resident of the metropolitan Washington area. I grew up in Montgomery County and have very detailed knowledge of the region, its dynamics, and its constituent communities. It would be an honor to serve as an advocate for the citizens of the Washington area as a member of the Citizens Advisory Committee of the TPB for 2015. Thank you for your consideration.

## Maryland

Deanna Holford (Rockville, MD)

### **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

Promoting public transit, pedestrian, and bicycling issues is so incredibly important. Auto-centric places lose their sense of personality and community. It is better for businesses if cities are walkable. And, of course, our environment needs for us to stop driving. I would love to participate in promoting public involvement in transportation, and take part in making an impact on transportation planning!

### **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Affordable Housing, Bicycle Advocacy, Citizen at Large, Downtown D.C., Telework, Smart Growth, Economic Development, Low-Income Issues, , Environmental Concerns, Neighborhood-Scale Issues, Parks/Trails, Pedestrian Advocacy, , Ridesharing, Transit-Oriented Development, Transportation Funding, Transit Rider/Transit Advocacy

### **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

First of all, I have made a conscious choice to live car-free. I have only used public transit, bicycles, walking, and carpooling since early 2012. I have worked on transportation studies in my role at Westat, and this topic is a personal interest of mine that I do a lot of reading about. I am a young person and can represent millennial's well-documented shift away from cars.

# Maryland

Alex Tremble (Bladensburg, MD)

## **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

Over the last five years I have dedicated a great deal of my time and resources towards making our community a safer and more sought out place to live. However, although I have testified at County Council meetings on the importance of investing in creative transportation solutions and I have participated in numerous Town Hall gathering geared toward community development, it was not until after participating in, and graduating from, the TPB Community Leadership Institute that I realized how much good I could do for my community and the region by serving on this committee. I would like to use my knowledge of the National Park Service, the private sector, and the local transportation challenges effecting all community members to help find cost effective and creative ways to ensure that our region continues to grow and remain competitive for business, while also maintaining or decreasing the congestion and pollution predictions.

## **6. Please check all the interest areas that reflect the perspective you would bring to the CAC.**

Downtown D.C., Employees/Labor, Telework, Low-Income Issues, Minority Communities, Environmental Concerns, Parks/Trails, Pedestrian Advocacy, Transit Rider/Transit Advocacy, Student Issues, Alternative Commuting, Environmental Justice

## **7. Please briefly describe your experience related to the interest areas you checked in question 5 that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.**

My time living in this region (solely in minority communities) began over five years ago as a student commuting from Baltimore via public transportation (i.e., Metro, MARC, and Bus) to Downtown DC where I interned. As a young African American student interning for the U.S. Department of the Interior I became very familiar with the transportation challenges facing students, low-income families, and even middle class families. I currently work for the National Park Service (NPS). Working for the NPS provides me with an insight into the agency's challenges and thoughts on its parks/trails that few have access to, as well as insight into the mind and considerations of teleworkers because I am a part-time teleworker. This, in turn, allows me to understand and empathize with those who live and/or work in Downtown DC, as well as knowledge of telework trends for the region. I spent a year commuting via bicycle through my agency's Bike Share Program, and I have, unfortunately, been hit while riding my bicycle in Downtown DC. That said, I am still an avid recreational cyclist during the summer months. Finally, I currently represent the NPS on the Chesapeake Bay Environmental Justice Committee and have worked with groups advocating for Rapid Transit System and the Purple Line. I believe that my diverse set of experiences will add value to your committee.

## **8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?**

In addition to a great deal of volunteer work I have done over the years, two of my most valuable skills are my facilitation and negotiation skills. A large portion of my jobs over the past four years has been to help agencies and organizations with opposing, or different, positions work collaboratively to solve challenges for the greater good. I have been effective in these roles because I do my best to remain objective, respectful, and open to consider challenges and/or solutions that I may not have been aware of. I would like to bring these skills to this committee to help make the tough decisions necessary to help our community members' commute easier and less costly, while, at the same time, not ostracizing any group or causing business to leave the area due to increase financial burdens etc.



**ITEM 9 - Action**  
January 21, 2015

Approval of the Update of the Bicycle and Pedestrian Plan for the  
National Capital Region

**Staff**

**Recommendation:** Adopt Resolution R12-2015 to approve the  
2014 Bicycle and Pedestrian Plan for the  
National Capital Region.

**Issues:** None

**Background:** The Board was briefed on the draft plan in  
December. The draft 2014 Bicycle and  
Pedestrian Plan for the National Capital  
Region identifies the capital improvements,  
studies, actions, and strategies that the  
region proposes to carry out by 2040 for  
major bicycle and pedestrian facilities. This  
plan is an update to the 2010 plan.



TPB R12-2015  
January 21, 2015

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

**RESOLUTION APPROVING AN UPDATE TO THE BICYCLE AND PEDESTRIAN  
PLAN FOR THE NATIONAL CAPITAL REGION**

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

**WHEREAS**, the TPB's *Transportation Vision for the 21<sup>st</sup> Century*, adopted in 1998 calls for:

- Convenient bicycle and pedestrian access
  - Making the region's transportation facilities safer, more accessible and less intimidating for pedestrians, bicyclists, and persons with special needs
  - Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers
  - Increased transit, ridesharing, bicycling and walking mode shares
  - Implementing a regional bicycle/trail/pedestrian plan and including bicycle and pedestrian facilities in new transportation projects and improvements;
- and

**WHEREAS**, in 1995, the TPB adopted an update to the 1991 Bicycle Plan for the National Capital Region as an amendment to the Financially Constrained Long-Range Transportation Plan (CLRP); and

**WHEREAS**, in 2006, the TPB adopted a new *Bicycle and Pedestrian Plan for the National Capital Region*, replacing the 1995 Bicycle Plan; and

**WHEREAS**, in 2010, the TPB adopted an update to the 2006 *Bicycle and Pedestrian Plan for the National Capital Region*, and;

**WHEREAS**, in 2010, the Metropolitan Washington Council of Governments' *Region Forward 2050* called for more rapid implementation of the projects in the TPB's *Bicycle and Pedestrian Plan*; and

**WHEREAS**, the TPB's *Regional Transportation Priorities Plan*, adopted in 2014, emphasizes walking and bicycling as an achievable, cost-effective strategy to enhance access and make better use of existing transportation infrastructure, and

**WHEREAS**, this update to the bicycle and pedestrian plan identifies the capital improvements, studies, and actions that the region has carried out since the adoption of the 2010 *Bicycle and Pedestrian Plan*, as well as planning and policy changes adopted since then; and

**WHEREAS**, this update to the bicycle and pedestrian plan identifies the capital improvements, studies, actions, and strategies the region proposes to carry out by 2040 for major bicycle and pedestrian facilities; and

**WHEREAS**, this update to bicycle and pedestrian plan includes both funded and unfunded projects, and is advisory to the CLRP and a resource for planners and interested members of the public; and

**WHEREAS**, the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee, which includes bicycle and pedestrian planners from the TPB state and local jurisdictions and representatives of bicycle user and pedestrian organizations, has overseen the development of the updated to the bicycle and pedestrian plan, which utilizes an on-line project database to facilitate keeping the regional project list accurate and up-to-date; and

**WHEREAS**, the implementation of bicycle and pedestrian projects in the plan will be monitored, and a progress report on the implementation of those projects will be made every two years, and

**WHEREAS**, the updated plan identifies a set of indicators of progress towards the broader goals identified in the TPB *Vision* and the Council of Governments' *Region Forward 2050*, and a progress report on those indicators will be made every two years; and

**WHEREAS**, at the December 17, 2014 meeting, the TPB was briefed on the draft update to the bicycle and pedestrian plan; and

**WHEREAS**, at the January 9, 2015 meeting, the TPB Technical Committee recommended favorable action on the update to the bicycle and pedestrian plan;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves the enclosed updated *Bicycle and Pedestrian Plan for the National Capital Region*.

# Bicycle and Pedestrian Plan for the National Capital Region



DRAFT January 14, 2015

National Capital Region Transportation Planning Board



<b>TITLE:</b> Bicycle and Pedestrian Plan for the National Capital Region	<b>Date:</b> January 2015
	<b>Number of Pages:</b> 242
<b>AUTHORS:</b> Michael J. Farrell, AICP, Metropolitan Washington Council of Governments Andrew J. Meese, AICP, Metropolitan Washington Council of Governments	
<b>AGENCY:</b> The Metropolitan Washington Council of Governments (COG) is the regional organization of the Washington area's major local governments and their governing officials. COG works toward solutions to such regional problems as growth, transportation, the environment, economic development, and public safety. The National Capital Region Transportation Planning Board (TPB) conducts the continuing, comprehensive transportation planning process for the National Capital Region under the authority of the Federal-Aid Highway Act of 1962, as amended, in cooperation with the states and local governments.	
<b>ABSTRACT:</b> This document is an update to the Bicycle and Pedestrian Plan for the National Capital Region (October 2010). It examines the status of bicycling and walking in the National Capital Region, including existing facilities, programs, mode share, and current policies and planning, in the context and supportive of the adopted Vision (1998) of the National Capital Region Transportation Planning Board and Region Forward (2010), the vision plan of the Council of Governments. It adopts the goals and indicators for walking and bicycling from the Vision and Region Forward, as well as identifying supporting performance indicators and relevant baseline conditions. The Plan includes a list of major bicycle and pedestrian projects, drawn from local, state, and agency plans, which the region would like to carry out by the year 2040. This list contains both funded and unfunded projects. The Plan also describes the progress on completing the projects from the July 2010 Plan. Lastly, the Plan identifies a set of best practices for walking and bicycling programs.	
<b>ORDER COPIES FROM:</b> Metropolitan Information Center Metropolitan Washington Council of Governments 777 North Capitol Street, NE, Suite 300 Washington, D.C., 20002-4290 (202) 962-3200	





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ABSTRACT

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## **Executive Summary**





## **Prologue**

The Washington region has seen rapid changes in the four years since the last regional bicycle and pedestrian plan was adopted. New neighborhoods have grown up and old ones have been revitalized. The people living and working in these new urban neighborhoods are mostly walking, bicycling and using transit for their daily needs. Bicycle infrastructure in the urban core is better than ever, with protected bicycle lanes, paths, on-street bike parking to meet surging demand, and better support facilities at the workplace. Car-sharing, on-line shopping, and delivery services have made it easier to live without a personal automobile. Bike-sharing, which existed only as a pilot program in 2010, has succeeded beyond expectations, providing an option for those who prefer not to own their own bicycle.

Walkable and bikeable activity centers are also growing in the inner suburbs, especially near Metrorail. New Metrorail stations are opening, and old ones are being made more accessible by foot and bicycle. While the automobile still dominates travel and living patterns in the greater Washington region, walkable urban living is growing faster than anticipated.

## **Overview of the Plan**

This *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. This plan is an update to the 2010 *Bicycle and Pedestrian Plan for the National Capital Region*.

The National Capital Region Transportation Planning Board (TPB), composed of governments and agencies from around metropolitan Washington, has developed this plan with the support of its Bicycle and Pedestrian Subcommittee. The plan incorporates the goals, targets, and performance indicators for walking and bicycling from the *TPB Vision* (1998) and the Council of Governments' *Region Forward 2050* (2010) plans.

In addition to building upon the *TPB Vision*, the *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by a number of regional, state, and local policy statements, plans, and studies. These include the TPB's regularly updated Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP); federal and state guidance on bicycle and pedestrian facilities; and a wealth of state and local bicycle and pedestrian plans from around the region.

The *Bicycle and Pedestrian Plan for the National Capital Region* is intended to be advisory to the CLRP and TIP, and to stand as a resource for planners and the public. In

contrast to the CLRP, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects – projects in this plan may not yet have funding identified to support their implementation.

### **Planning Context**

A number of federal, state, and local activities, as noted above, provide the planning context (Chapter 1) for this document. At all levels the trend is to require or strongly encourage the routine inclusion of pedestrian and bicycle facilities in all transportation, a policy sometimes known as “complete streets”.

Jurisdictions and agencies around the region maintain active bicycle and pedestrian planning and coordination programs. Within this context, the TPB incorporates bicycle and pedestrian considerations into overall regional transportation planning, bike-to-work components of the Commuter Connections program, the Transportation-Land Use Connections program, and the region’s Access for All Committee concerning minority, low-income, and disabled communities. The Transportation Planning Board and the Council of Governments support bicycling and walking and their health, community, pollution reduction, and congestion reduction benefits for the region.

### **Bicycling and Walking in the National Capital Region**

The state of bicycling and walking in the Washington region (Chapter 2) includes success stories, challenges, and opportunities for improvement. Data from the 2007/2008 Household Travel Survey, the U.S. Census, surveys, and other sources provide an understanding of where bicycling and walking are found throughout the region, as well as who is walking and bicycling. These data may point to opportunities for increasing these activities, and support the need to consider bicycling and walking in overall roadway and transit planning and engineering.

### **Safety**

Bicycle and pedestrian safety (Chapter 3) is a key challenge for the region. The plan describes the scope of the safety problem, its geographic and demographic distribution across the region, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. Unfortunately, bicycle and pedestrian safety issues are found throughout the region. The region and member agencies are actively pursuing a number of engineering, enforcement, and educational strategies to reduce deaths and injuries.

### **Existing Facilities**

The Washington region benefits from a number of popular bicycle and pedestrian facilities in place in our communities (Chapter 4). The region's transit agencies have also worked to provide access and accommodation of bicycling and walking to and on their systems. A goal of this plan is to complement and augment the existing system of facilities.

### **Goals and Indicators**

*Region Forward 2050* and the TPB's *Vision* of 1998 both encourage walking and bicycling. *Region Forward 2050* calls for more rapid implementation of the projects in this plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities, as well as setting targets and indicators which will measure progress towards the regional goals. It also calls for specific targets and indicators which will measure progress towards the plan goals. Chapter 5 incorporates the goals in the *Vision* and *Region Forward 2050* relevant to walking and bicycling, as well as the corresponding targets and indicators from *Region Forward*. It also suggests additional indicators which could be used to measure progress.

### **Recommended Best Practices**

Convenient and safe bicycle and pedestrian access is a key goal of the TPB's *Vision* and the Council of Governments' *Region Forward 2050* plans. To help achieve this, the Bicycle and Pedestrian Subcommittee developed a set of recommended best practices (Chapter 6) for the design and implementation of bicycle and pedestrian facilities, as well as for the incorporation of bicycling and walking considerations into overall roadway and transit design. Best practices are based upon national and state laws and guidelines.

### **Planned Bicycle and Pedestrian Facilities and Improvements**

Improvements included on the plan's list of regional bicycle and pedestrian projects (overview in Chapter 7 and the full listing in Appendix A) were identified, submitted and reviewed by agency staffs of TPB member jurisdictions. The plan includes 475 bicycle and pedestrian facility improvement projects from across the region.

If every project in the plan were implemented, in 2040 the region will have added nearly miles of bicycle lanes, 800 miles of shared-use paths, hundreds of miles of signed bicycle routes (signage without additional construction), 30 pedestrian intersection

improvements, and fifteen pedestrian/bicycle bridges or tunnels. A new bicycle and pedestrian crossing over the Potomac would be created, at the American Legion Bridge, and bridges over the Anacostia River would be improved for pedestrians and bicyclists. In addition, 27 major streetscaping projects would improve pedestrian and bicycle access and amenities in DC, Bethesda, Loudoun, Tysons Corner and other locations.

If it implements the projects in this plan, by 2040 the region will have approximately 2300 miles of bike lanes and multi-use paths, nearly three times the current total.

### **Progress since the 2010 Bicycle and Pedestrian Plan**

Fifty-three projects from the 2010 Bicycle and Pedestrian Plan have been completed, including the 11<sup>th</sup> Street Bridge Trail and several protected or buffered bike lanes. The region added 52 miles of multiuse path and 45 miles of bike lanes. This does not include many projects that have been partially completed, or any privately provided facilities, or projects such as sidewalk retrofits that were too small to be included in a regional plan.

The Washington region has become a national leader in innovative policies and designs, especially bike sharing (public self-service bicycle rental). In September 2010, the District of Columbia and Arlington County launched a regional bike sharing system, [Capital Bikeshare](#), which has since expanded to over 2500 bicycles at 300 stations in DC, Arlington, Alexandria, and Montgomery County.

### **Costs**

Total estimated cost of projects in the draft plan is about \$3 billion (2014 dollars). Total plan cost was imputed based on planned facility mileage and project types. Project-level cost estimates should be considered as order-of-magnitude planning estimates and in most cases do not reflect engineering-level estimates.

### **On-Line Resources**

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from an on-line plan project database, a resource separate from the printed document. Bicycle and Pedestrian Subcommittee members were able to view, enter, and edit their project listings on-line. This on-line database will facilitate keeping the regional list accurate and up-to-date, and will facilitate integration of information from this plan into the region's *Constrained Long-Range Plan* and Transportation Improvement Program as necessary. A public access version of this on-line version of this database can be found at <http://www.mwcog.org/bikepedplan/>.

**Outlook**

The TPB's *Vision* and the Council of Governments' *Region Forward 2050* plans call for convenient, safe bicycle and pedestrian access, walkability in regional activity centers and the urban core, reduced reliance on the automobile, increased walking and bicycling overall, inclusion of bicycle and pedestrian facilities in new transportation projects and improvements, and implementation of a regional bicycle and pedestrian plan. The *Bicycle and Pedestrian Plan for the National Capital Region* provides a blueprint for making the region a better place for bicycling and walking.



# Introduction





**Bicycling, Walking and the Vision of the  
Transportation Planning Board**

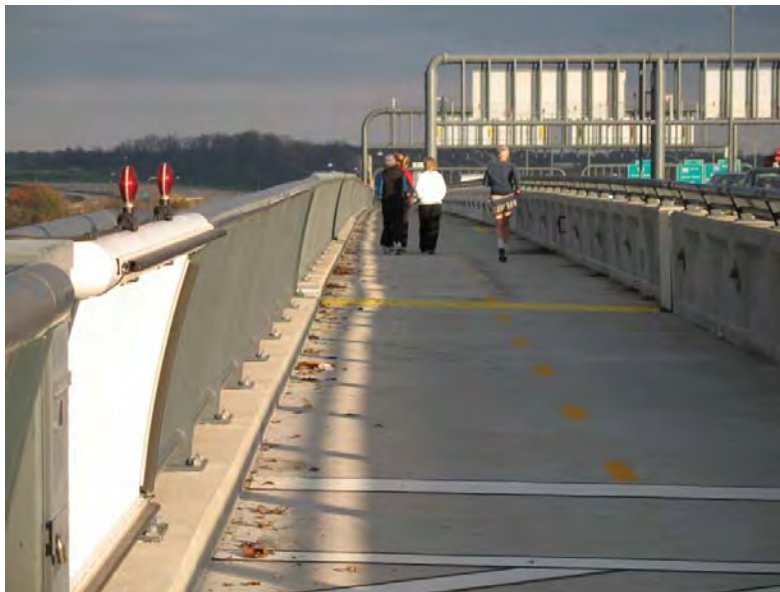
The National Capital Region Transportation Planning Board (TPB) has long recognized the benefits of bicycling and walking in the region's multi-modal transportation system. The Transportation Planning Board's [Transportation Vision for the 21<sup>st</sup> Century](#), adopted in 1998, emphasizes bicycles and pedestrians in its goals, objectives and strategies.



**Figure 1: Green Bike Lane**

A key goal of the *Vision*, and of subsequent regional plans, is a strong urban core and a set of regional activity centers, which will provide for mixed uses in a walkable environment and reduced reliance on the automobile.

*The Urban Core has  
a Growing Network  
of Bicycle Lanes*



**Figure 2: Woodrow Wilson Bridge Trail**

*The Woodrow  
Wilson Bridge  
Trail opened in  
2009*

**Region Forward 2050**

In 2010 the Metropolitan Washington Council of Governments adopted [Region Forward](#), a vision for the National Capital region in 2050. *Region Forward* built on the TPB *Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities.

This plan incorporated the goals, targets, and indicators from *Region Forward* which relate to walking and bicycling, as well as some additional indicators which will help show how well those goals are being met.

**Complete Streets**

The National Capital Region Transportation Planning Board adopted a [Complete Streets](#) policy in May 2012. The policy defined a complete street as one that safely and adequately accommodates motorized and nonmotorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility. The TPB endorsed the concept of Complete Streets and encouraged its member governments, which had not already done so, to adopt a Complete Streets policy.

The three States and a majority of the local governments in the Washington region now have Complete Streets policies. This is significant in that, insofar as Complete Streets policies are implemented, some kind of accommodation for pedestrians and bicyclists will be built as part of larger transportation projects.

**Regional Transportation Priorities Plan**

The National Capital Region Transportation Planning Board Regional Transportation Priorities Plan adopted the [Regional Transportation Priorities Plan](#) (RTTP) in January 2014. The Regional Transportation Priorities Plan aims to identify strategies with the greatest potential to respond to our most significant transportation challenges. It also aims to identify those strategies that are "within reach" both financially and politically--recognizing the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.

The RTTP expands on the TPB Vision goals for walking and bicycling, proposing improved access to transit stops and stations, expanded pedestrian and bicycle infrastructure, promotion of walking and bicycling, and concentration of

*Walking and  
Bicycling  
account for 9%  
of all trips in the  
region*

growth in walkable, bikeable activity centers.

### **Bicycling and Walking in the National Capital Region**

The Washington region is nationally known for the quality, beauty, and extent of its bicycle paths. Its walkable core neighborhoods attract residents and visitors alike. The region has a strong foundation of walking and bicycling facilities to build upon.<sup>1</sup>

Taken together, bicycling and walking are a significant and growing mode of transportation in the Washington region. According to the Metropolitan Washington Council of Governments' 2008 Household Travel Survey walking and bicycling account for 9% of all trips in the Washington region, up from 8.3% in 1994. Bicycling to Work in the District of Columbia nearly quadrupled, from 1.16% in 2000 to 4.1% in 2012.

Recent years have seen progress for bicyclists and pedestrians. Several major new trails and bridges have opened, and most local governments have adopted bicycle, pedestrian, and/or trail plans. Most of the transit agencies in the region have added bike racks to their buses. Bicycle or pedestrian coordinators and trail planners are now found at most levels of government. In accordance with federal guidance and state and local [Complete Streets](#) policies, pedestrian and bicycle facilities are increasingly being provided as part of larger transportation projects. Employers are investing in bike facilities at work sites, and developers are including paths in new construction.<sup>2</sup> [Capital Bikeshare](#), which launched in September 2010, has been a dramatic success, and now features over 2500 bicycles at over 300 stations.

*One fourth of all  
driver trips in the  
Washington Region  
are less than 1½ miles  
long*

Bicycling and walking could reach a greater potential in the Washington region, however. Many trips currently taken by automobile could be taken by bicycle. The average work trip length for all modes in the Washington Metropolitan Statistical Area is 16 miles.<sup>3</sup> But 17% of commute trips are less than five miles, a distance most people can cover by bicycle.

Many people who live far from their jobs, but closer to transit or a carpool location could walk or bike to transit or the carpool instead of driving.

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<sup>1</sup> Green Bike Lane Photo: City of Alexandria

<sup>2</sup> Woodrow Wilson Bridge Trail Photo: COG/TPB / Michael Farrell

<sup>3</sup> National Capital Region Transportation Planning Board, *2013 State of the Commute Survey Report*, p. 32.

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The potential for shifting non-work trips to bicycling or walking is even greater than for work trips. The average non-work trip is a little more than five miles, and nearly 3/4 of all trips are non-work trips.<sup>4</sup> The median auto driver trip in the Washington region, according to the 2008 COG Household Travel Survey, is four miles. The median trip for an auto passenger is only 2.8 miles. One fourth of all auto trips are less than 1½ miles in length. Destinations such as schools, shopping, and recreational facilities are often close enough to walk or bicycle. Bicycling and walking have considerable potential to displace automobile trips if suitable transportation, design, safety, parking, school siting, and land development policies are followed.

*The New York Avenue  
Metro Station  
Incorporates a Shared-  
Use Path and Bicycle  
Parking*

### **Plan Development and Organization**

This plan has been prepared by the National Capital Region Transportation Planning Board, the federally designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB is made up of representatives of 21 local governments, the departments of transportation of Maryland, Virginia, and the District of Columbia, the state legislatures, and the Washington Metropolitan Area Transit Authority (WMATA). Member jurisdictions are shown in Figure i-A on page i-6.



**Figure 3: New York Avenue Metro Station and Metropolitan Branch Trail**

This document presents the long-range Bicycle and Pedestrian Plan for the Washington Region through the year 2040. The plan is a list of regional projects identified by the TPB member jurisdictions, accompanied by recommended best practices and a description of existing facilities and regional trends for bicycling and walking. This plan includes both funded and unfunded projects. It does not specify design guidelines, but

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<sup>4</sup> National Capital Regional Transportation Planning Board, *1994COG/TPB Household Travel Survey: Summary of Major Findings*, January, 1998. Page 5.

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refers instead to state and national guidelines for bicycle and pedestrian facilities.

This update of the *Bicycle and Pedestrian Plan for the National Capital Region* seeks to reflect the goals, objectives and strategies of the 1998 *TPB Vision, Region Forward 2050*, and the *Regional Transportation Priorities Plan* while building on information from previous bicycle plans. It includes performance measures that will show progress towards the *Vision* and *Region Forward* goals.

Pedestrian access and safety receives more attention in this update, reflecting increased involvement in transportation safety planning by the TPB. . Pedestrian planning is most needed at the county, city and neighborhood level. There is, however, a role for regional pedestrian planning, especially in the area of educating the public.

**Figure i-A  
TPB Planning Area**



**Chapter 1**  
**Planning Context**





## Overview

This *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by a number of regional, state, and local policy statements, plans, and studies, including the *Vision* and the *Regional Transportation Priorities Plan (RTPP)* of the Transportation Planning Board, the *Region Forward 2050* vision of the Council of Governments, federal and state guidance on provision of bicycle and pedestrian facilities, the Constrained Long Range Plan and Transportation Improvement Program, and state and local bicycle and pedestrian plans.

This plan is intended to help fulfill the goals of the *TPB Vision*, *RTPP*, and *Region Forward 2050* for bicyclists and pedestrians. It includes performance measures that will show progress towards the *Vision* and *Region Forward* goals.

### **I. Regional Planning**

#### **The Vision of the Transportation Planning Board**

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington region. It brings key decision-makers together to coordinate planning and funding for the region's transportation system.

The TPB's official vision statement for the region, the [\*Transportation Vision for the 21<sup>st</sup> Century\*](#), adopted in 1998, is meant to guide regional transportation investments into the new century. The *Vision* is not a plan with a map or specific lists of projects. It lays out eight broad goals, with associated objectives and strategies that will help the region reach its goals.

*The Vision of the  
TPB calls for more  
Walking and  
Biking*

The *Vision* is supportive of pedestrians and bicyclists. It calls for:

- Convenient, safe bicycle and pedestrian access
- Walkable regional activity centers and urban core
- Reduced reliance on the automobile
- Increased walk and bike mode share
- Including bicycle and pedestrian facilities in new transportation projects and improvements
- Implementation of a regional bicycle and pedestrian plan

Other goals of the *Vision* affect bicyclists and pedestrians, such as: maintaining the existing transportation system, reducing the per capita vehicle miles traveled, linking land use and transportation planning, and achieving enhanced funding for transportation priorities. Sections of the *Vision* relating to bicycle and pedestrian goals are highlighted

**National Capital Region Transportation Planning Board  
Member Jurisdictions**



**Figure 1-1: TPB Member Jurisdictions**

in Table 1-1.

**Table 1-1: Bicycle and Pedestrian Provisions of the Transportation Vision**

<p><u>Goal 1. The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.</u></p> <p>Objective 4: Convenient <b>bicycle and pedestrian</b> access.</p> <p>Strategy 3: Make the region's transportation facilities safer, more accessible and less intimidating for <b>pedestrians, bicyclists</b>, and persons with special needs.</p> <p><u>Goal 2. 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 through the entire region, including a healthy regional core and dynamic region activity center with a mix of jobs, housing, and services in a walkable environment.</u></p> <p>Objective 2: Economically strong regional activity centers with a mix of jobs, housing, services, and recreation <b>in a walkable environment.</b></p> <p>Objective 4: Improved internal mobility with reduced <b>reliance on the automobile</b> within the regional core and within regional activity centers.</p> <p><u>Goal 5. 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.</u></p> <p>Objective 3: Increased transit, ridesharing, <b>bicycling and walking</b> mode shares.</p> <p>Strategy 7: Implement a regional <b>bicycle/trail/pedestrian plan</b> and include <b>bicycle and pedestrian facilities</b> in new transportation projects and improvements.</p>
--

**Region Forward 2050**

The Council of Governments is a regional organization of Washington area local governments. COG comprises 21 local governments surrounding our nation's capital, plus area members of the Maryland and Virginia legislatures, the U.S. Senate, and the U.S. House of Representatives.

*Region Forward 2050  
Calls for Faster  
Construction of the  
projects in the Bicycle  
and Pedestrian Plan*

COG provides a focus for action and develops sound

regional responses to such issues as the environment, affordable housing, economic development, health and family concerns, human services, population growth, public safety, and transportation.

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

In January 2010 the Council of Governments adopted *Region Forward*, a vision for the National Capital region in 2050. The goals of *Region Forward* are broader than those of the TPB *Vision*, encompassing areas such as public safety, land use, economic development, housing, and the environment. For transportation, *Region Forward* builds on the TPB *Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities.



Provisions of *Region Forward* relating to bicycling and walking are summarized in Table 1-2.

**Table 1-2:  
Bicycle and Pedestrian Provisions of Region Forward 2050**

**Goals:**

- Transit-oriented, compact, **walkable mixed-use communities** emerging in Regional Activity Centers that will capture new employment and household growth.
- A transportation system that maximizes **community connectivity** and **walkability**, and minimizes ecological harm to the region and the world beyond.
- A broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and **minimizes reliance upon single occupancy use of the automobile**.
- Safe and healthy communities

**Targets:**

**Reduce** daily vehicle miles traveled (VMT) per capita.

**Increase** the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's (bicycle and pedestrian) plan.

Prioritize walking and biking options by **improving pedestrian and bicycle networks**, especially in the regional activity centers. Planning and street improvements will focus

on:

- Wide sidewalks
- Street trees
- Mixed-use development
- Pedestrian-friendly public spaces
- Bike stations near transit hubs
- Bike lanes
- Bike sharing

**Increase** the share of **walk, bike** and transit trips

- Give people options to meet everyday needs locally by building mixed-use developments

**Reduce pedestrian and bicyclist fatalities**

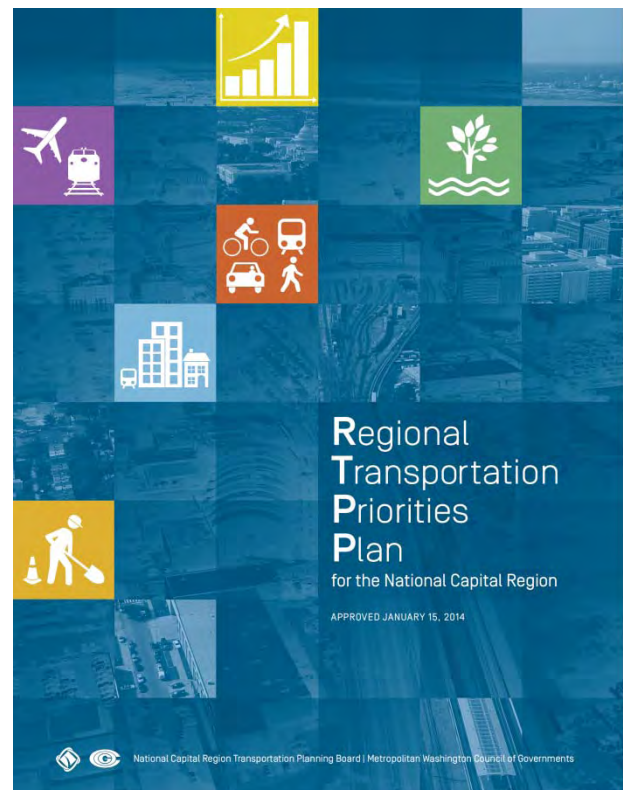
- Build sidewalks, bike lanes, and other improvements
- Narrower local streets
- Better crossings
- Lower speeds for vehicles on local streets and arterials
- More education and enforcement

**Indicators:**

- Transit, bicycle and walk share in Regional Activity Centers
- Street/node ratio for Regional Activity Centers
- Square feet of mixed-use development
- Reduced pedestrian and bicyclist fatalities

**Regional Transportation Priorities Plan**

On January 15, 2014, the TPB approved the [Regional Transportation Priorities Plan](#) (RTPP). The RTPP builds on the *Vision* goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies are intended to be complementary, to make better use of existing infrastructure, and to be "within reach" both financially and politically. The RTPP recognizes the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.



Bicycle and pedestrian modes are prominent in the RTPP. It calls for

- **Improved access to transit stops and stations**, connecting them to nearby neighborhoods and commercial areas with sidewalks, crosswalks, and bridges.
- **Incentives to use commute alternatives** such as transit, carpool, vanpool, bicycling, walking, telework, and living closer to work.
- **Expanded pedestrian and bicycle infrastructure**, including
  - Sidewalks, crossings, traffic calming
  - Bicycle lanes/paths, bicycle parking, bikeshare
  - Workplace amenities for bicyclists
- Growth concentrated in **Walkable, Bikeable Activity Centers**
- **Improve circulation** within activity centers through enhanced
  - Pedestrian and bicycle infrastructure
  - Local bus service
  - Street connectivity

Expanded use of space-efficient modes such as walking, bicycling, and transit use, particularly in the activity centers, are essential to the success of the RTPP.

### **Complete Streets**

In May 2012 the TPB approved a [Complete Streets Policy for the National Capital Region](#). The policy defines a [Complete Street](#) as a “facility that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility”. The TPB endorsed the concept of Complete Streets, provided a sample policy template, and urged its members who had not already adopted such a policy to do so.

All three states and most of the TPB member governments and agencies have adopted some form of Complete Streets policy.

The significance of Complete Streets is that future pedestrian and bicycle projects are likely to be built as part of larger transportation projects, funded out of general revenue, not just as stand-alone bicycle and pedestrian projects built with limited set-aside funds. Therefore, far more such projects are likely to be built. Moreover, designing and building with pedestrians and bicyclists in mind from the start is far more cost-effective than retrofitting after the fact.

Follow-on actions to the policy included a [Complete Streets implementation workshop](#), held on January 29<sup>th</sup>, 2013, and the establishment of an information clearinghouse, the [Transportation Planning Information Hub for the National Capital Region](#), where links and information on state and regional planning processes and high-profile projects can be

found.

The TPB's Complete Streets policy is part of a long-run [national trend](#) towards better accommodation of pedestrians and bicyclists in transportation projects.

## **Green Streets**

In February 2012 the TPB adopted a voluntary regional [Green Streets Policy](#). The policy defines a Green Street as an “alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events”. A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.

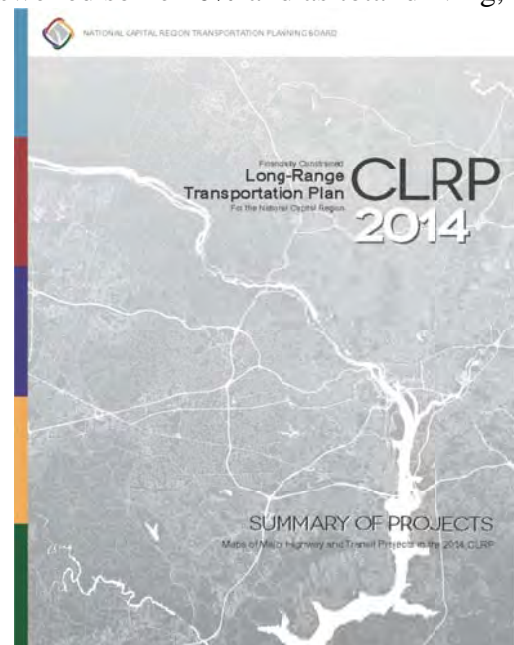
Green Streets benefit pedestrians and bicyclists by cooling and enhancing the appearance of the street, making it a more pleasant place to walk or bike. Green Streets treatments may compete with pedestrians and bicyclists for space, but can often be placed traffic calming features such as bulb-outs and landscaped islands. Road diets and traffic calming projects can free up space for Green Streets treatments.

## **Air Quality and Greenhouse Gases**

The region has been very successful in reducing emissions relating to Ozone. “Code Red” bad air days have fallen from 65 in 1999 to four in 2014. Total NO<sub>x</sub> (Nitrous Oxide) emissions from the region's transportation sector have fallen more than 70% since 1990, and VOC (Volatile Organic Compounds) emissions have fallen more than 80%. These declines have come even as population has swelled some 40% and as total driving, measured in vehicle-miles traveled (VMT), has grown by a similar margin.

Within transportation, reductions in emissions of NO<sub>x</sub> and VOCs have resulted mostly from federal requirements for cleaner, more fuel-efficient vehicles and for cleaner-burning fuels. Efforts to reduce roadway congestion and to encourage less driving have also contributed.

Walk and bike trips can help reduce greenhouse gas emissions. Bicycling is the most energy-efficient mode of transportation available, more efficient than walking. To the extent that the region can divert motorized trips to walking and bicycling, it can help reduce these [emissions](#).



### **Constrained Long-Range Plan**

The financially [Constrained Long-Range Transportation Plan](#) (CLRP) is a comprehensive plan of transportation projects and strategies that the TPB realistically anticipates can be implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to **air quality** and **funding**.

The projects and programs that go into the CLRP are developed cooperatively by governmental bodies and agencies represented on the National Capital Region Transportation Planning Board (TPB). The TPB Vision, the policy framework adopted by the TPB in 1998, and the Regional Transportation Priorities Plan, adopted in 2014, serve guide project development.

To receive federal funding, a transportation project in metropolitan Washington must be included in the CLRP. Because funds must be reasonably anticipated to be available for all the projects in the CLRP, the CLRP is realistic plan based upon available resources.

Historically, less than 1% of the capital funding in the CLRP has been specifically for stand-alone bicycle and pedestrian projects. However, since bicycle and pedestrian projects are usually small projects, they are often added to the plan later than the major highway and transit projects. Moreover, much pedestrian and bicycle spending is subsumed within larger highway or transit projects, and thus is not reflected in the amount programmed for bicycle and pedestrian projects. Therefore, the CLRP may under-estimate the amount of bicycle and pedestrian spending that will occur over the next 25 years. State Departments of Transportation are likely to increase funding levels in the future as they implement their Complete Streets policies, under which they will routinely accommodate pedestrians and bicyclists in most new transportation projects.

### **Transportation Improvement Program**

The [Transportation Improvement Program](#) (TIP) provides detailed information showing which projects in the CLRP will be completed over the next six-year period. Like the CLRP, the TIP is subject to federal review. Many projects in the TIP are staged, so a single CLRP project could end being split into multiple TIP projects.

Bicycle and pedestrian projects, and transportation projects that include bicycle and pedestrian accommodation, are tracked in TIP. Under the regional Complete Streets policy, agencies are also required to report future TIPs whether they have a Complete Streets policy in place, and if so whether a project in the advances the goals of that

*The Transportation  
Improvement  
Program includes  
\$344 million for  
pedestrian and  
bicycle projects*



policy.

Funding for bicycle and pedestrian projects in the TIP is increasing. For example, the Fiscal Year 2015-2020 TIP includes \$344 million for bicycle and pedestrian projects, nearly triple the \$124 million in bicycle and pedestrian projects in the FY 2010-2015 TIP.

Of the \$344 million in the TIP, \$83 million is programmed for FY 2015, which is two percent of the total capital funds for all transportation projects programmed for FY 2015. Only \$23 million was programmed for bicycle and pedestrian projects in FY 2010.

As with the CLRP, funds spent on bicycle and pedestrian accommodations as part of a larger highway or transit project are often subsumed in budget of the larger project.

### **Bicycle and Pedestrian Subcommittee of the TPB Technical Committee**

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee advises the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning. It meets six times per year. One its most important functions is information exchange, at regular meetings, and at sponsored training events.

The Subcommittee also helps coordinate planning efforts which require inter-jurisdictional coordination. It is currently developing a vision for a regional circumferential bicycle route, or “bicycle beltway”.

### **Transportation Safety Planning**

The Bicycle and Pedestrian Subcommittee coordinates with the Transportation Safety Subcommittee of the TPB Technical Committee on issues relating to pedestrian and bicycle safety, including the Street Smart safety campaign, and the safety element of the Constrained Long Range Plan. TPB staff also participate in the State Strategic Highway Safety Planning processes.

### **Top Priority Unfunded Bicycle and Pedestrian Projects**

The Bicycle and Pedestrian Subcommittee periodically identifies a short list of priority unfunded bicycle and pedestrian projects, which it recommends for inclusion in the TIP. These projects are selected from the regional bicycle plan, and from state and local plans. The subcommittee has compiled and forwarded lists to TPB regularly since 1995, to be included in the solicitation document for the TIP/CLRP. In essence, the TPB urges the jurisdictions to consider funding these projects, which the Bicycle and Pedestrian Subcommittee has judged to be regionally significant, within six years.

The following selection criteria are used:

- **Bicycle Network Connectivity:** priority is given to projects that enhanced connectivity of facilities on the regional bicycle facilities network.
- **Pedestrian Safety:** priority is given to projects that promoted pedestrian safety, especially in areas with documented pedestrian safety problems and no pending road project that could address them.
- **Access to Transit:** priority is given to projects that enhanced access to Metrorail stations and other major transit stops or facilities.
- **Time Frame:** all projects should be able to be completed by 2018, the end of the TIP time frame.
- **Local Support:** the project is a priority for the jurisdiction or jurisdictions in which it is located.
- **Still seeking funding:** the project does not yet have full construction funding committed to it.
- **Reasonable Cost:** the total cost of the list should be a reasonable fraction of the total spending in the region on highways and bridges.

While considerable weight is given to the preference of the representative of the jurisdiction, subcommittee members are urged to think in terms of the regional selection criteria when nominating projects.

Projects are dropped from the list when they receive funding, or if the subcommittee and nominating jurisdiction decide that priorities have changed.

Projects from the list funded since 1995 include:

- US 15 Trail Tunnel (City of Frederick)
- Regional Bike Sharing (Capital Bikeshare), DC, Arlington, Alexandria, Montgomery County
- The Metropolitan Branch Trail in Washington, D.C.
- The Holmes Run Pedestrian/Bicycle crossing in Alexandria
- Pedestrian and Bicycle Safety Improvements on Route 1 in Fairfax County
- The Dumfries Road (Route 234) Bike Path in Prince William County
- The Rosslyn Circle Crossing in Arlington County
- The Eisenhower Trail in Alexandria
- The Matthew Henson Trail in Montgomery County
- The Falls Road Shared-Use Path in Montgomery County
- The Henson Creek Trail in Prince George's County
- The Millennium Trail in Rockville

### **Bicycling, Walking, and the Regional Transportation Model**

Data relevant to walking and bicycling are gathered as part of the regional [household](#)

[travel survey](#), and are incorporated into [regional transportation modeling and forecasting](#).

The regional travel forecasting model is based on traffic analysis zones, which are large enough that many pedestrian and bicyclist trips begin and end within a single zone, and thus are not modelled. Adding many more traffic analysis zones, to capture more pedestrian trips, would make the model much more complicated and require more computing power. Also, pedestrian and bicyclist trips are likely to occur on local streets or paths that are not part of the modelled network. Therefore the travel forecasting model which MWCOC currently uses does not assign pedestrian or bicyclist trips to particular links in the transportation network, but only predicts in which traffic analysis zone in which they will start.

Other tools are available for modelling local walk and bike trips.

**Encouraging Bicycling and Walking:  
Bike to Work Day, the Bike to Work Guide, and Guaranteed Ride Home**

To help realize the *TPB Vision* and reduce congestion, air pollution, and single occupant vehicle traffic, the TPB has developed several programs to encourage bicycling and walking in the Washington region. As part of its [Commuter Connections](#) program, every year on the third Friday in May the TPB sponsors a regional Bike to Work Day. This event has grown into one of the largest of its kind in the country, attracting over sixteen thousand riders to seventy-nine “pit stops” or rallying points around the region. The event is meant to encourage first-time riders to try bicycling to work.

The Commuter Connections program also supports publication of [Biking to Work in the Washington Area: A Guide for Employers and A Guide for Employees](#), which provides tips for employees and employers. For employees, there are tips on safe cycling, laws, equipment and clothing, and transit connections. For employers, the guide explains the benefits of bicycling to the employer, the types of bicycle parking, and the ways an employer can encourage an employee to bike to work.

Regional bike routing is available at [www.ridethecity.com](http://www.ridethecity.com), and Google maps offers both pedestrian and bicycle routing. Other tools and resources for bicycle commuters are listed on the [bicycling resources](#) section of the Commuter Connections web site.

People sometimes drive to work because they need to be able to get home quickly in an emergency. To meet that need and help get more people out of their cars, the Commuter Connections program offers a free taxi ride home in an emergency for commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work. Commuters who sign up for the [Guaranteed Ride Home](#) program may use it up to four times per year.

**Encouraging Walkable Development:**

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## **the Transportation-Land Use Connections Program**

The [Transportation Land Use Connections](#) (TLC) Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation and land use coordination. Through the program, the TPB provides communities with technical assistance to catalyze or enhance planning efforts for planning for transit and pedestrian access. Since 2007 dozens of pedestrian and transit access planning projects have been funded through the TLC program. Community response has been enthusiastic, and competition for the grants has been stiff.

## **II. Federal Policies**

### **Routine Accommodation of Walking and Bicycling**

U.S. Department of Transportation guidance issued in 2000 calls for bicycling and walking facilities to be incorporated into all transportation projects unless exceptional circumstances exist. Further [guidance issued in March 2010](#) urged agencies to go beyond the minimum standards to provide safe and convenient facilities for pedestrians and bicyclists, set mode share targets, and collect data on walk and bike trips. Bicycling and walking are to have equal importance to other transportation modes. Transportation projects using federal funds may not sever an existing bicycle or pedestrian route, unless an alternate route exists or is provided.

[The US DOT headquarters in Washington, D.C.](#) sets an example for other employers by encouraging employee bicycling.

Federal and State policies have evolved over the last few decades, from not requiring (or in some cases prohibiting) the use of transportation funds for pedestrian or bicycle facilities, towards requiring the provision of such facilities. These federal and state guidelines and policies have led to an increase in the number of pedestrian and bicycle facilities provided, with more facilities provided as part of larger transportation projects rather than as stand-alone projects.

Federal and State policies are also evolving away from [encouraging single-use cul-de-sac development](#) patterns typical of the last half of the 20<sup>th</sup> century, to encouraging mixed use development and a connected street grid that is far more accessible to pedestrians and bicyclists.<sup>1</sup>

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<sup>1</sup> Southworth, Michael and Eran Ben-Joseph, *Street Standards and the Shaping of Suburbia*, Journal of the American Planning Association, Volume 61, Number One, Winter 1995.

### **Americans with Disabilities Act**

The Americans with Disabilities Act (ADA) is a federal civil rights statute that prohibits discrimination against people who have disabilities. Under the ADA, designing and constructing facilities that are not usable by people with disabilities constitutes discrimination. Public rights of way, including pedestrian facilities, are required by federal law to be accessible to people with disabilities.

*The ADA Requires  
that all New and  
Altered Pedestrian  
Facilities be made  
Accessible to the  
Handicapped*

Both new and altered pedestrian facilities must be made accessible to persons with disabilities, including those who are blind or visually impaired. The courts have held that if a street is to be altered to make it more usable by the general public, it must also be made more usable for those with disabilities.

Government facilities which were in existence prior to the effective dates of the ADA and which have not been altered are not required to be in full compliance with facility standards developed for new construction and alterations. However, they must achieve 'program access.' That is, the program must, when viewed in its entirety, not deny people with disabilities access to government programs and services. For example, curb ramps may not be required at every existing walkway if a basic level of access to the pedestrian network can be achieved by other means, e.g., the use of a slightly longer route. Municipalities should develop plans for the installation of curb ramps and accessible signals such that pedestrian routes are, when viewed in their entirety, accessible to people who are blind or visually impaired within reasonable travel time limits.<sup>2</sup>

Design standards for the disabled, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for the non-disabled pedestrian. Good design for persons with disabilities is good design for all. More information on the Americans with Disabilities Act is available from the [US Access Board](#).

### **MAP-21 and the Transportation Alternatives Program**

Under [MAP-21](#) (Moving Ahead for Progress in the 21st Century Act) the federal transportation legislation signed in July 2012, bicycle and pedestrian projects remained broadly eligible for nearly all funding categories, including transit funding, either for projects incorporated into something larger, or for stand-alone bicycle and pedestrian

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<sup>2</sup> American Council for the Blind, *Pedestrian Safety Handbook: A Handbook for Advocates*. [www.acb.org](http://www.acb.org)

projects. MAP-21 funded surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. MAP-21 was the first long-term highway authorization enacted since 2005.

MAP-21 largely eliminated high priority projects, sometimes known as legislative earmarks, many of which were bicycle or pedestrian projects.

However, the biggest change for pedestrian and bicycle projects is that MAP-21 combines several funding programs from its predecessor, SAFETEA-LU, that were often used to fund pedestrian and bicycle projects, into a single program, the [Transportation Alternatives program](#). The TA Program combines three former federal programs: Transportation Enhancements (TE), [Safe Routes to School](#) (SRTS), and Recreational Trails (RTP). Eligible recipients include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts and agencies, and other appropriate local or regional governmental entities. Non-profits are not eligible to be direct recipients of the funds. Eligible projects will include bicycle and pedestrian facilities, complete streets, safe routes to school, environmental mitigation, and others.

One of the key differences between the TA Program and the previous programs is that large MPOs, including the Transportation Planning Board, play a new role in project selection for a portion of program funds now sub-allocated to large metropolitan regions. For the National Capital Region, this new program offers an opportunity to fund regional priorities and complement regional planning activities. In the National Capital Region, the TA Program is framed as a complementary component of the TPB's [Transportation/Land-Use Connections \(TLC\) Program](#), which provides [technical assistance](#) for small planning studies to TPB member jurisdictions, and a potential implementation tool for the [Regional Transportation Priorities Plan](#).

Projects funded under the FY 2013 and FY 2014 TA program for the National Capital are listed on the Transportation/Land-Use Connections program [web site](#).

### **American Recovery and Reinvestment Act**

Signed into law on February 17, 2009, the [American Recovery and Reinvestment Act](#) of 2009 (ARRA) provided over \$48 billion for transportation, including \$27.5 billion for highway infrastructure investment, \$8.4 billion for transit capital assistance, \$8 billion for high speed rail, \$1.5 billion for a competitive grant program for surface transportation, and \$1.3 billion for Amtrak.

*All Federal  
Transportation  
Funds may be  
used for Bicycle  
and Pedestrian  
Projects*

*The District of  
Columbia spent  
nearly half its  
stimulus funds on  
pedestrians and  
bicyclists*

The District of Columbia was allocated \$123.5 million, Maryland \$431 million (\$129 million sub-allocated to urban areas) and Virginia \$694.5 million (\$208 million sub-allocated to urban areas) in highway formula funds.

ARRA was a one time, “stimulus” bill, intended to promote recovery from the economic recession. Projects funded through ARRA were supposed to be capable of implementation within a relatively short time frame, which has in practice caused funds to be directed to those projects for which design was already complete, and which did not need additional right of way.

The District of Columbia spent nearly half its \$123.5 million allocation on bicycle and pedestrian projects. Over \$50 million was programmed for streetscaping and sidewalk construction, \$4 million for [Safe Routes to School](#), and a \$3 million for an expanded bike sharing program. In addition bridge reconstruction projects will include upgraded sidewalks. Since projects are bid as a whole, the cost of the pedestrian portion of a project is not estimated separately.

Maryland programmed \$4.6 million for ADA improvements. Maryland stimulus funds largely went to resurfacing and bridge rehabilitation projects, often on limited-access highways. In Northern Virginia, \$10 million was allocated to identifiable pedestrian and bicycle projects, such as pedestrian bridges and underpasses, trail reconstruction, streetscaping, and traffic calming.

The degree to which pedestrians and bicyclists benefited from the Act depended to a great degree on the extent to which the Departments of Transportation have included pedestrian and bicycle facilities in their project planning and design. An effective “complete streets” policy is critical.

### **III. State Policies**

#### **District of Columbia**

As the center of the Washington region, a major employment center, and one its most walkable and bikeable jurisdictions, the District of Columbia’s policies have a significance larger than its population would suggest.

*The District of Columbia is to become a “walk-centric, bike-centric” city.*

Reflecting its urban character, the District of Columbia is doing much to encourage walking and bicycling. [District of Columbia Department of Transportation](#) intends to create a “walk-centric, bike-centric” city. DDOT’s 2010 “[Action Agenda](#)” called for safety, sustainability, and increasing livability and prosperity by creating great spaces that are the “living room” of the city.

Streetscaping projects and traffic calming projects are a high priority. By providing pedestrians with plenty of well-designed, safe, and comfortable space, the city hopes to increase retail sales and property values. Business Improvement Districts are to have considerable input into transportation projects.

Due to the built-up character of the District of Columbia, DDOT aims to shift travel from less space-efficient modes, such as single occupant vehicles, to more space efficient modes, such as walking, bicycling, and public transportation.

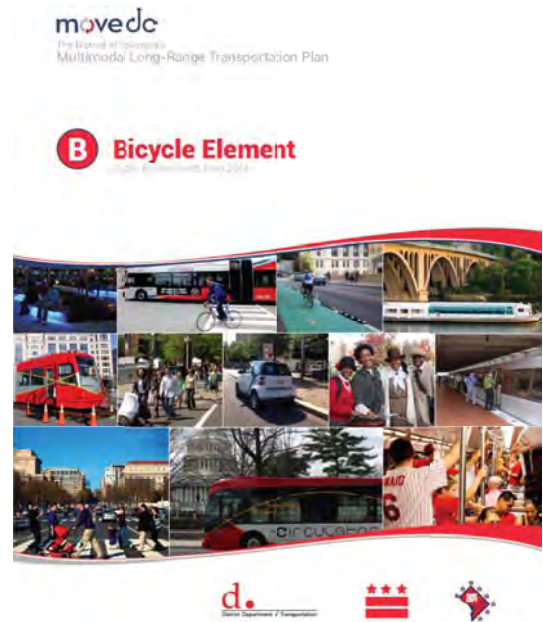
DDOT's strategy for shifting auto trips to transit, walk, and bike trips encompasses both transportation and land development elements. The District of Columbia will encourage mixed use development projects that promote and support non-auto mobility. Reduced auto parking, increased bike parking, on-site car and bike sharing, and transportation demand management plans will reduce auto trips generated by new development.

On a citywide basis there is to be car sharing, bike sharing, new transit service, streetcars, reduced off-street parking requirements, required off-street bike parking, and rapid construction of new pedestrian and bicyclist infrastructure. The [Bicycle Master Plan](#) (2005) and Pedestrian Plan have been succeeded by the pedestrian and bicycle elements of the city's latest Transportation Plan, MoveDC.

### **MoveDC**

In May 2014 DDOT released the District's new Transportation Plan, MoveDC, for public comment. The draft MoveDC plan continues in the same direction as previous planning documents, but in greater detail, and with more ambitious goals and methods. MoveDC is a 25 year plan. It proposes to:

- Achieve 75% of all commute trips in the District by non-auto modes
- Achieve zero fatalities and serious injuries on the District transportation network
- Support neighborhood vitality, public space, and economic development.
- Manage streets to increase person-carrying capacity and reliability, through signal changes, parking management, pricing, and vehicle occupancy requirements
- Reduce travel demand through various Transportation Demand Management strategies
- Invest in better maintenance and asset management





In accordance with DC’s Complete Streets policy, every street will accommodate all legally permitted users, but different streets will have different modal priorities.

### **Pedestrian Element**

The Pedestrian Element promises to reduce the number of pedestrian injuries and fatalities, prioritize pedestrians, and create a pedestrian environment that accommodates people of all ages and abilities. To that end,

- All roadway reconstruction and development projects are to include **safe and convenient pedestrian facilities**. All projects should meet the standards identified in DDOT’s **Public Realm Design Manual** and the **Design and Engineering Manual**.
- Identified priority corridors are to be improved.
- **Sidewalks** should be provided on **at least one side** of every street and preferably on both sides of every street.
- **Pedestrian crossings should be provided across all legs** of an intersection unless a special exception can be clearly justified.
- Improve **crossing safety**
- Create new street connections
- Expand **pedestrian education**, including the [Street Smart](#) campaign, which is carried out in partnership with the Metropolitan Washington Council of Governments
- Expand **automated red-light** and **speed enforcement**

### **Bicycle Element**

The Bicycle Element of MoveDC is more ambitious than the 2005 Bicycle Master Plan. MoveDC recommends adding 213 miles of bicycle infrastructure. The system will eventually total 136 miles of bike lanes, 72 miles of protected bike lanes (cycle tracks), and 135 miles of trails, as well as more public and private bike parking, expanded bike sharing, and signed neighborhood bike routes.

*DDOT expects a  
12% bike mode  
share for trips  
within the District*

The objective is to make bicycling a “principal and preferred” mode for travel, with a 12 % bicycle mode share for all trips that start and end in the District.

MoveDC will fill major gaps in the regional bicycle network, and improve connections between the District, Maryland and Virginia. MoveDC proposes two new bicycle and

pedestrian crossings of the Potomac River, and three new crossings of the Anacostia, including

- A Massachusetts Avenue Bicycle and Pedestrian Bridge over the Anacostia River
- A new Long (Railway) Bridge connecting SW DC to Arlington
- A bicycle and pedestrian bridge from the Georgetown waterfront to Roosevelt Island, which together with a proposed K Street Cycle Track would provide an off-street connection between the Mount Vernon Trail, the Capitol Crescent Trail, and the Rock Creek Trail.
- A bicycle and pedestrian bridge and trail over the Anacostia River, from Kenilworth Park in NE and the Anacostia River Trail, to the National Arboretum and near NE.
- A New York Avenue Corridor trail and bridge to connect downtown DC with Anacostia River Trail system in Prince George’s County.

Other bridges that currently have outmoded bike and pedestrian facilities will be upgraded, and a multi-use path will be added to the Military Road Bridge across Rock Creek Park. The expanded District bicycle network will host signed national and regional bicycle routes including US Bike Routes 1 and 50, the East Coast Greenway, and the Potomac Heritage Trail.

### **Maryland**

Maryland adopted its first Bicycle and Pedestrian Access Plan in 2002. Under that plan the State made numerous advances in

*Maryland will address the needs of all users, including pedestrians and bicyclists*

promoting bicycling and walking. MDOT invested more than \$283 million in non-motorized transportation projects to improve bicycling and walking

conditions over the last decade. The proportion of total highway expenditures dedicated to bicycle or pedestrian programs increased from 2% to 4% over the last decade.

The State also created a number of grant programs, including the **Maryland Bikeways Program**, which provides \$3 million per year in technical assistance to a wide range of



bicycle network improvements, and **Maryland Bikeshare Program** provides grants to communities interested in adding a bikeshare system, notably Montgomery County.

Maryland State Highway Administration adopted [Complete Streets policy](#) in 2012.

The current [Maryland Twenty-Year Bicycle and Pedestrian Master Plan](#) (2014) calls for a Complete Streets approach. Complete Streets in Maryland means that the state transportation network will address the needs of all users, regardless of travel mode. It does not, however, mean that all users will have equal priority on all roadways. Design is to be appropriate for the land use and context, including Urban Centers, Towns and Suburban Centers, Rural and Agricultural Areas, and Natural Areas.

The initial focus will be to support biking and walking in urban centers and main streets. MDOT will pilot a Bicycle and Pedestrian Prioritization Area (BPPA) program to foster collaboration with local jurisdictions and support the development of connected bicycle and pedestrian networks in high need locations.

MDOT has also published an [Accessibility Policy and Design Guidelines for Pedestrian Facilities along State Highways](#) (2010), [Bicycle Policy and Design Guidelines](#) (2013), a [Strategic Trails Implementation Plan](#) (2009), a bicyclist education video, and other materials designed to share information on best practices with respect to the engineering, education, and enforcement aspects of walking and bicycling.

A [Bicycle and Pedestrian Advisory Committee](#) advises State government agencies on issues directly related to bicycling and pedestrian activity including funding, public awareness, safety and education.

## **Virginia**

In 2004, the Virginia Department of Transportation released its Policy for [bicycle and pedestrian accommodation](#), which commits VDOT to routinely accommodating pedestrians and bicyclists as part of all new construction and reconstruction projects, unless exceptional circumstances exist.<sup>3</sup>

*Virginia requires  
“routine  
accommodation” of  
pedestrians and  
bicyclists in  
transportation  
projects*

Since 2004 VDOT has developed a process to ensure that bicycle and pedestrian accommodations are provided in accordance with the policy. The [Bicycle and Pedestrian Accommodations Decision Process](#) gives designers a step by step process to determine if

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<sup>3</sup> [www.virginiadot.org](http://www.virginiadot.org)

bicycle / pedestrian accommodations are appropriate for the characteristics of a particular roadway, and a [Bicycle and Pedestrian Accommodations](#) list and a design guide provides project managers with a menu of possible accommodations. A series of [implementation guidance documents](#) for localities have also been developed to improve communication between agencies regarding planning and accommodation of pedestrians and cyclists under terms of the 2004 policy.

VDOT maintains all roads in Virginia outside of urban areas, including thousands of miles of residential streets originally built by developers. In view of the importance of secondary streets for vehicular, pedestrian, and bicycle movement, VDOT has revised its [Secondary Street Acceptance Requirements](#) (SSAR) to mandate higher levels of street connectivity in urban areas, as well as adequate pedestrian accommodation. New streets and developments are required to connect to the surrounding streets and future developments in a way that adds to the capacity of the transportation network.

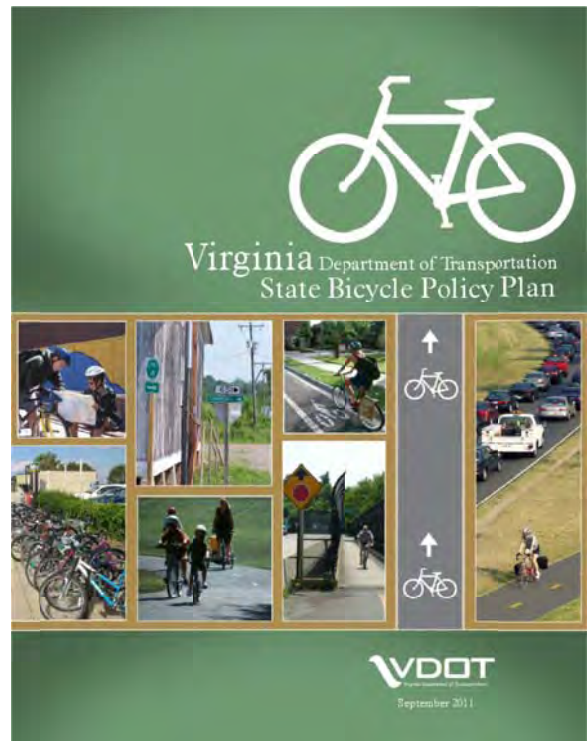
*Virginia requires new developments to connect with the surrounding streets*

The policy divides Virginia into “compact”, suburban, and rural areas, with graduated connectivity requirements for each. Narrower streets, traffic calming and “context-sensitive” design are encouraged where appropriate.

New development proposals initially submitted to counties and VDOT after June 30, 2009, must comply with the requirements of the SSAR.

Cul-de-sac development patterns have long been an obstacle to walking or bicycling in suburban areas. More direct, traffic-calmed secondary streets will allow more people to walk or bike to local destinations.

Virginia has adopted a fairly stringent set of requirements mandating accommodation of pedestrians and bicyclists on both public roads and private developments which are accepted by State for maintenance, which in Virginia means almost all development. As the economy recovers, and new development applications fall under the new rules, we will be able to see the results of the new policies.



**Virginia State Bicycle Policy Plan**

VDOT completed a [State Bicycle Policy Plan](#) in April, 2010, which incorporates the policies discussed above, as well as the most recent federal guidance. The plan calls for bicycling for increased bicycling for all trip purposes, and a transportation system that “accommodates and encourages” bicycling by providing facilities for bicyclists of all ages and abilities. It also calls for better data gathering and benchmarking of bicycling, coordination with various stakeholders, and recommends a number of strategies to improve implementation of VDOT’s 2004 [policy for bicycle and pedestrian accommodation](#).

The plan provides some guidance on bicycle facilities to be used. Bicycle lanes and paved shoulders are recommended over other bicycle facilities. Restriping travel lanes, or “road diets” are recommended as a way to provide bicycle lanes within the current right of way. Actuated traffic signals should be able to detect bicycles, and bicycle compatible drain grates should be used on all roads where bicycles are permitted. A signed bike route should have at least a bicycle level of service “C”.

**IV: Local Bicycle and Pedestrian Planning**

Nearly every jurisdiction in the region has completed a bicycle or pedestrian plan, and most have at least part time bicycle or pedestrian planner. Table 1-2 shows local and state plans and studies and the year published. Jurisdictions and agencies drew projects from these individual plans and submitted them for incorporation into the Regional Bicycle and Pedestrian Plan. Local plans may include unfunded projects.

**Table 1-3:  
Major Bicycle and Pedestrian Plans and Studies  
Of the Washington Region**

	<b>Plan/Study</b>	<b>Year</b>
Arlington County	Pedestrian Transportation Plan, Bicycle Transportation Plan, <a href="#">Bike Lane Plan</a> <a href="#">Arlington Master Plan - Pedestrian Element, Bicycle Element</a>	1997, 1994, 2001, 2008
City of Alexandria	<a href="#">Pedestrian and Bicycle Mobility Plan</a>	2008

District of Columbia	<a href="#">District of Columbia Bicycle Master Plan</a> , <a href="#">District of Columbia Pedestrian Master Plan</a> , <a href="#">MoveDC</a>	2005, 2009, 2014
Fairfax County	<a href="#">Countywide Bicycle Master Plan</a>	2014
Frederick County	<a href="#">Frederick County Bikeways and Trails Plan</a> , <a href="#">Bicycle Parking Design Guide</a> , <a href="#">Bicycle and Pedestrian Plan</a> , <a href="#">Bicycle and Pedestrian Plan</a>	1999, 2003, 2011
City of Gaithersburg	<a href="#">Transportation Plan</a> , <a href="#">Bikeways and Pedestrian Plan</a>	2010, 1999
City of Laurel, Maryland	<a href="#">Bikeway Master Plan</a>	2009
Loudoun County	<a href="#">Loudoun County Bicycle and Pedestrian Master Plan</a>	2003
Maryland Department of Transportation	<a href="#">Maryland Twenty Year Bicycle and Pedestrian Master Plan</a> <a href="#">SHA Complete Streets Policy 2009</a> <a href="#">Maryland Trails Strategic Implementation Plan</a>	2014, 2012, 2008
MNCPPC – Prince George's County	Transportation Priority List (Joint Signature Letter) <a href="#">Countywide Master Plan of Transportation</a>	1999, 2009
Montgomery County	<a href="#">Countywide Bikeways Functional Master Plan</a>	2005
National Capital Planning Commission	<a href="#">Comprehensive Plan for the National Capital</a>	2004
National Capital Region Transportation Planning Board	Priorities 2000: Metropolitan Washington Greenways & Circulation Systems, Bicycle and Pedestrian Plan for the National Capital Region	2001, 2006, 2010
National Park Service	Paved Recreation Trails Plan	1990

Prince William County	<a href="#">Transportation Chapter of Comprehensive Plan</a> ), Greenways and Trails Plan	2008, 1993
City of Rockville	<a href="#">Bikeway Master Plan</a>	2014
Virginia Department of Transportation	<a href="#">Virginia Department of Transportation State Bicycle Policy Plan</a>	2010
Virginia Department of Transportation, Northern Virginia Office	<a href="#">Northern Virginia Regional Bikeway and Trail Network Study</a>	2003
WMATA	<a href="#">Metrorail Bicycle &amp; Pedestrian Access Improvements Study</a> , <a href="#">Bicycle and Pedestrian Element of the CIP</a> , <a href="#">Station Access Studies</a>	2010, 2012, 2014
<b>Jurisdiction/ Agency</b>	<b>Plan/Study</b>	<b>Year</b>

Table 1-3 shows the approximate number of full-time planners each agency has working on bicycle, pedestrian, and trails planning.

**Table 1-4:  
Agency Bicycle/Pedestrian Planning Staff  
Full-Time Equivalents (FTE's)**

<b>Jurisdiction/ Agency</b>	<b>Bicycle Planner FTE's</b>	<b>Pedestrian Planner FTE's</b>	<b>Trails Planner FTE's</b>
Arlington County	1	1	1
City of Gaithersburg	0.5		
City of Alexandria	1	0.5	0.5
City of College Park	0.5		
City of Frederick	0.5	0.5	
City of Rockville	0.5	0.5	

District of Columbia	2	1	1
Fairfax County	1	1	2
Frederick County	0.25	0.25	
Loudoun County	0.5		
Maryland Department of Transportation	1	2	1
MNCPPC – Montgomery County	0.33	0.33	1
MNCPPC – Prince George's County			1
Montgomery County	1	1	1
National Capital Region Transportation Planning Board	0.5	0.5	
National Park Service			1
Prince William County			0.5
WMATA	0.5	1	
Virginia Department of Transportation, Northern Virginia Office	1	1	



**Safe Routes to School**

Safe Routes to School is a national movement that encourages students to travel to and from school by walking or bicycling. Safe Routes to School efforts are supported by parents, schools, community leaders, Safe Routes to School coordinators and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The Safe Routes to School movement in the United State grew exponentially with a federal funding program starting in 2005. In 2012, Safe Routes to School was incorporated into the Transportation Alternatives program, but Safe Routes to School programs continue to grow.

In the Washington DC region, Safe Routes to School programs have flourished. The majority of school systems in the region have access to a Safe Routes to School coordinator either within the school district or in the department of transportation. In 2013, northern Virginia school districts gained four new coordinators due to a unique partnership between the Virginia Department of Transportation Safe Routes to School program and the Department of Education. This partnership utilized remaining Safe Routes to School funding from the 2005 federal transportation bill the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

**Table 1-5. Safe Routes to School Coordinators in the region**

<b>School District</b>	<b>Safe Routes to School Coordinator</b>
Arlington County Public Schools	Full-time, school district
Alexandria City Public Schools	Contracted coordinator with school district 2008-2013, current designated point person for continuation of activities
District of Columbia Public Schools	Full-time, District Department of Transportation
Fairfax County	Full-time, school district
Frederick County	2010-2011, full-time, school district
Loudoun County	Two part-time, school district
Montgomery County Public Schools	One full-time position, Montgomery County Department of Transportation and one part-time position, City of Takoma Park
Prince George’s County Public Schools	Grant application pending, full-time, Prince George’s County Department of Public Works and Transportation
Prince William County Public Schools	Full-time, school district

All school districts have schools that have registered for either Bike to School Day in May or Walk to School Day in October.

**Table 1-6. Schools Registered for Walk to School Day (WTSD) and  
Bike to School Day (BTSD), 2012-2014**

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2014</b>
	<b>WTSD</b>	<b>BTSD</b>	<b>WTSD</b>	<b>BTSD</b>
Arlington County Public Schools	11	13	34	8
Alexandria City Public Schools	4	31	10	31
District of Columbia Public Schools	22	17	17	16
Fairfax County	14	35	42	32
Falls Church City Public Schools	2		4	
Frederick County	4	2	2	1
Loudoun County	3		4	10
Manassas City Schools	1		9	1
Montgomery County Public Schools	15	2	28	9
Prince George's County Public Schools	4	1	2	0
Prince William County Public Schools	3	0	23	2
<b>Total</b>	<b>83</b>	<b>101</b>	<b>175</b>	<b>110</b>

Safe Routes to School leadership comes from many different places. In 2013 and 2014, BikeArlington coordinated Bike to School Days at all 31 Arlington Public Schools. In Fairfax County Public Schools, parents in the Town of Vienna have coordinated weekly and monthly Safe Routes to School activities including an annual Walk/Bike Challenge. In 2014, more than 5,400 students at seven elementary schools participated.

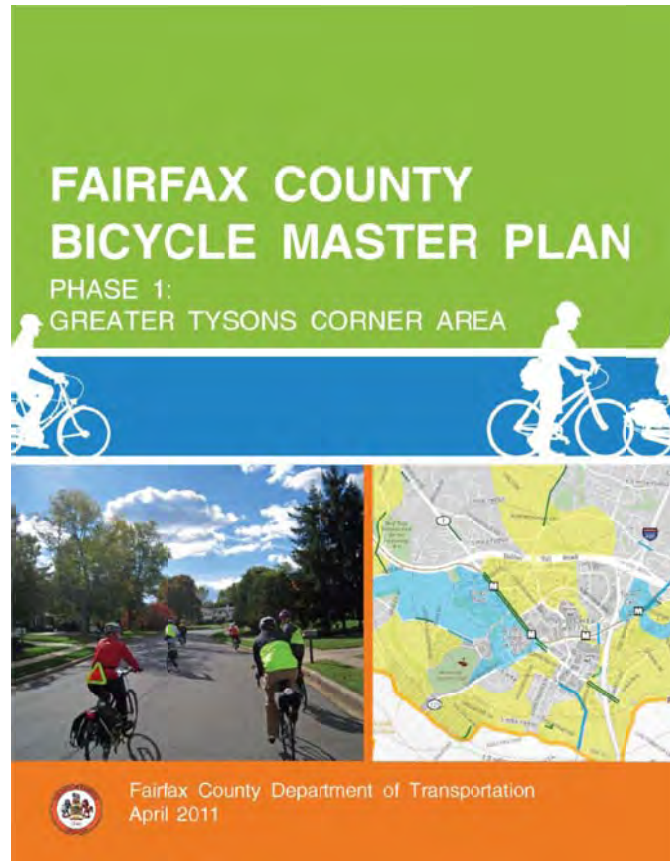
In 2012, the City of Takoma Park won national recognition from the Oberstar Award Committee for their comprehensive Safe Routes to School program.

The Bicycle and Pedestrian Subcommittee and the Safe Routes to School **National** Partnership co-sponsor an annual Safe Routes to School regional workshop. This event provides an opportunity to share information and best practices across the region, as well as a learning opportunity for those interested in Safe Routes to School. The first Safe Routes to School regional meeting was held in October 2013 with more than 70 Safe Routes to School, transportation, health, school and planning professionals as well as parents and advocates. The most recent workshop was held in October 2014 and more than 60 people attended.

### **Metrorail Silver Line**

Since 2010 one of the most significant changes in the region has been the extension of the Metrorail to Tysons Corner and Reston in Fairfax County. This Metrorail extension is generating new, walkable development. A future phase of the project will extend the line to Dulles Airport and beyond.

Tysons, already the second-largest commercial center in the region, is undergoing a dramatic transformation from an auto-oriented commercial “edge city” to a mixed-use urban downtown. The four new Metrorail stations in Tysons will provide the foundation for this shift. Pedestrian and bicycle access will be critical to making a redeveloped Tysons work.



Future [Silver Line](#) stations along the Dulles Tollway will serve park and ride commuters, but will also incorporate some development and some pedestrian and bicycle access, in an area which has been overwhelmingly oriented towards driving. Plans call for an eventual extension further into Loudoun County, which has been working on station-area pedestrian and bicycle access plans.

### **WMATA Bicycle and Pedestrian Access Planning**

In recent years WMATA has become a regional leader in pedestrian and bicycle access and safety, both on and off WMATA property. WMATA’s priorities include

- **Passenger safety and security:** Examples of safety-related projects include signage and crosswalk striping on and around stations, designated and improved bicycle access routes into stations, resurfacing deteriorated sidewalks, lighting, and high security bicycle parking.

- **Metrorail Access needs:** Improving pedestrian and bike access at and around stations is often a more cost-effective way to boost ridership than to add car parking or connecting bus service.

Approximately 45% of Metrorail customers live within walking or bicycling distance from a station (up to 3 miles).

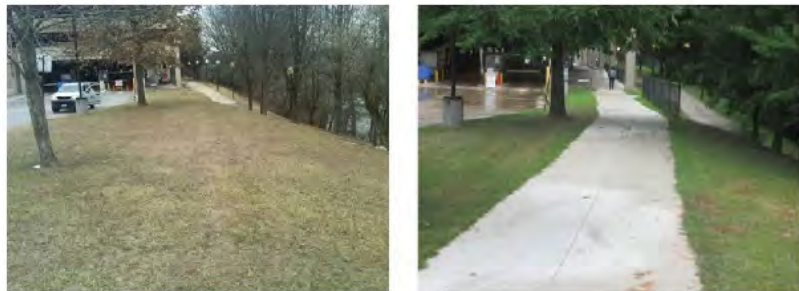
- **Transit Oriented and Joint Development:** Walkable and bikeable station areas will have a positive and mutually reinforcing impact on Metro’s Joint Development

programs and local government’s encouragement of Transit Oriented Development (TOD). Bringing more people out into the streetscape will increase visibility and safety of those on foot and bike, while also demonstrating the viability of similar future developments.

MEDICAL CENTER BEFORE AND AFTER, REPLACING OLD RACKS



VIENNA STATION BEFORE AND AFTER, NEW ACCESS POINT



FRANCONIA – SPRINGFIELD BEFORE AND AFTER, NEW SIDEWALK TO IMPROVE SAFETY



In its 2010 *Metrorail Bicycle and Pedestrian Access Improvements Study* WMATA identified pedestrian and access problems at its Metrorail stations. A number of the projects identified as part of that process, totaling \$25 million, have been funded in WMATA’s Capital Improvement program. A few examples of completed projects are shown below. WMATA no longer builds fences to keep pedestrians out of its rail stations.

WMATA has also been working to identify “hot spots” of short distance auto access; i.e. places where people live close enough to walk to Metro, but don’t, and studying those areas to find out what is missing.

The National Capital Region Transportation Planning Board is currently working with WMATA on another study that will identify needed pedestrian and bicycle improvements at 25 under-used Metrorail Stations, [\*High Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region\*](#). This study will build on the results of WMATA's 2010 study.

## **V: Regional Bicycle and Pedestrian Planning**

### **Precursors to the Current Plan**

The Washington region completed its first major bicycle study, the *Washington Regional Bikeways Study* in 1977. This study, created under the supervision of the Regional Bikeways Technical Subcommittee of the Transportation Planning Board Technical Committee, provided an overview of bicycling characteristics and the potential market for bicycle commuting.

In 1988 the Bicycle Technical Subcommittee began work on a bicycle element for incorporation into the region's transportation plan. The plan identified the extent to which bicycle facilities and planning processes already existed in the region, highlighted areas of concern for the future, and drafted a set of policy principles to be applied by the region's jurisdictions in updating their own transportation plans, as well as a list of recommended bicycle projects. The *Bicycle Element* was adopted by the Transportation Planning Board as part of the region's Constrained Long-Range Plan in November 1991.

In 1995, the Transportation Planning Board adopted an update to the 1991 *Bicycle Element*, the Bicycle Plan for the National Capital Region, as an amendment to the Constrained Long-Range Plan. The revised plan emphasized bicycling for transportation and recommended project lists and policy principles produced by the Bicycle Technical Subcommittee.

In February 2001, the TPB completed the *Priorities 2000: Greenways and Circulation Systems* reports, which identified greenway and pedestrian circulation systems priorities.

Except for the *Priorities 2000* reports, predecessors to the 2006 *Bicycle and Pedestrian Plan for the National Capital Region* were "bicycle" plans. The 2006 plan fully incorporated pedestrian elements for the first time. The 2006 plan was updated in 2010. This plan is an update to the 2010 plan.

### **Sources of the Regional Plan Projects**

State, local, and agency bicycle and pedestrian plans and staff are the source of the projects in this plan. Projects should be at least one mile in length or \$300,000 in cost to

be included in the regional plan. They need not have an identified funding source.

## **Outlook**

The Transportation Planning Board and the Council of Governments have a continuing and growing commitment to walking, bicycling, and the concentration of future growth in walkable, mixed-use activity centers. COG's *Region Forward 2050* shares the goals of the TPB's *Vision* and proposes specific performance indicators and a schedule for reporting progress. Increasing the rate at which projects in this plan are constructed is an explicit goal of the Council of Governments' *Region Forward 2050* vision.

The *Regional Transportation Priorities Policy* re-affirms the commitment to bicycling and walking in the TPB *Vision*, while better explaining the role that increasing walk and bike mode share will play in supporting the growth of the regional activity centers, and making better use of existing transit infrastructure.

The Federal, State, and local policy environment has been changing in ways that make it more likely that goals of the regional plans will be met. Complete Streets policies are being adopted, strengthened and implemented. Pedestrian and bicycle facilities in most jurisdictions will no longer be "amenities" which agencies will consider providing, but facilities that they will routinely provide as part of every project. At the same time, land use, parking, and urban design policies are changing in ways that will make walking and bicycling a viable choice for more trips.

Partnerships between WMATA, local government, and business are growing transit-oriented around existing and new Metrorail stations, notably at Tysons Corner, shifting more trips to walk and bike modes.

As the economy recovers and development restarts, the effects of the policy changes of the last few years will become evident in the way people live, work, and travel in our region.

**Chapter 2**  
**Bicycling and Walking in the Washington Region**

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**Overview**

Residents of the Washington region walk and bicycle at about the same rate as the nation as a whole. Tables 2-1 and 2-2 show the share of walking and bicycling trips to work for the ten largest metropolitan areas.

*Nationally, 10% of all urban area trips are made on foot or by bike*

the ten largest metropolitan areas.

Throughout the second half of the 20<sup>th</sup> Century, driving increased,

while walking, bicycling, and public transportation declined. In 2000 2.93% of Americans walked to work, and 0.38% bicycled. By comparison, in 1960 9.9% of workers walked to work.<sup>2</sup> The number of people driving alone rose from 73.2% in 1990 to 75.7% in 2000, while use of public transportation fell by 0.5%.

	Table 2-1 Pedestrian Commuting in the Ten Largest Metropolitan Areas <sup>1</sup>	% Walk to Work 2000 Census	% Walk to Work 2006- 2008	% Walk to Work 2008- 2012
1	New York	5.55%	6.2%	6.2%
2	Boston	4.12%	4.8%	5.3%
3	San Francisco	3.25%	4.2%	4.3%
4	Philadelphia	3.88%	3.7%	3.7%
5	Washington	3.10%	3.0%	3.2%
6	Chicago	3.13%	2.9%	3.1%
7	Los Angeles	2.56%	2.6%	2.7%
8	Detroit	1.83%	1.5%	1.4%
9	Houston	1.62%	1.5%	1.4%
10	Dallas-Fort Worth	1.48%	1.3%	1.2%
	United States	2.93%	2.8%	2.8%

*Trips in the Urban Core are Usually Short Enough to Walk or Bike*

In the first decade of the 21<sup>st</sup> Century, growth in solo driving share appears to have stopped, and transit, walking and bicycling

mode shares have stabilized. 76% of workers drove alone in 2012, which is essentially the same as in 2000, and public transportation grew from 4.7% to 5%.

	Table 2-2: Bicycle Commuting in the Ten Largest Metropolitan Areas	% Bike to Work 2000	% Bike to Work 2006- 2008	% Bike to Work 2008- 2012
1	San Francisco	1.12%	1.4%	1.7%
2	Los Angeles	0.63%	0.7%	0.9%
3	Boston	0.38%	0.7%	0.9%
4	Philadelphia	0.33%	0.5%	0.6%
5	Chicago	0.31%	0.5%	0.6%
6	Washington	0.30%	0.5%	0.6%
7	New York	0.30%	0.4%	0.5%
8	Houston	0.30%	0.3%	0.3%
9	Detroit	0.18%	0.2%	0.2%
10	Dallas--Fort Worth	0.14%	0.2%	0.2%
	United States	0.38%	0.5%	0.6%

1 2000 US Census, 2006-2008, 2008-2012 American Community Survey  
2 1960 Census of Population, Characteristics of Population, United States Summary

The walk and bike modes are more common than the census commute mode numbers would lead one to believe. Work trips account for less than 20% of all trips, and walking and biking are more common for other purposes. The most recent data documenting mode of transportation for all trips taken in the U.S. comes from the 2009 National Household Travel Survey (NHTS). According to the NHTS 1.0% of all trips taken in the U.S. are made by bicycle and 10.4% are by foot.<sup>3</sup>

Ethnicity, gender, geography, age, and car ownership affect the decision to walk or bicycle.

People under the age of 44 are more likely to walk or bicycle than people older than age 44, and people over age 65 have the lowest rates of walking and bicycling, with 13% of the U.S. population and but 10% of all walking trips and 6% of all bicycling trips. Children, as would be expected, are most likely to walk and bike - Estimates from NHTS indicate that youth under age 16 make up 39% of bicycling trips, despite accounting for just 21% of the U.S. population. This age group also accounts for 17% of walking trips.

People living in households without cars are more likely to walk or bicycle than those that have one, and those living in households with only one car are more likely to walk or bicycle than those owning two. Middle-income groups are slightly less likely to walk or bicycle than either low-income or high-income groups. Whites are more likely to bicycle. Only 24% of bike trips in the United States are taken by women.

Regionally, bicycling and walking are concentrated in the core neighborhoods of the Washington region, especially areas near downtown D.C. and certain Metro stations, as well as college campuses and military bases.

In the past decade walk mode shares for all trips have grown, while bike mode shares have stabilized. Walking and bicycling have grown in the core. Bicycling, however, suffered a steep decline in the outer jurisdictions, resulting in no net increase between 1994 and 2007/2008.

Cold weather/winter is a major barrier to commuter cycling, along with distance, absence of safe routes, and lack of end-of-trip facilities such as showers and lockers.<sup>4</sup> Trips in the outer suburbs are usually farther than most people are willing to walk or bicycle. However, most commute trips that are short enough to be bikable or walkable are still taken by car. The average trip distance to transit or carpool is short.

Transit and walking are interdependent, with 80% of bus and 60% of Metrorail access

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<sup>3</sup> Alliance for Bicycling and Walking, *Bicycling and Walking in the United States: 2014 Benchmarking Report*, page 35.

<sup>4</sup> Metropolitan Washington Council of Governments, *2013 Bike to Work Day Survey- Summary of Results*, January 2014. Page 11.

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trips on foot. Mode of access varies tremendously by Metro station. Bicycling to transit is less common and varies greatly by Metro station, with the lowest rates of bicycle access found east of the Anacostia river.

### **Walking and Bicycling Trends According to the US Census**

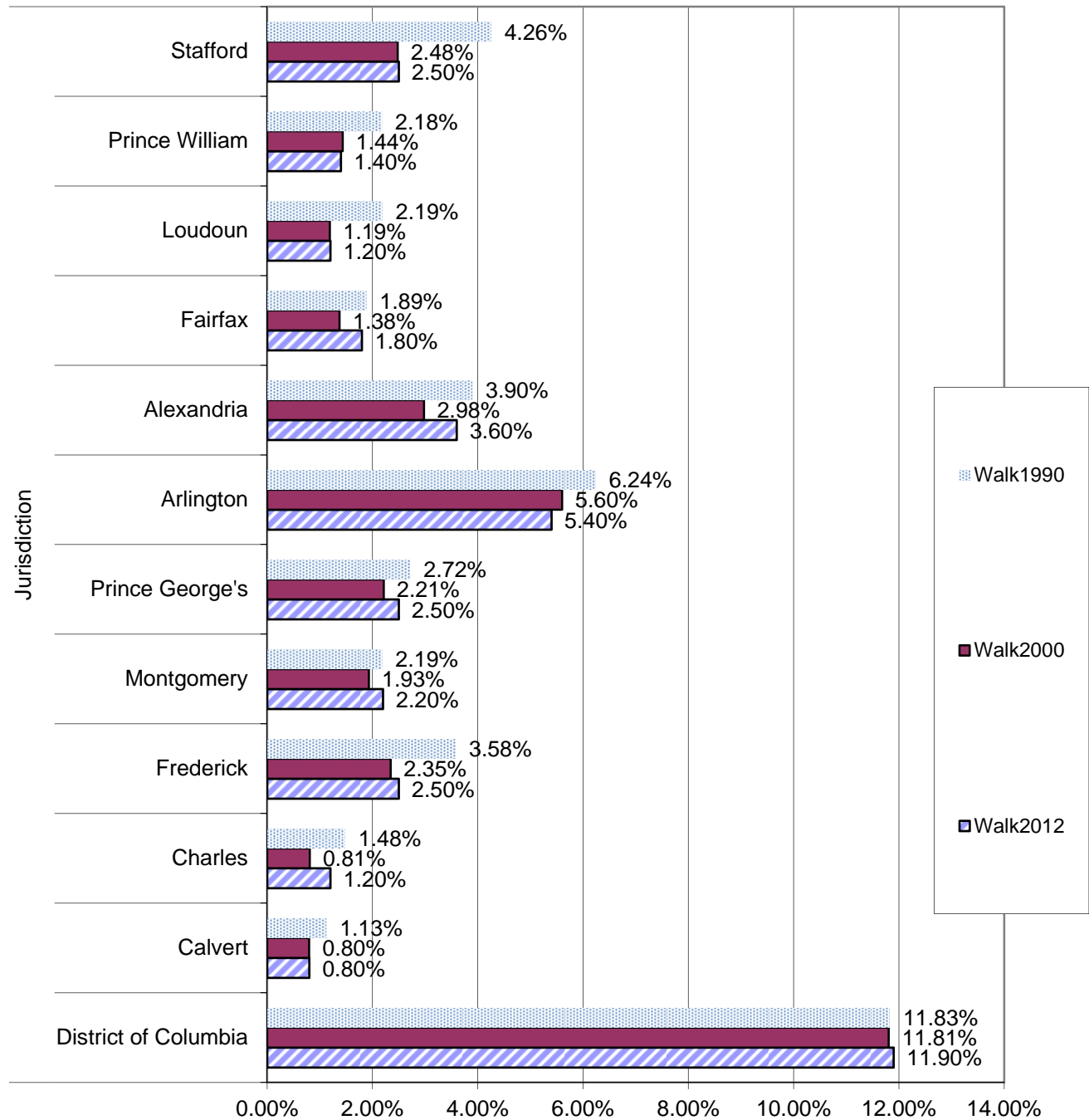
The 2010 decennial US census form was shortened, and the decennial census no longer provides information on journey to work. In place of the long form, the census bureau carries out an annual survey, the American Community Survey (ACS), which contains information on journey to work.

The ACS data is currently the most up to date source of information on walk and bike mode shares. The five-year 2008-2012 rolling averages are reasonably accurate down to the census tract level. At the County level we show the 2012 American Community Survey Data.

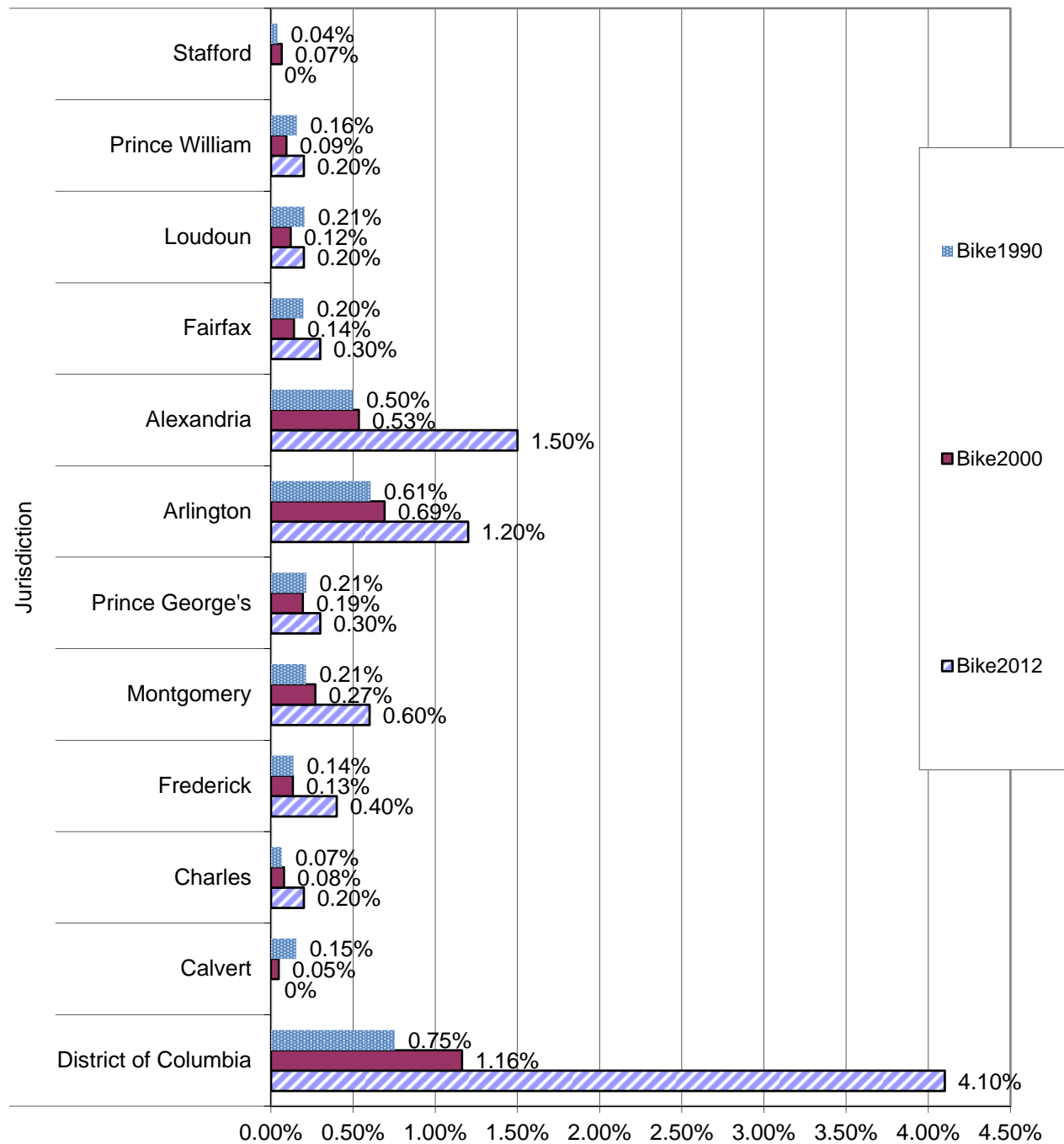
The 20<sup>th</sup> Century trend towards less walking and bicycling also held for the Washington Metropolitan Statistical Area (MSA). In 1990, 6,633 people (0.3 %) biked to work on an average day in the Washington area and 85,292 (3.9 %) walked. In 2000, 7,532 people (0.3%) biked to work and 72,700 (3.1%) walked. In the first decade of the 21<sup>st</sup> century walk mode stabilized, at 3.2%, while bike mode share doubled, to 0.6%.

Charts 2-14 and 2-15 below show the changes in walking and biking to work by jurisdiction.

**Chart 2-14: Percentage of Workers Walking to Work**



**Chart 2-15: Percentage of Workers Biking to Work**



Generally, the urban core of the Washington region, consisting of the District of Columbia, Arlington, and Alexandria, experienced stable pedestrian mode share and major gains in bicycling between 1990 and 2012. The District of Columbia nearly quadrupled its bicycle mode share.

The inner suburban jurisdictions of Fairfax, Montgomery, and Prince George's saw a decline in walking to work in the 1990's, which was reversed in the 2000's, leaving them roughly where they were in 1990. Bike mode share increased from 1990-2012, but from a low base.

The outer suburban counties of Frederick, Loudoun, Prince William, and Charles also saw a decline in walking to work in the 1990, which stabilized in 2000-2012, leaving them with less walking to work than in 1990. Bicycling mostly increased, but from a very low base. Frederick County more than doubled its bike mode share, to 0.6%.

The exurban counties of Calvert and Stafford had few people bicycling or walking to work in 1990, and that number fell further during the decades that followed. The American Community Survey counted 18 bicycle commuters in Stafford County in 2012, and 25 in Calvert County.

### **Mode Share by Census Tract**

The Census Bureau recently released a web application that provides commuter mode share information, including bicycle and walking commuting numbers, for each state, county, and census tract.

<http://www.census.gov/censusexplorer/censusexplorer-commuting.html>

Zooming in to the Washington region, the maps show that bicycling and walking are concentrated in the neighborhoods surrounding downtown D.C., Capitol Hill, and North Arlington. Downtown DC and the surrounding neighborhoods show the highest walk mode shares, as much as 52%, while those a little further out have the highest bike mode shares. Outside DC, North Arlington, Old Town Alexandria, downtown Bethesda, and the City of Frederick the highest (non-campus) walk mode shares.

College campuses and military bases such as University of Maryland, Ft. Meyers, Bolling Air Force Base, the National Institute of Health, George Mason, Howard, Georgetown and Gallaudet all have high walk and bike mode share.

Census tracts abutting major facilities such as the W&OD, the C&O, and the Mt. Vernon Trails tend to show higher levels of bicycling than the surrounding suburban tracts.

However, the highest bike mode share by far is in the ring of neighborhoods within easy biking distance of downtown DC, on the order of 10-15%. A dense network of on-street bicycle facilities, and proximity between housing and employment, seems to be more predictive of bicycling than an isolated trail.

**Walking and Bicycling According to the COG/TPB Household Travel Survey**

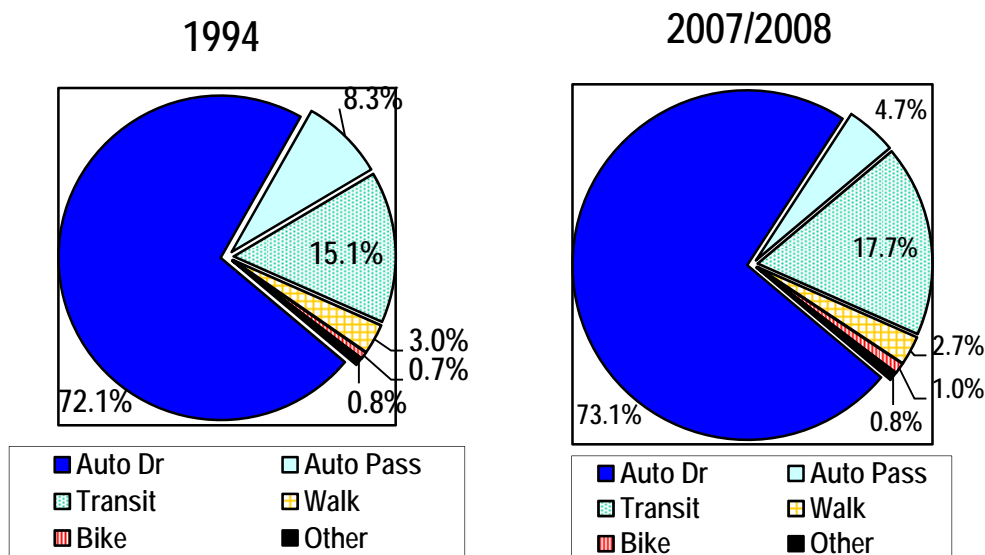
The household travel survey is a roughly once in a decade survey of households in the greater Washington region. The survey was done in 1994, and again in 2007-2008. It is the best available source of information on travel mode shares in the Washington region. For the commute mode share the US Census American Community Survey provides more recent data.

For the most recent survey, 11,000 randomly selected households in TPB Region and adjacent areas (+3,500 in the Baltimore Region) were surveyed. Higher numbers of samples were taken in higher density, mixed use urban areas, and regional activity centers. The sample was address-based. Interviews were conducted between February 2007 and March 2008. Travel is weekday travel only; week-end travel was not counted.

Comparing the results of the 1994 and the 2007/2008 surveys, walk commuting fell from 3% to 2.7%, but bicycle commuting increased slightly, from 0.7% to 1%. Bicycling grew by the same amount as walking declined. Auto commute trips remained stable, while auto passenger (carpooling) declined steeply, and transit use grew.

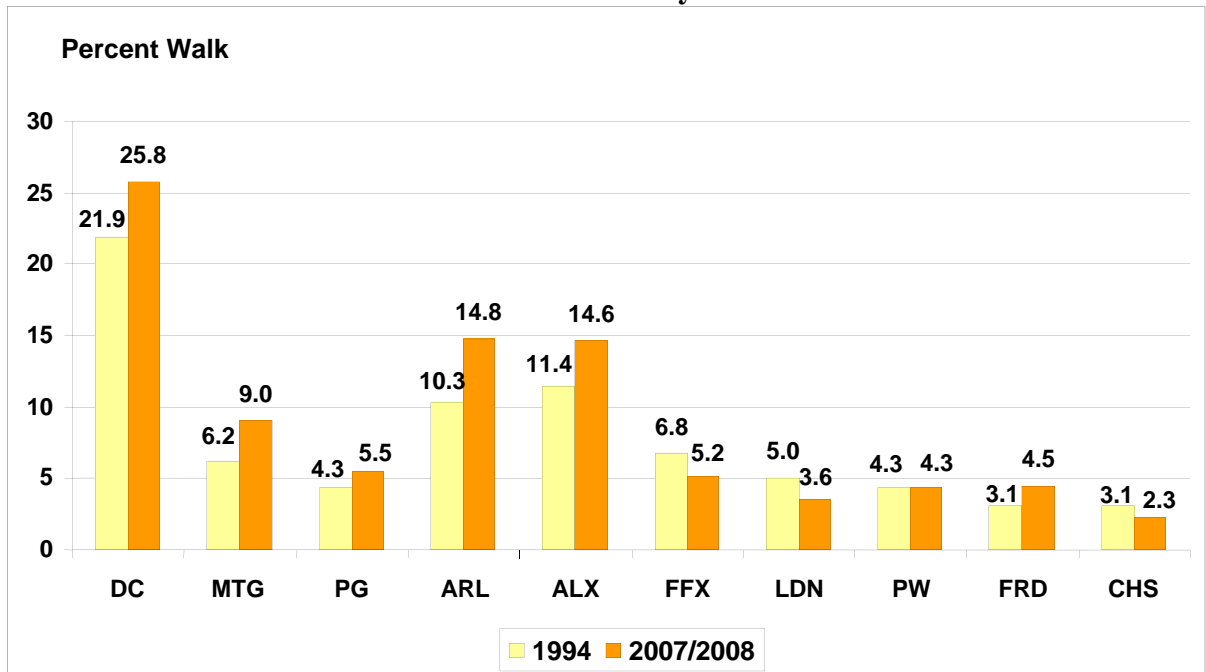
These results are generally consistent with the 2000 US Census and 2006-2008 American Community Survey results for the Washington region, which also show walk commuting decreasing and bicycle commuting increasing.

**Chart 2-1: Change in Commuting Mode Shares 1994-2007/2008**

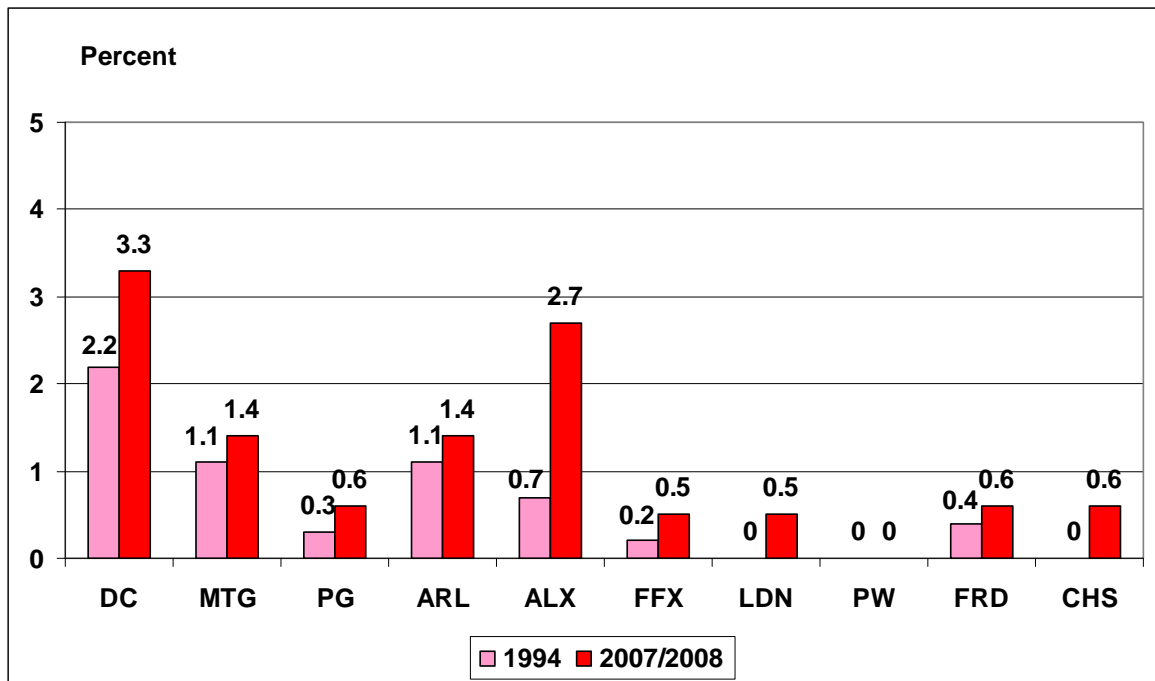




**Chart 2-2: Walk Commute Share by Jurisdiction<sup>5</sup>**



**Chart 2-3: Bike Commute Mode Share by Jurisdiction**



<sup>5</sup> District of Columbia (DC), Montgomery County (MTG), Prince George’s County (PG), Arlington (ARL), Alexandria (ALX), Fairfax County (FFX), Loudoun County (LDN), Prince William County (PW), Frederick County (FRD), Charles County (CHS)

At the jurisdictional level, walk commuting declined in the District of Columbia (DC), but grew in Alexandria (ALX), Arlington (ARL) and Frederick (FRD) Counties.

Walk commuting grew in urban core, and in Montgomery(MTG) and Frederick(FRD) Counties, but fell in other suburban areas, notably Fairfax (FFX) and Loudoun (LDN) Counties, which experienced considerable auto-oriented suburban growth.

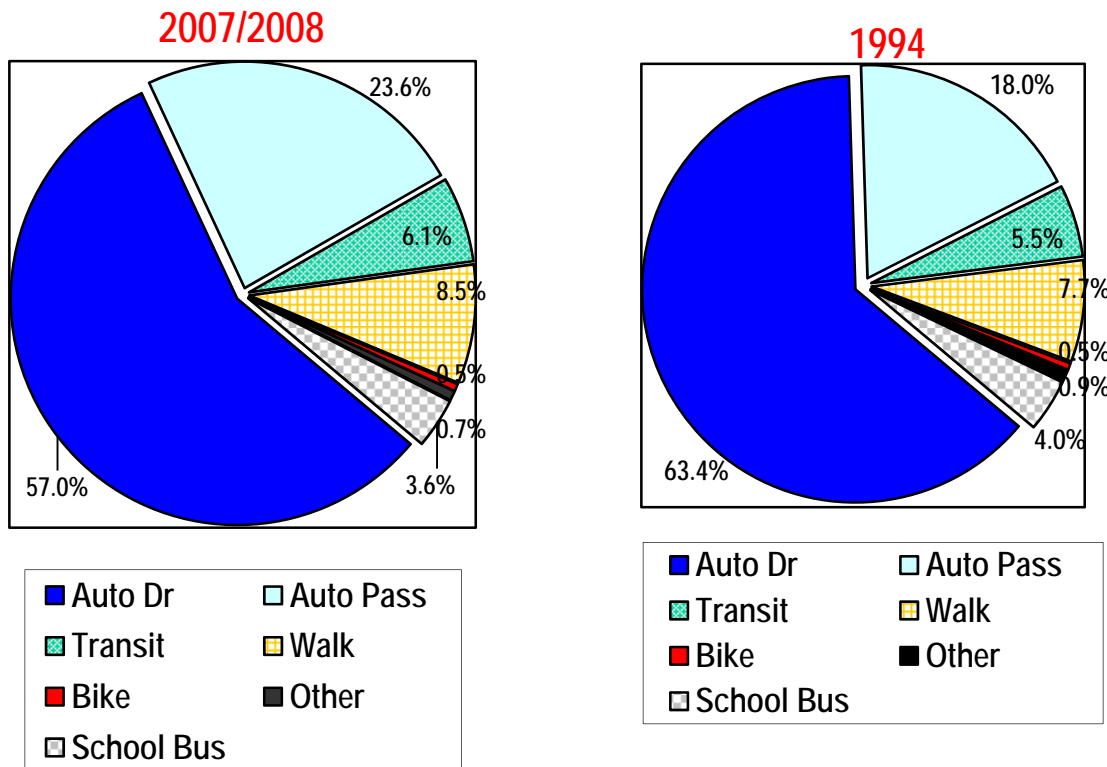
Bike commuting grew in most jurisdictions from a low base, with the biggest increases in the District of Columbia and Alexandria.

**Mode Share Trends for All Trips in the Washington Region**

Commute trips, while they get a lot of attention, account for less than 20% of all trips in the Washington region. Nonwork trips have different characteristics than work trips, and overall trends in mode share are different from trends in commuter mode share.

Solo driving declined significantly in the Washington region between 1994 and 2007/8, while auto passenger, transit, and walk modes increased. Bicycling remained stable at the regional level.

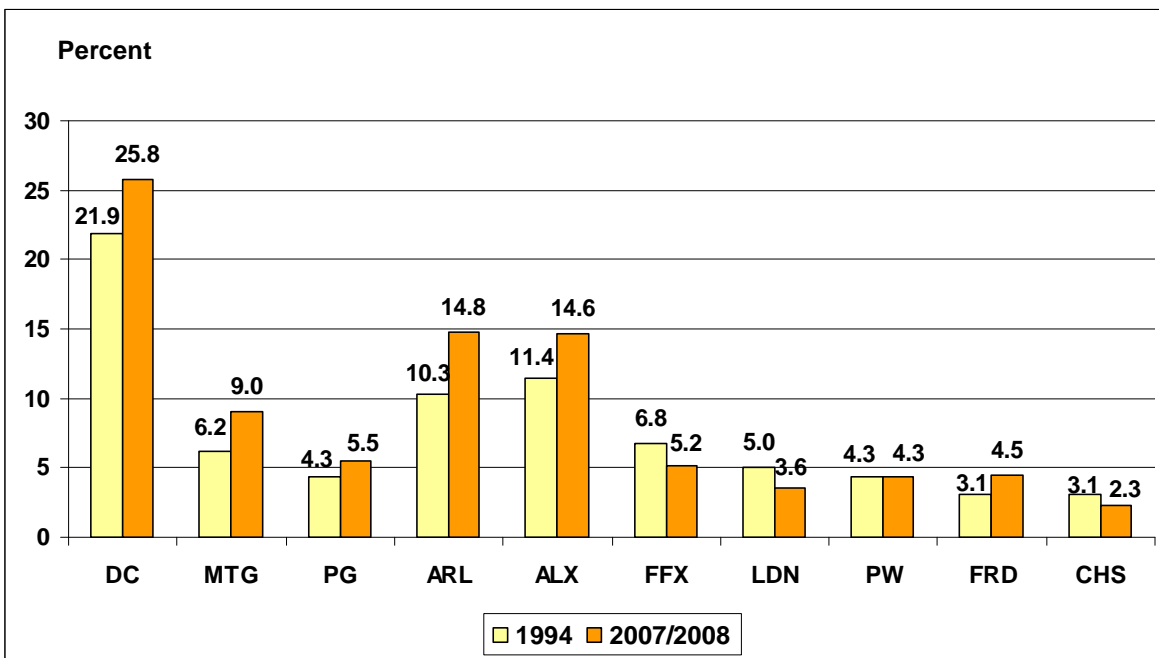
**Chart 2-4: Mode Share for All Trips**



**Walk and Bike Mode Share by Jurisdiction**

Walking increased in most jurisdictions, with the notable exceptions of declines in Fairfax and Loudoun Counties. The biggest increases were in the urban core and in Montgomery County.

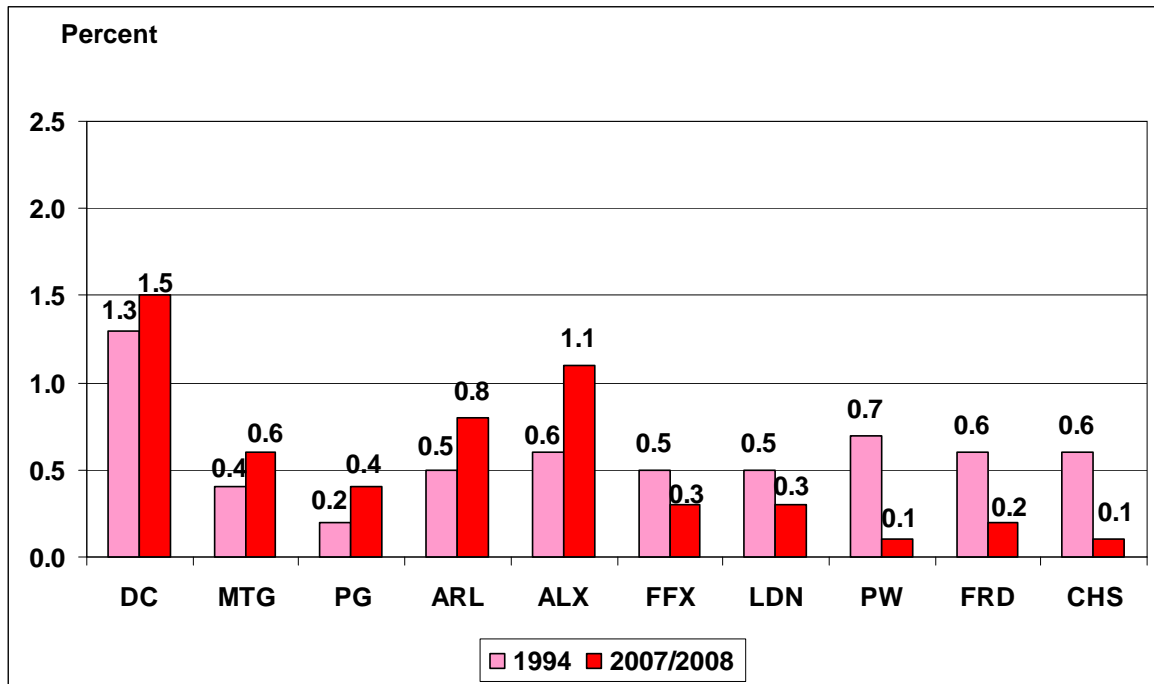
**Chart 2-5: Daily Walk Trip Share by Jurisdiction of Residence  
(1994 – 2007/2008)**



Bike mode share grew in the urban core, but fell steeply from low starting levels in the outer suburban counties. Growth in bicycling in the core has been offset by an equal decline in the outer suburbs, adding up to zero growth at the metropolitan level. The outer counties have experienced greatly increased auto traffic, much of it on narrow country roads without bike lanes or other accommodation. Fear of traffic is a commonly cited reason in surveys for not riding.

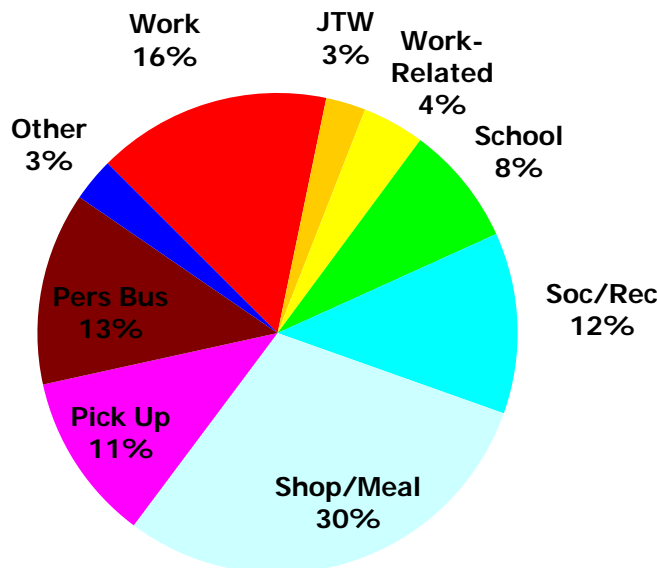
Alexandria had the largest increase at .5% followed by Arlington at .3%.

**Chart 2-6: Daily Bike Trip Share by Jurisdiction of Residence  
(1994 – 2007/2008)**



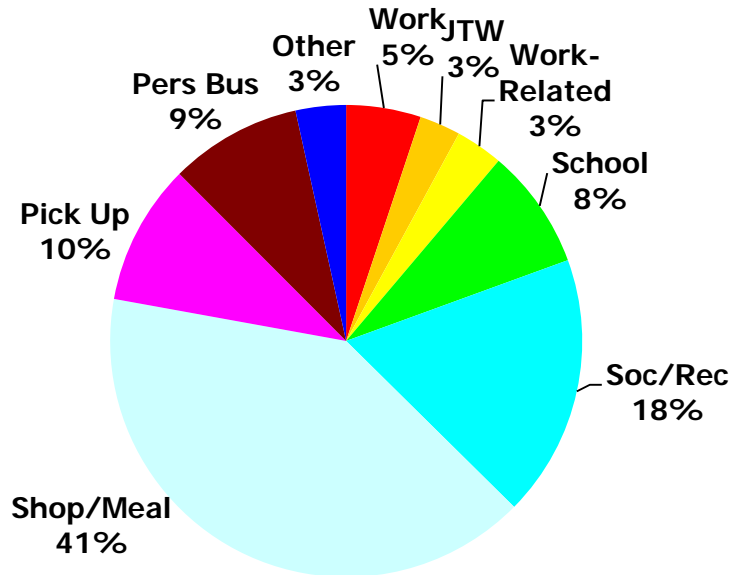
**.Daily Trips by Trip Purpose in the Washington Region**

**Chart 2-7: Daily Trips by Trip Purpose**



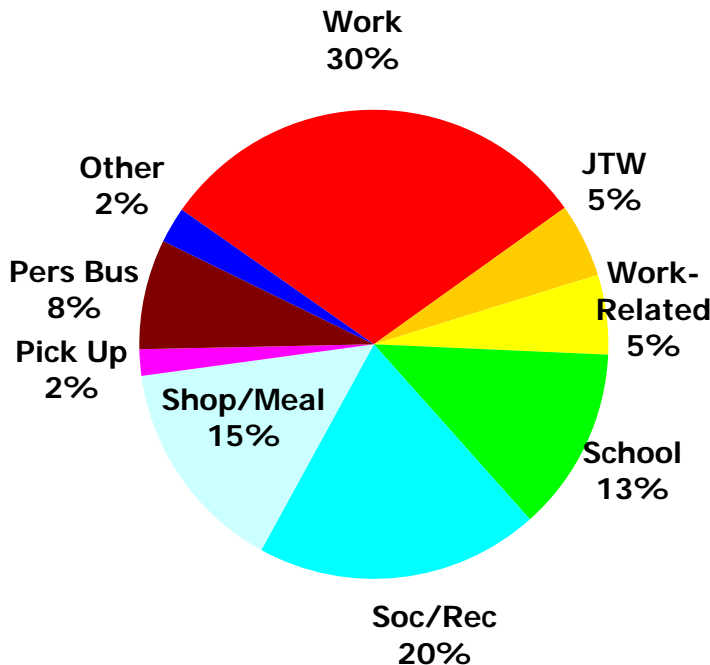
Commuter trips account for less than 20% of total daily trips in the Washington region, but have average trip lengths 3 times the distance of other trips for non-work purposes. Commuter trips also have the highest median trip length, at 9.3 miles.

**Chart 2-8: Walk Trips by Purpose**



The vast majority of walking trips are for shopping, meals, recreation, or social visits. Compared to all trips, pedestrians are more likely to be doing a shopping, dining, or social/recreational trip, and less likely to be going to work.

**Chart 2-9: Bike Trips by Purpose**



Bicyclists are more likely to be going to work or school than either “all trips” or “walk trips”, and are less likely to be on shopping, dining, or social/recreational trips. This is the opposite of what one might expect based on median trip lengths. One possible explanation is that most bicyclists now live in walkable

urban areas and have short, but not quite walkable commutes, so they will commute to work by bicycle but are more likely to walk for other purposes. Carrying bulky or heavy items is also difficult on a bicycle, which would discourage use of the bicycle for

shopping. Social events may require dress that is difficult to keep clean on a bicycle.

Alternately, it may be that bicyclists, while few in number, tend to stick with their chosen mode for all types of trips (like car drivers). Walking is more conducive to being an access mode or being used for only some legs of a trip chain.

**Trip Lengths by Purpose**

Based on trip lengths and number of trips shown below, school, shopping/meal, social/recreational, and personal business trips might be more conducive to being shifted to walk or bike modes than commute trips.

**Table 2-1: Trip Length Distribution by Purpose  
(Distance in Miles, 2007/2008 Household Travel Survey)**

<b>Purpose</b>	<b>25%</b>	<b>Median</b>	<b>75%</b>	<b>90%</b>
Work	4.3	9.3	17.1	25.8
To Work after other stop (JTW)	1.5	4.8	12.9	22.1
Work-Related	1.8	5.6	13.4	24.8
School	0.9	2.1	4.7	9.3
Social/Recreational	1.0	2.9	6.7	13.7
Shop/Meal	0.7	2.1	5.4	12.0
Pick-Up	0.8	2.2	5.2	11.2
Personal Business	1.4	3.5	7.5	14.9
Other	0.8	1.5	4.1	7.3

**Trip Lengths by Mode**

The median auto trip length in the Washington region is only four miles, and 25% of auto trips are 1.5 miles or less. The median auto passenger trip, which includes many child passengers, is only 2.2 miles, with 25% of auto passenger miles being 1.5 miles or less.

The median walk distance of 0.3 miles is consistent with most estimates of people’s willingness to walk. The median bike trip distance of 1.5 miles is brought down in the household travel survey by some short trips that are part of trip chains. Other sources show typical bike trip lengths as being five miles or less.

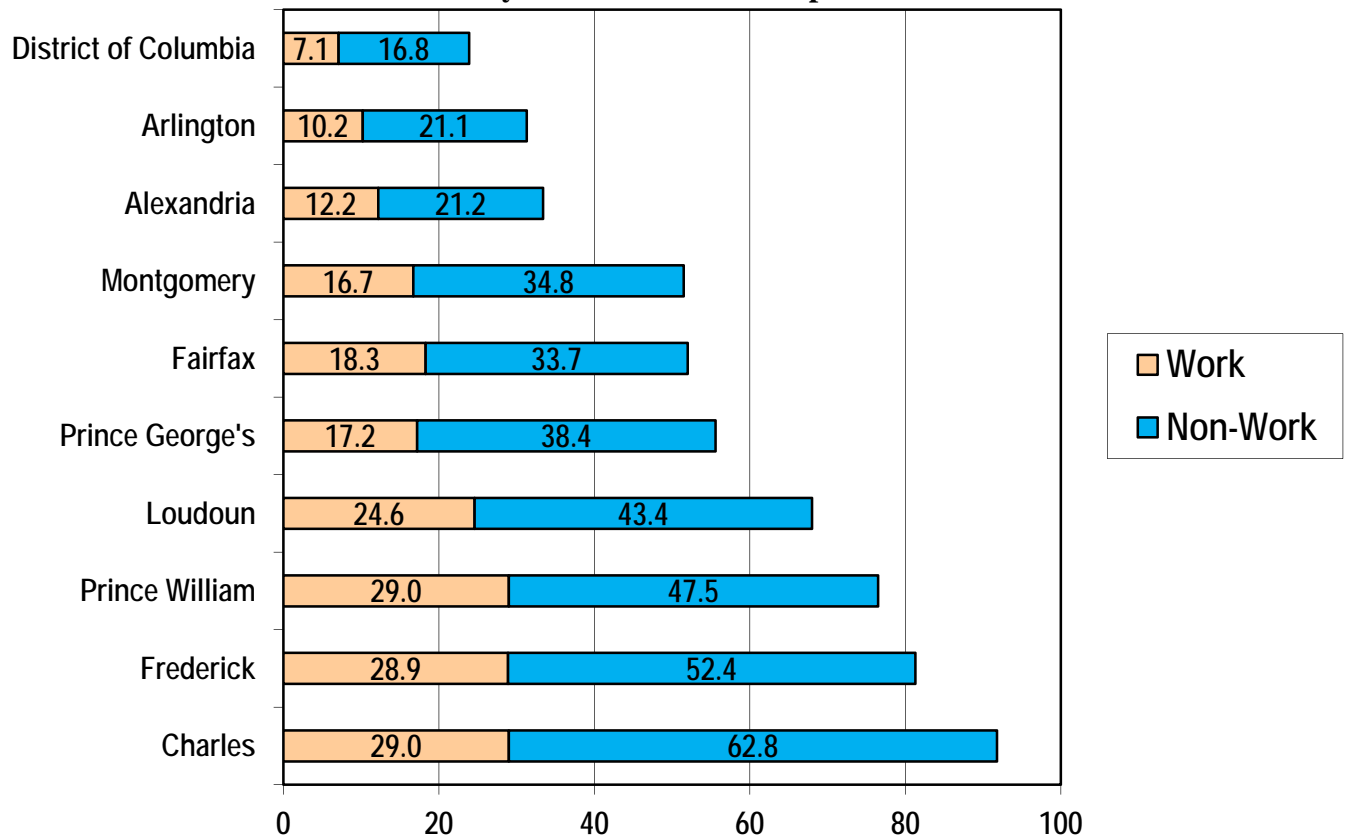
**Table 2-2: Trip Length Distribution by Mode  
(Distance in Miles)**

<b>Mode</b>	<b>25%</b>	<b>Median</b>	<b>75%</b>	<b>90%</b>
<b>Auto Driver</b>	1.5	4.0	9.7	18.7
<b>Auto Passenger</b>	1.2	2.8	6.4	12.9
<b>Transit</b>	3.5	6.9	14.1	23.4
<b>School Bus</b>	1.2	2.3	4.6	8.2
<b>Walk</b>	0.1	0.3	0.5	0.9
<b>Bike</b>	0.8	1.5	4.1	7.3

**Average Daily Miles Traveled By Jurisdiction**

Households in the urban core make slightly fewer trips per day, and travel far fewer miles per day than households in the outer jurisdictions. The average DC household makes seven trips per day and travels 23.9 miles, while the average Charles County household makes nine trips per day, and travels 91.8 miles, or nearly four times as far.

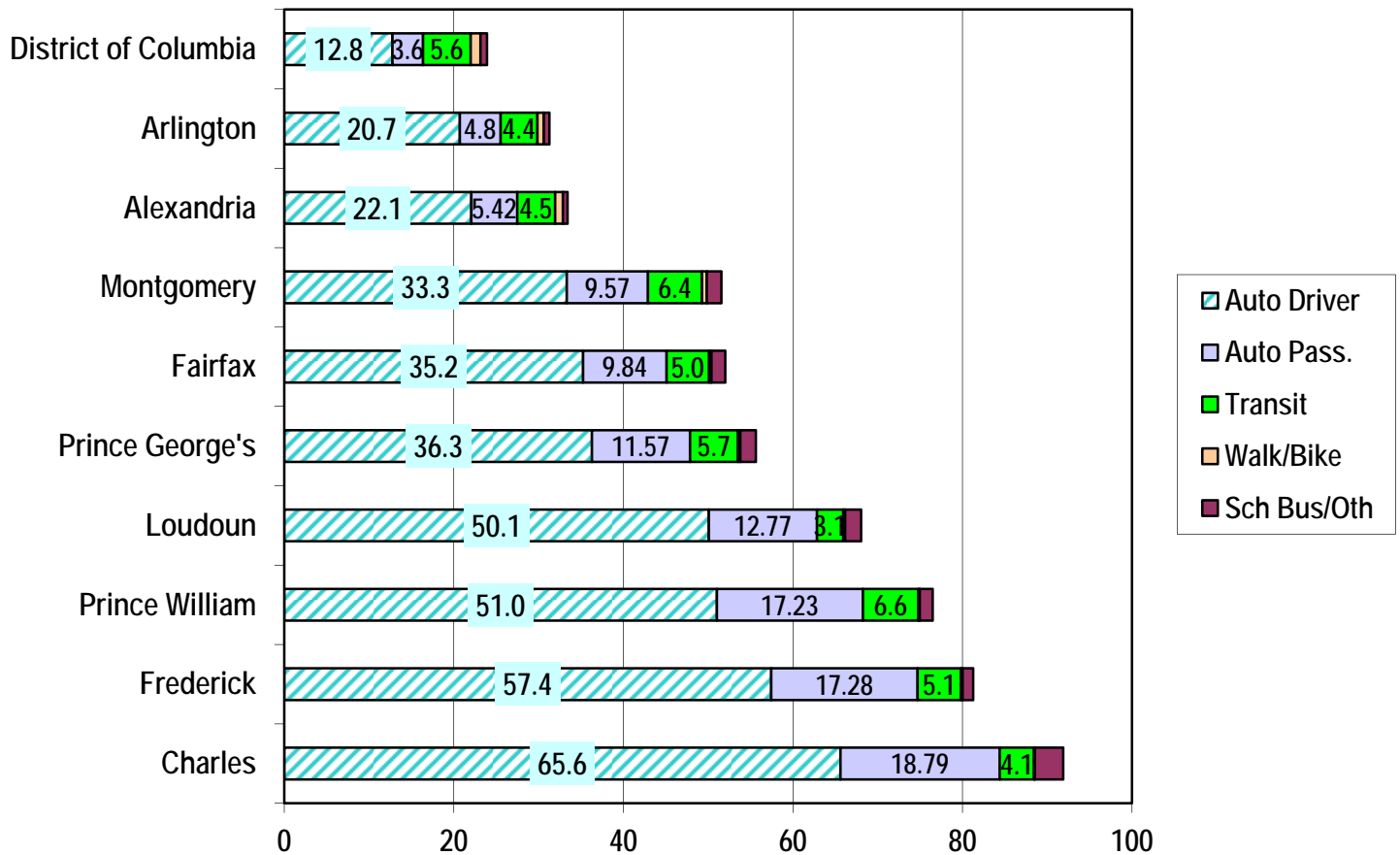
**Chart 2-10: Average Daily Miles Traveled Per Household by Jurisdiction and Purpose**



Nor are all the long trips in the outer suburbs commute trips; outer suburban households travel three to four times as many non-work miles as DC households. Low-density development patterns in the outer suburbs appear to be generating trip distances which are significantly longer than what most people are willing to walk or bicycle.



**Chart 2-11: Average Daily Miles Traveled Per Household  
by Jurisdiction and Mode**



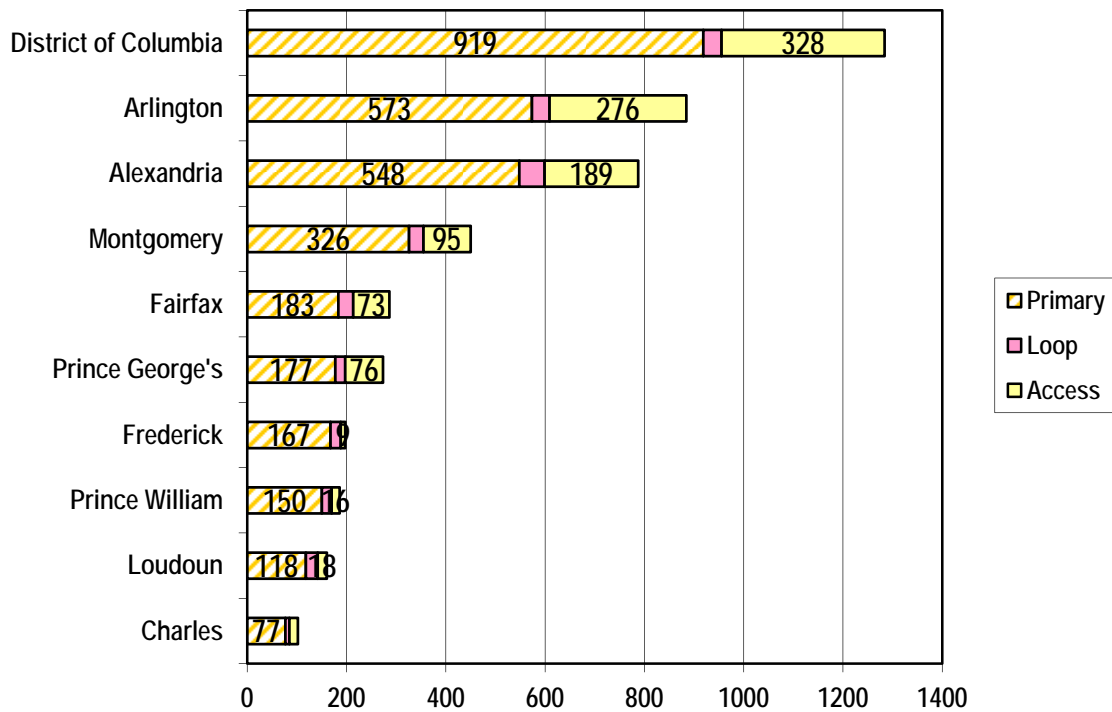
DC residents use an automobile for about half the miles they travel, while more than 90% of outer suburban residents' travel mileage is in a car, with transit and school buses accounting for the rest.

**Table 2-3: Total Weekday Walk and Bike Trips by Type in the Washington Region  
(in Thousands)**

Type of Trip <sup>6</sup>	Walk	Bike
Primary Travel Mode	1,370.0	87.5
“Loop” Trips	123.8	6.9
Metrorail Access	464.3	4.3
Metrorail Egress	469.0	4.0
<b>Total</b>	<b>2,427.1</b>	<b>102.7</b>

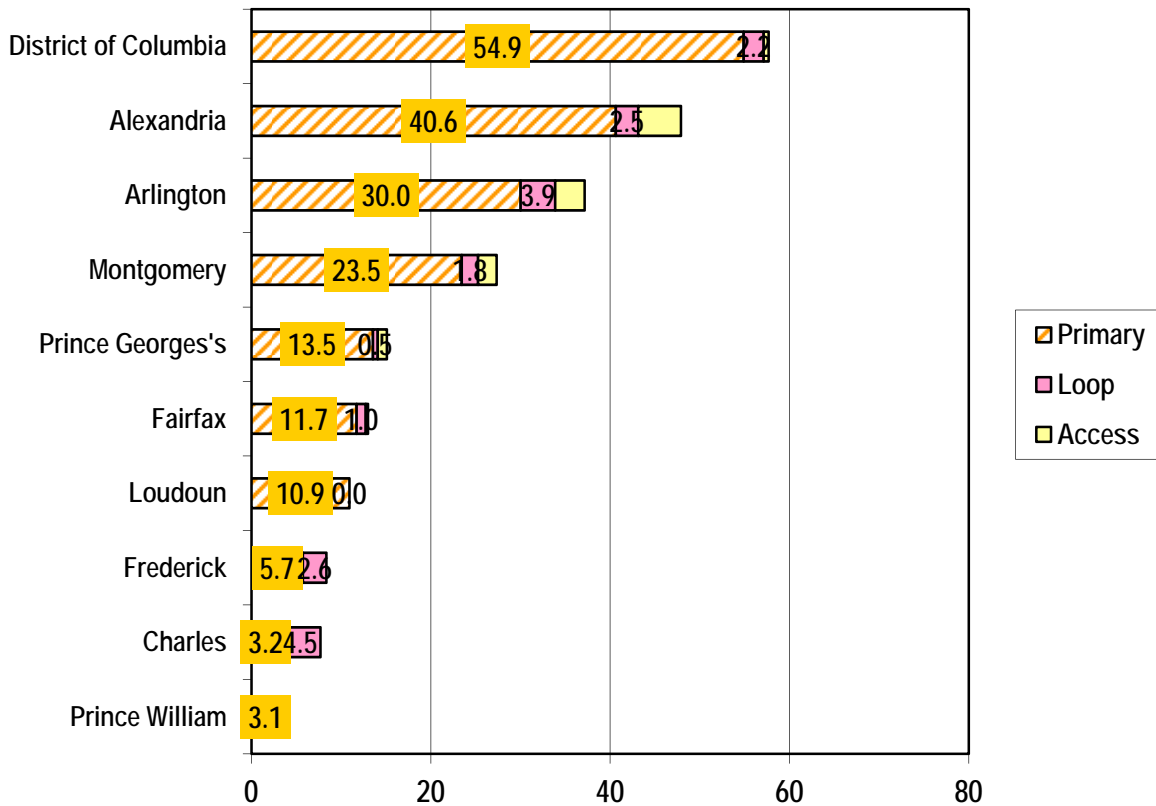
Access to transit accounts for a high proportion of the walk trips in the region, especially in the urban core.

**Chart 2-12: Weekday Walk Trips by Jurisdiction of Residence and Type  
Per 1,000 Population in Households**



<sup>6</sup> People who use multiple modes to go from an origin to a destination are generally collapsed to one mode for reporting purposes. For instance, walk to metro or bus from metro are both collapsed to metro for a single mode. Loop trips start and end in the same place.

**Chart 2-13: Weekday Bike Trips by Jurisdiction of Residence and Type Per 1,000 Population in Households**



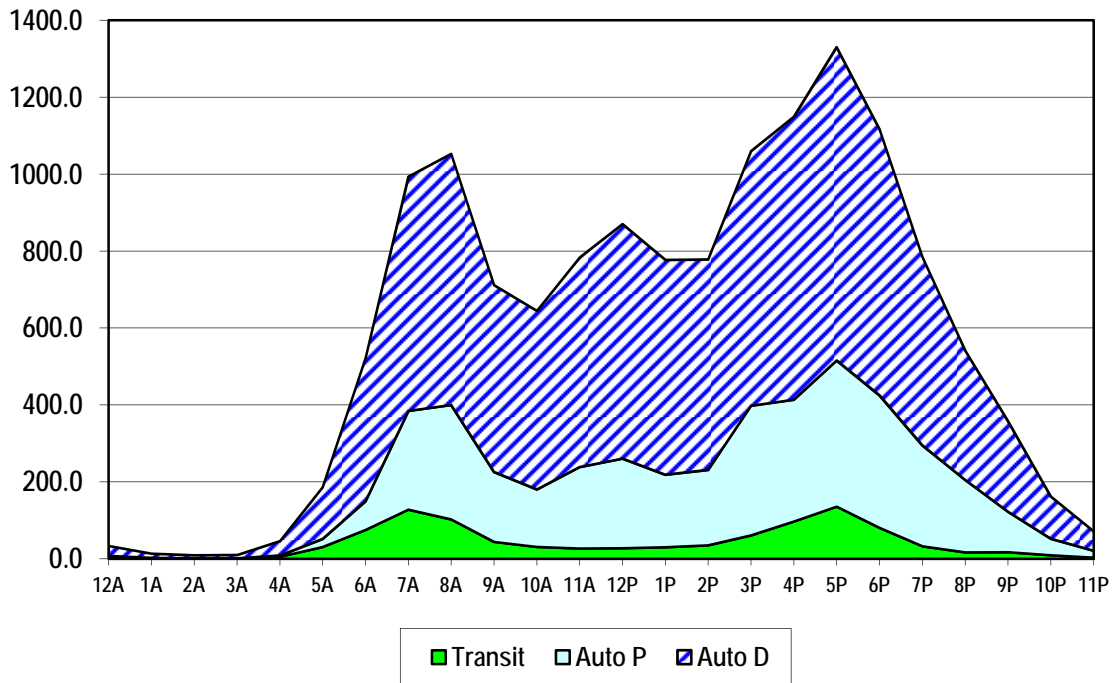
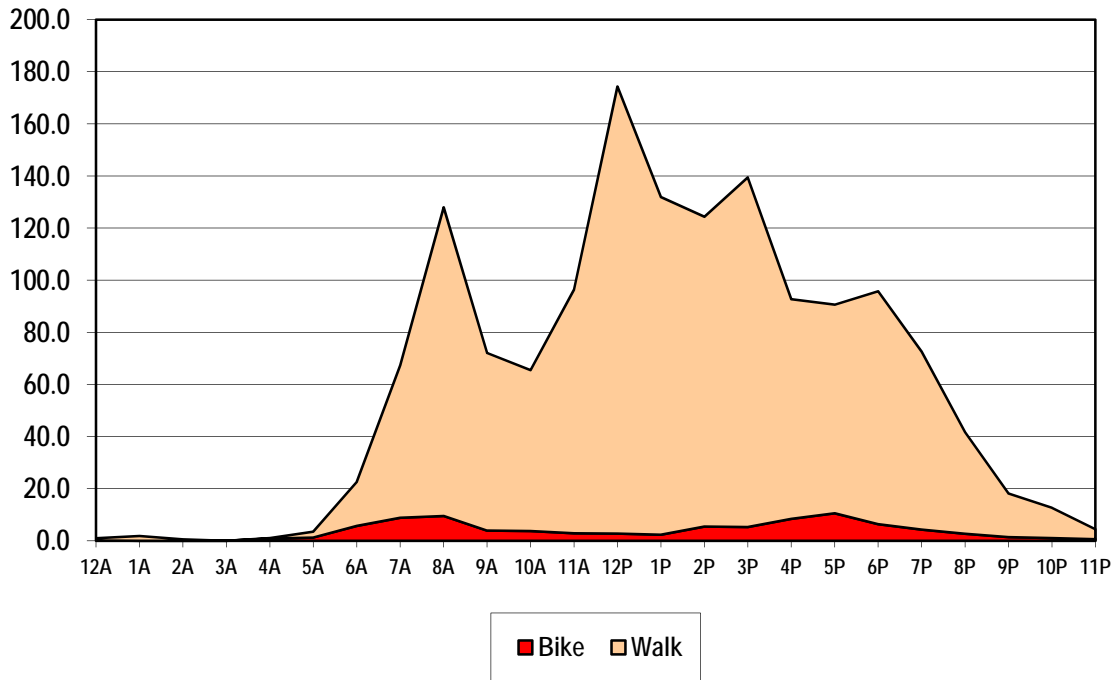
While DC residents are most likely to bicycle, Alexandria and Arlington are most likely to use bicycle to access Metrorail. Charles County has the highest rate of “loop” bicycle trips.

### **Walking and Bicycling by Time of Day**

Walk trips peak at lunch hour, then around 3 p.m. when school lets out, and then during the morning rush hour just before 8 a.m. This is different from auto, auto passenger, and transit modes, which are highest at 5 p.m, and next highest at 8 a.m.

Bike trips are much more evenly distributed throughout the day than other modes. Bike trips peak at the evening and morning rush.

**Chart 2-14: Walking and Bicycling by Time of Day**



**Walking and Bicycling in the Geographically Focused Household Travel Surveys**

As a follow-up to the 2008 regional Household Travel Survey, COG/TPB carried out a series of household surveys in geographically focused areas around the Washington region. These case studies addressed a need expressed by local planners, to provide some small area community-level socio-economic data that are no longer available from the Decennial Census

The project sought to analyze daily travel behavior in communities with different densities, physical characteristics and transportation options, including Regional Activity Centers, and eventually track changes in behavior over time. Data on 17 focused areas have been collected so far.

**Chart 2-16: Commute Mode Share 2010/2011  
In Selected Neighborhoods in the Washington Region**

		Drive Alone (SOV)	Carpool (HOV)	Transit	Walk	Bike	Other
<b>Core</b>	<b>Logan Circle</b>	21%	4%	28%	33%	10.6%	2%
	<b>Crystal City</b>	22%	4%	53%	19%	0.7%	2%
<b>Inner</b>	<b>Largo</b>	70%	11%	13%	3%	2.8%	--
	<b>Reston</b>	70%	17%	8%	3%	0.7%	2%
<b>Outer</b>	<b>Woodbridge</b>	76%	13%	8%	1%	0.3%	2%
	<b>Frederick</b>	78%	12%	4%	4%	1.5%	--

Logan Circle had by far the most walking and bicycling of the neighborhoods surveyed. Density, proximity to transit, distance to the central business district, and urban design appear to affect mode choice.

**Bicycling in the Metro Core Cordon Counts**

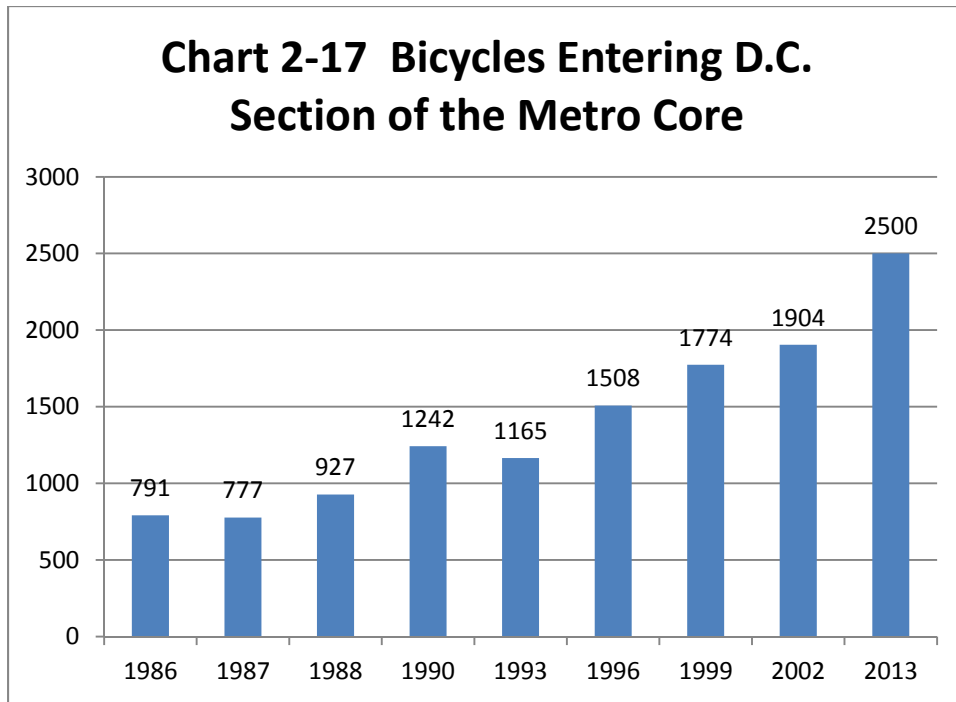
COG/TPB periodically takes a count of vehicular traffic, including bicycle traffic but excluding pedestrian traffic, entering downtown D.C. and Arlington, as well as traffic crossing the beltway. Cordon counts are not done in other parts of the region.

*Bicycling is  
Growing  
Rapidly in  
Downtown D.C.  
and North  
Arlington*

COG/TPB's cordon counts confirm the census data indicating a concentration of bicycling in the neighborhoods close to downtown D.C., Arlington, and Alexandria.

The most recent counts were done March through June 2013, on Tuesdays, Wednesdays and Thursdays only. Holidays were avoided. Only 5:00 A.M. to 10:00 A.M. inbound traffic was counted.

The counts show that bicycle traffic into the downtown Metro core is growing rapidly, with bicycle traffic into the D.C. section of the Metro core more than tripling from 1986 to 2013. The number of bicyclists entering the Metro core within the District of Columbia between 6:30 a.m. and 9:30 a.m. has grown steadily from 474 in 1986, 1,379 in 2002, to 2,500 in 2013. The number of cyclists crossing the Potomac bridges grew from 317 in 1986 to 525 in 2002, to 811 in 2013. Chart 2-17 shows the number of bicycles entering the D.C. section of the Metro core from 1986 to 2013.

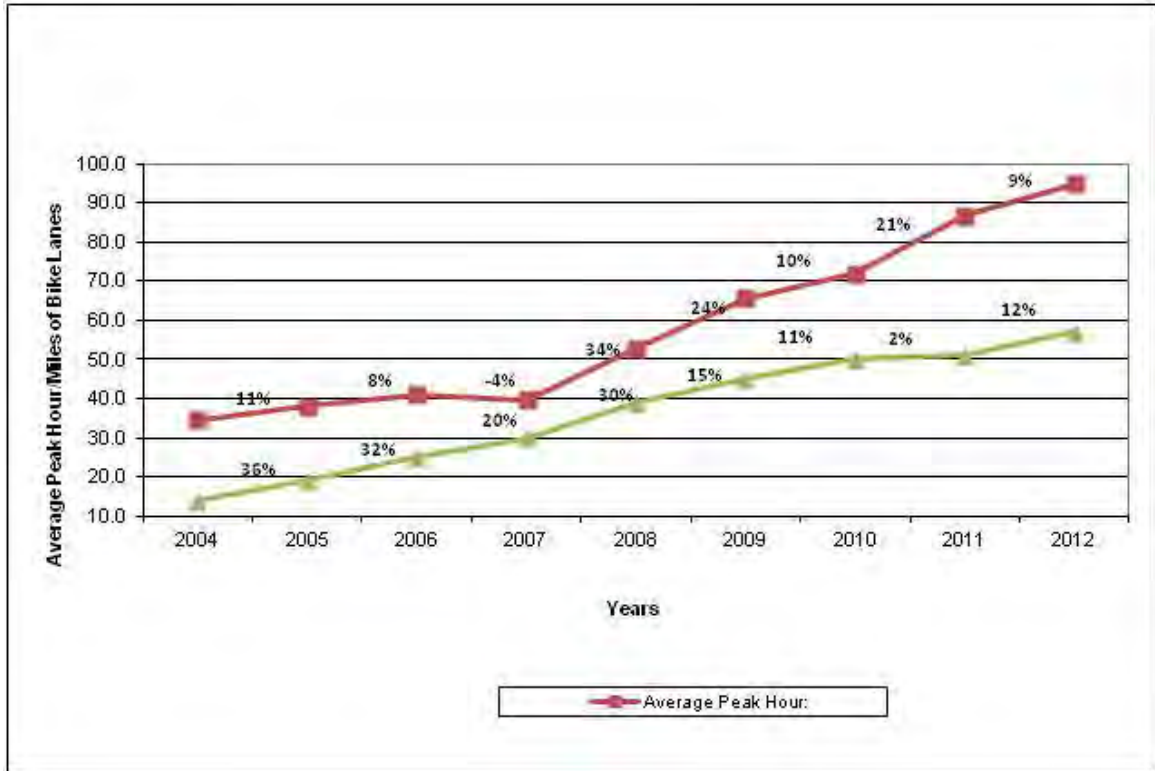


### **District of Columbia Bicycle Counts**

The District of Columbia Department of Transportation has had an annual bicycle count program since 2004. Counts are taken at selected locations in the District Columbia, and on the bridges entering the District of Columbia. Numbers varied a lot by location; bridge locations and some central locations had hundreds of bicyclists per hour, others, in the outer wards, had few or none. Counts are taken at 8 hours at each location, 4 hours in the morning (6 to 10am), and 4 in the evening (3 to 7pm).

DDOT has consistent counts at 19 of the locations dating back to 2004, which are used to calculate the growth in *average peak hour* cycling. In 2004, the average peak hour count was 35 cyclists and there were 14 miles of bike lanes. By 2012 these numbers rose to 95 cyclists per hour and 57 miles of bike lanes, a 175% increase in the cycling rate and over 300% increase in the bike lane network.

**Chart 2-18: Average Peak Hour Bike Counts/Miles of Bike Lanes in DC**



The top (red) line shows peak hour bike counts, the bottom shows bike lane mileage.<sup>7</sup>

**Arlington Automated Counters**

Manual counts have a number of disadvantages, notably cost, an inherently limited time window, unrepresentative counts due to weather events, and a lack of data on cyclists’ and pedestrians’ off-peak presence. There is strong interest among planners in automated bicycle and pedestrian counters.

Arlington County has by far the largest automated counting program in the region. Arlington’s first two automated bike and pedestrian counters were installed in the fall and Spring of 2009-10 on the Custis and Four Mile Run Trails. They use a combination of in-ground inductive loops and passive infrared detectors to collect data on trail volumes and travel direction. The loops detect metal, which distinguishes a bicyclist from a pedestrian.

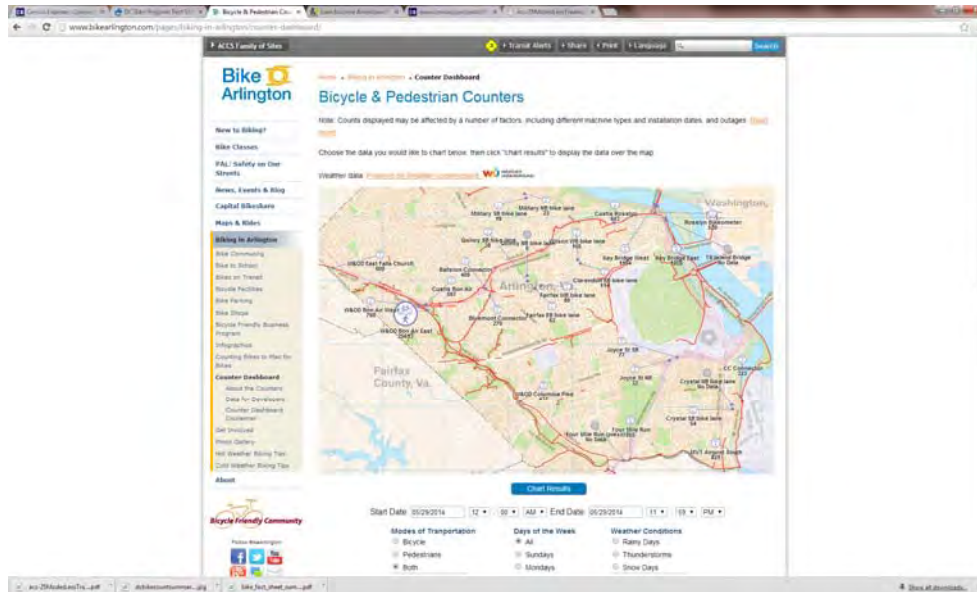
<sup>7</sup> <http://ddotdish.com/2012/12/07/2012-dc-bicycle-count-summary/>



As of April 2014, the County had sixteen permanently installed bicycle and pedestrian counters on shared-use trails, ten permanent bicycle-only counters in on-street bike lanes, and three mobile counters typically used for short term sidewalk counts. Mobile counters are used to estimate facility needs and guide negotiations with developers.

The data show that people continue to ride in bad weather, but are deterred by snow and ice on the trails, which are not plowed. Weekday bike traffic peaks during the morning and evening rush hours, while week-end traffic peaks mid-day.

The Arlington count data has been posted at [bikearlington.com/pages/biking-in-arlington/counter-dashboard/](http://bikearlington.com/pages/biking-in-arlington/counter-dashboard/). It can be queried for pedestrians and/or bicyclists by time period, day of the week, temperature, snow, and a number of other variables.



### **Demographic Characteristics of Pedestrians and Bicyclists**

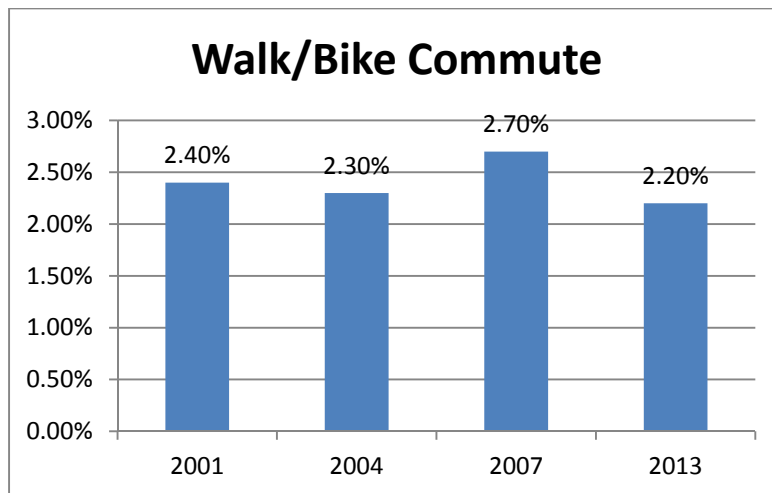
Ethnicity, geography, income, age, and car ownership affect the decision to walk or bicycle to work. The best recent source of this demographic information on pedestrian and bicycle commuters in the Washington region is the 2013 Commuter Connections *State of the Commute Survey*. However, the *State of the Commute Survey* and the US Census both measure work trips only, and the conclusions in terms of both the prevalence and distribution of walking and bicycling can be quite different for all trips than for work trips. Nationally, the 2009 *National Household Travel Survey* is the best source of demographic data on pedestrians and bicyclists for all types of trips.

All data in the following tables comes from the 2013 *State of the Commute Survey* unless otherwise noted. Walking and bicycling were not calculated separately in the *State of the*

*Commute Survey* for the subcategories of ethnicity, income, age, and state of residence due to sample size issues. All mode shares are for primary commute mode, 3+ days per week. Walk/bike mode share varies by household income, state of residence, number of vehicles in the household, ethnicity, and age.

The 2013 *State of the Commute* shows that walking and bicycling declined from 2.4% in 2001 to 2.2% in 2013.<sup>8</sup> However, that change is well within the survey's margin of error, which is 1.2%. *State of the Commute* shows lower mode share for walking and bicycling than does the Census, a discrepancy probably explained by differing methodologies.

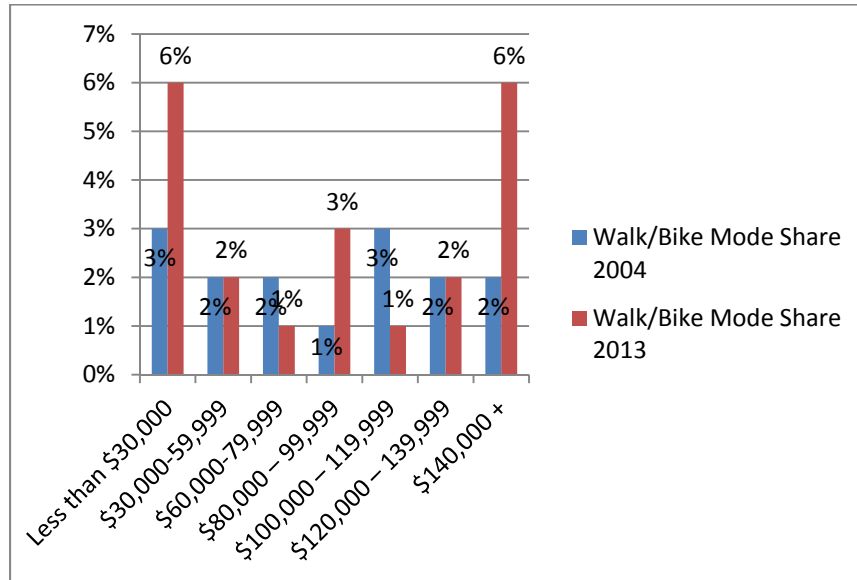
**Chart 2-19: Walk/Bike Commute Mode Share**



### **A. Household Income**

Chart 2-4 shows walking and bicycling commute mode share by income. Bicycling and walking are slightly more common at the top and the bottom of the income distribution than in the middle. This is roughly consistent with the national data.

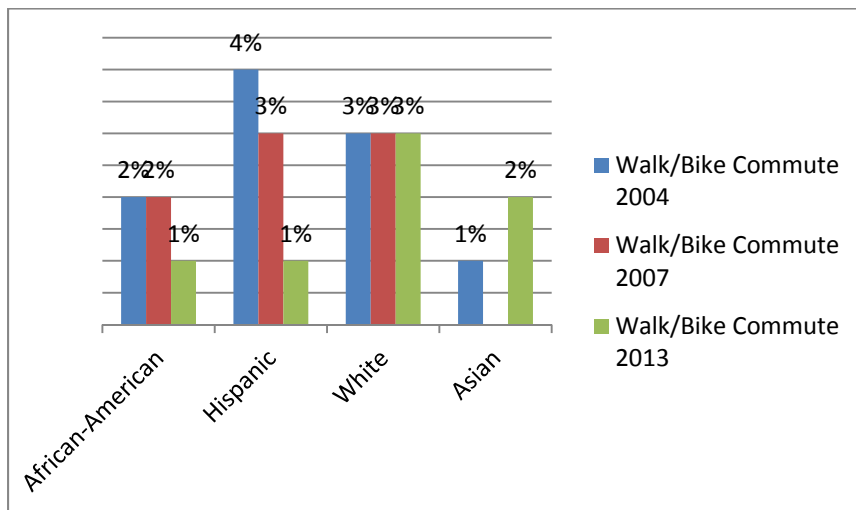
**Chart 2-20: Walk/Bike Mode Share by Income**



**B. Ethnicity**

Walk/bike commute mode varies by ethnicity. Whites have the highest walk/bike mode share at 3%, African-Americans the lowest at 1%. Hispanic walk/bike mode share has apparently declined.

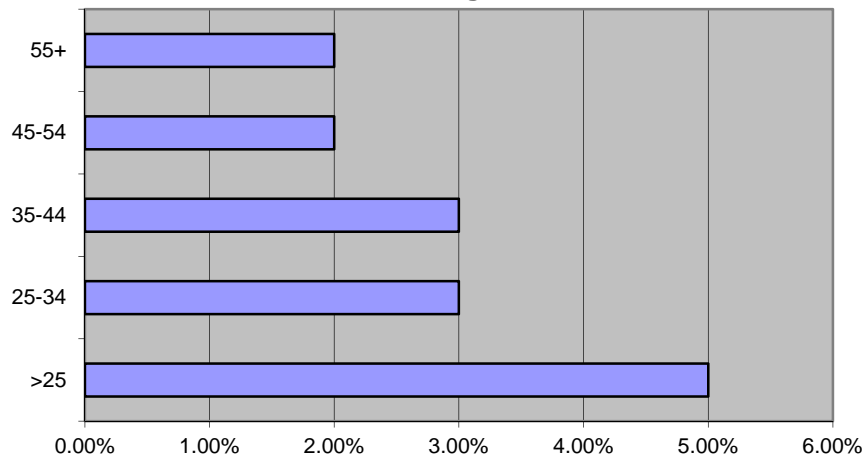
**Chart 2-21: Walk/Bike Commute Mode Share by Ethnicity**



**C. Age**

Chart 2-6 shows walk/bike commute mode share by age. People under 35 and over 65 are more likely to walk or bike to work than the middle-aged. Nationally the elderly have a lower than average mode share for bicycling, so we can presume that most of the elderly are walking rather than bicycling.

**Chart 2-22: Walk/Bike Commute Mode Share by Age**



**D. Motor Vehicles per Household**

Vehicles per household is another strong predictor of mode share, as shown in Table 2-4. People in households without any vehicles are much more likely to walk or bike to work than households that own one, while those living in households with one vehicle are more likely to walk or bicycle to work than those owning more than one vehicle. Non-work trips also shift radically away from walking in households that have at least one car.

**Table 2-4  
Walk/Bike Mode Share by Number of Vehicles**

Number of Vehicles in the Household	0	1	2	3+

Walk/Bike Commute Mode Share 2004	11.4%	3.7%	1.2%	2%
Walk/Bike Commute Mode Share 2007	12.4%	4.0%	1.2%	2%
Walk/Bike Commute Mode Share 2013	16%	3%	2%	1%

**Trip Distances**

Trip distance is of interest when gauging the potential for increasing bicycling (or walking). Distance was the second most frequently cited reason, by 25% of respondents, to COG/TPB’s [2013 Bike to Work Day survey](#) to explain why they were *not* riding to work. Reasons one and three were “Don’t ride in cold/winter” (44%), and “No safe route” (21%).

The 2013 SOC survey asked respondents about the length of their commutes. Commute mileage is shown in Table 2-5 below.

**Table 2-5: Commute Distance**  
(n = 5,605)

Distance	Less than 5 miles	5 to 9 miles	10 to 14 miles	15 to 19 miles	20+ miles
Percentage	17%	21%	17%	12%	33%

17% of commutes in the Washington region are less than five miles and therefore potentially bikeable on a daily basis. The average commute distance for Bike to Work Day survey respondents was 9.2 miles one-way.

Another potential source of walk or bike trips is the trip to transit, park and ride lot, or vanpool and carpool pick-up point. As shown in Table 2-6, most access trips to alternative mode meetings points are short. Respondents travel an average of 2.9 miles to the meeting point. Six in ten (61%) respondents travel one mile or less; these are primarily bus and Metrorail riders who walk to the stop or station. About one-quarter (23%) of respondents said they travel between two and five miles. Only 16% of respondents travel more than five miles. Based on the distances being traveled, some of the 29% of respondents who are currently driving to their alternative mode meeting point might be able to walk or bicycle instead.

**Table 2-6**  
**Distance Traveled from Home to Alternative Mode Meeting Point**  
(n=1,230)

<b>Distance</b>	<b>2013</b>
1 mile or less	61%
2 to 5miles	23%
6 to 10 miles	11%
11 miles or more	5%

**Table 2-7**  
**Means of Getting from Home to Alternative Mode Meeting/Transfer Point**  
(n=1,442)

<b>Access Mode to Alternative Mode</b>	<b>2004</b>	<b>2007</b>	<b>2013</b>
Walk	39%	35%	34%
Picked up at home	15%	12%	16%
Drive to a central location (e.g., Park & Ride)	18%	18%	19%
Drive alone to driver's/passenger's home	11%	10%	10%
Bus/transit	9%	12%	13%
I am the carpool/vanpool driver	5%	10%	6%
Dropped off/another CP/VP	1%	1%	2%
Other*	1%	2%	

### **Walking and Bicycling to Transit**

Walking is the dominant mode of access to transit. The census walk to work mode share does not include walk trips to transit, since a walk trip to transit is counted as a transit trip rather than as a walk trip. In areas with high transit ridership the census walk to work numbers significantly undercount the amount of walking to or from work.

In 2012 WMATA surveyed passengers at all 86 of its Metrorail stations. The primary purpose of the survey was to estimate the percentage of total ridership residing in each jurisdiction. Passengers *entering* each Metro station were queried throughout the entire day, so the “mode of access” number for any given Metro station includes both people on their way to work or some other destination, and those on their way home. “Mode of

Access” is the mode people use to get to the station, not to leave it.

Appendix E shows mode of access to Metrorail by station.<sup>9</sup>

In 2012 62.2% of all Metrorail passengers walked to the station, essentially the same as 2007. 0.7% arrived by bicycle, an increase from the 0.31% who arrived by bicycle in 2002. However the AM peak results, which are the best measure of how people access the system (as opposed to any particular station), show higher auto mode and bus mode of access. Pedestrian mode of access for the AM peak is only 37%, up from 33.3% in 2007 and bike access is 1%, up from 0.7% in 2007.

*Fewer People are  
Driving to  
Metrorail, and  
more are Walking  
and Biking*

WMATA is making significant progress on increasing walk mode and decreasing drive mode of access to the system. WMATA is also on track to achieve its 2020 goal of 2% bike access to Metrorail.

<b>Table 2-8: Mode of Access to Metrorail</b>	<b>Percent of Daily Total - 2012</b>	<b>Percent of Daily Total – 2007</b>	<b>AM Peak - 2012</b>	<b>AM Peak - 2007</b>
Bus	15.3	15.6	21.9	22.2
Auto Driver	12.6	13.7	25.6	29.3
Auto Passenger (drop off)	4.5	5.5	7.8	9.3
Rode with someone who Parked	0.5	0.6	0.9	1
Bike	0.7	0.5	1.0	0.7
Walk	62.2	62.1	37.3	33.3
Commuter Rail	1.5	1.7	3.5	3.8
Shuttle	2.5	n/a	2.0	n/a
Taxi	0.2	0.2	0.1	0.2

<sup>9</sup> 2012 WMATA Rail Passenger Survey, from the table “Origin Station by Mode of Access”.

### **Walking to Metrorail**

In 2012 62.2% of all Metrorail passengers walked to the station, essentially the same as in 2007. 0.7% arrived by bicycle, an increase from the 0.31% who arrived by bicycle in 2002.

Pedestrian mode of access for the AM peak is 37%, up from 33.3% in 2007 and bike access is 1%, up from 0.7% in 2007. The AM peak mode of access is the best measure of how people get into the system, as opposed to any given station.

Stations with a very high share of pedestrians tend to be located in major employment centers, with people walking from work to the station, rather than from home to the station. However, largely residential stations such as Cleveland Park, Eastern Market, and Columbia Heights have a high pedestrian mode share. Dense, mixed-use areas such as Bethesda, Foggy Bottom, Crystal City, Pentagon City, Friendship Heights, Van Ness, Dupont Circle, Shaw, and the Rosslyn-Ballston Corridor have high percentages of pedestrian access as well.

### **Bicycling to Metrorail**

The bicycle mode of access to Metrorail ranged from 3.6% at East Falls Church to zero at 16 stations. Stations with more bicycling tended to be located in the western portion of the region, have access to a major shared-use path, be near a major University, and/or be located in an area with a bicycle-friendly street grid. Stations with no bicycling are either in dense urban employment centers with no bicycle parking, or are located in the eastern portion of the region.

*62% of  
Metrorail  
Passengers  
Walk to the  
Station*

Of the sixteen stations located east of the Anacostia River in 2013, ten had zero bicycle access. All stations in Fairfax and Montgomery Counties had some bicycle use. The WMATA Rail Passenger Survey confirms what the census tells us about the distribution of walking and bicycling in the region, with walking and bicycling heavily concentrated in the Metro core and at certain inner suburban stations.



## **Outlook**

Walking and bicycling taken together are significant travel modes in the Washington region, especially for non-work trips, and for trips to transit. Walking is the larger mode, and is growing slowly. Cycling is less common, but is growing rapidly.

Exurban and outer suburban areas have developed in ways that often make utilitarian walking and bicycling difficult and dangerous, with long distances, lack of direct routes, heavy, fast automobile traffic, and incomplete facilities for walking or bicycling. They typically have low levels of walking and bicycling.

The story in the urban core is different. In the District of Columbia, Arlington, Alexandria, and portions of Montgomery County and Frederick County, walking and bicycling are growing rapidly.

Since 2010 the urban core jurisdictions have captured a larger share of the region's growth, and are expanding their share of the region's population, at trend which if it continues will help increase walking and bicycling. The urban core is now [growing faster](#), in absolute and in percentage terms, than the exurban jurisdictions.

It is likely that urban core and inner suburban communities will develop over the next thirty years in ways that will be conducive to walking and bicycling. Many inner suburban activity centers have already reached critical levels of traffic congestion, and regional projections call for rapid employment growth in these same areas. Seventy-two percent of regional employment growth to 2030 is planned to take place within the current regional activity clusters, as well as fifty-four percent of household growth.<sup>10</sup> Under "Complete Streets" policies new development should accommodate pedestrians and bicyclists.

The most prominent example of this trend is the planned transformation of Tysons Corner, a classic auto-oriented commercial center, into a walkable downtown built around Metrorail.

*Rapid Growth in  
the Urban Core  
and Regional  
Activity Centers  
favors Walking  
and Bicycling*

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<sup>10</sup> Metropolitan Washington Council of Governments, *Growth Trends to 2030: Cooperative Forecasting in the Washington Region*, October, 2005. Pp. 2, 14-15.

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If growth occurs in ways that are consistent with the *TPB Vision*, *Regional Transportation Priorities Plan*, and *Region Forward 2050*, creating activity centers that mix jobs, housing and services in a walkable environment, we can expect rapid growth in walking and bicycling in the inner suburbs as well as in the core.

**Chapter 3**  
**Pedestrian and Bicycle Safety**

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**Overview**

Pedestrian and bicycle fatalities and injuries are a serious problem in the Washington region. More than one quarter of all traffic fatalities in the region are pedestrian or cyclist. Every jurisdiction has a significant pedestrian safety problem. Pedestrian and bicyclist fatalities account for at least 7% of total traffic fatalities in every major jurisdiction.

While all areas and demographic groups are affected, some groups are more affected than others. Urban areas and inner suburban areas are more heavily affected than the outer suburbs, Hispanics and African-Americans more than Whites and Asians.

Adjusted for their high walk and bike mode shares, the urban core jurisdictions are the safest places to walk or bicycle.

This section will describe the scope of the pedestrian and bicycle safety problem, its distribution across the region by jurisdiction and ethnicity, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. It will also discuss the region’s efforts to deal with the problem through the “Street Smart” pedestrian and bicycle safety campaign.

**Pedestrian Fatalities in the United States**

*Pedestrian  
Fatalities are  
Increasing  
Nationally*

Pedestrian safety is a major problem nationally and in the metropolitan Washington region. Of the 33,561 traffic fatalities in the United States in 2012, 4,743, or 14%, were pedestrians.

Pedestrian fatalities have been increasing nationally since 2010, while other traffic fatalities have been falling. More pedestrians died in 2012 than in 2008, causing the proportion of pedestrian fatalities to jump from 11% to 14% of the total.

**Table 3-1:  
Total Fatalities and Pedestrian Fatalities in US Traffic Crashes, 2003-2012**

<b>Year</b>	<b>Total Fatalities</b>	<b>Pedestrian Fatalities</b>	<b>Percent of Fatalities</b>
2003	42884	4774	11%
2004	42836	4675	11%
2005	43510	4892	11%
2006	42708	4795	11%
2007	41259	4699	11%
2008	37423	4414	12%
2009	33883	4109	12%

2010	32999	4302	13%
2011	32749	4457	14%
2012	33561	4743	14%

**Pedestrian Fatalities by Age and Ethnicity in the United States**

American Indians, Blacks, Hispanics, and people over the age of 65 are over-represented among pedestrian fatalities relative to their share of the population.

People over the age of 75 are at high risk; with six percent of the U.S. population, but more than 12 percent of pedestrian fatalities.

Adjusted for exposure, pedestrians over the age of 65 have a very high risk of dying, over six times as high as children under age 16.<sup>1</sup> For pedestrians over age 75 the risk is even higher, about eight times the risk for children.

The number of children killed as pedestrians has declined dramatically in recent decades, from more than 1,000 fatalities in 1984 to 319 in 2012. This decline is often attributed to a general drop in physical activity. However, fatal pedestrian injury remains a leading cause of death for those 15 years and younger.<sup>2</sup>

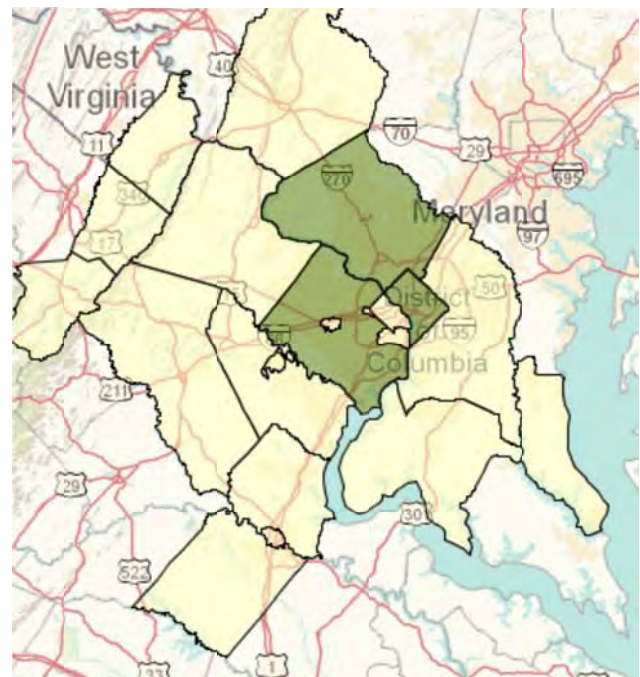
By ethnicity, American Indians have the highest exposure-adjusted risk, followed by African-Americans. Asians have few fatalities relative to their share of the population, and also lower than average exposure-adjusted risk. Ethnic risk varies significantly by State, so jurisdictions should not rely solely on national numbers when planning safety programs.

**Pedestrian Fatalities in the Washington MSA**

Urban areas have higher pedestrian fatality rates than rural areas. The [greater Washington region](#) ranks [24th](#) out of the 51 largest Metropolitan Statistical Areas in terms of pedestrian deaths per capita, with pedestrians accounting for 20% of all

*Pedestrians  
over age 75  
are at high  
risk*

**Figure 3-1: Washington-Arlington-Alexandria Metropolitan Statistical Area**



<sup>1</sup> *Dangerous by Design 2014*, Smart Growth America, p. 13.  
<sup>2</sup> *Ibid*, p. 20.

traffic fatalities.<sup>i3</sup>

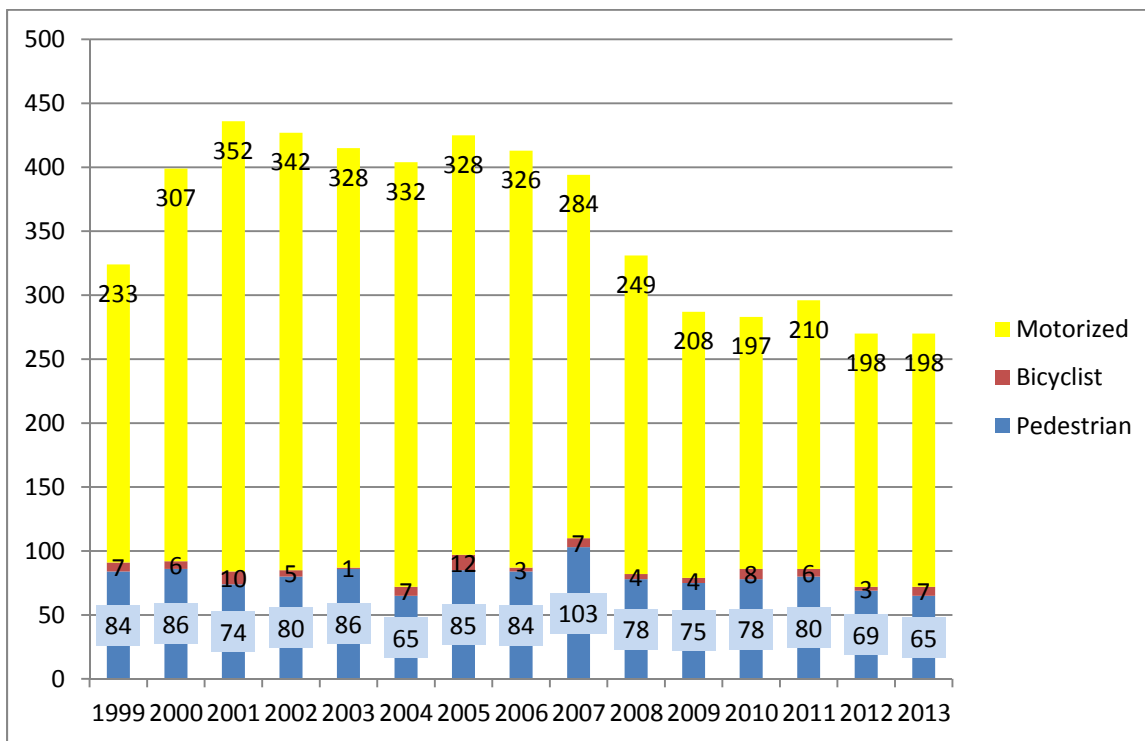
**Fatalities in the TPB Member Jurisdictions**

For the TPB member jurisdictions, pedestrians and bicyclists accounted for over a quarter of those killed on the roads in 2013. Over 2,600 pedestrians and bicyclists are injured every year, and 72 are killed. On average, there are 200 motorized fatalities, 68 bicyclist fatalities, and five bicyclist fatalities per year in the Washington region.<sup>4</sup>

*Pedestrians and Bicyclists account for 27% of the region's Traffic Fatalities*

Chart 3-1 shows the yearly variations in traffic fatalities from 1999-2013. Motorized traffic fatalities have declined sharply since 2006, while pedestrian and bicyclist fatalities have declined only slightly, from 87 to 73. The *proportion* of total fatalities that are pedestrian or bicyclist has risen from 21% to 27%. Chart 3-2 shows pedestrian fatalities only.

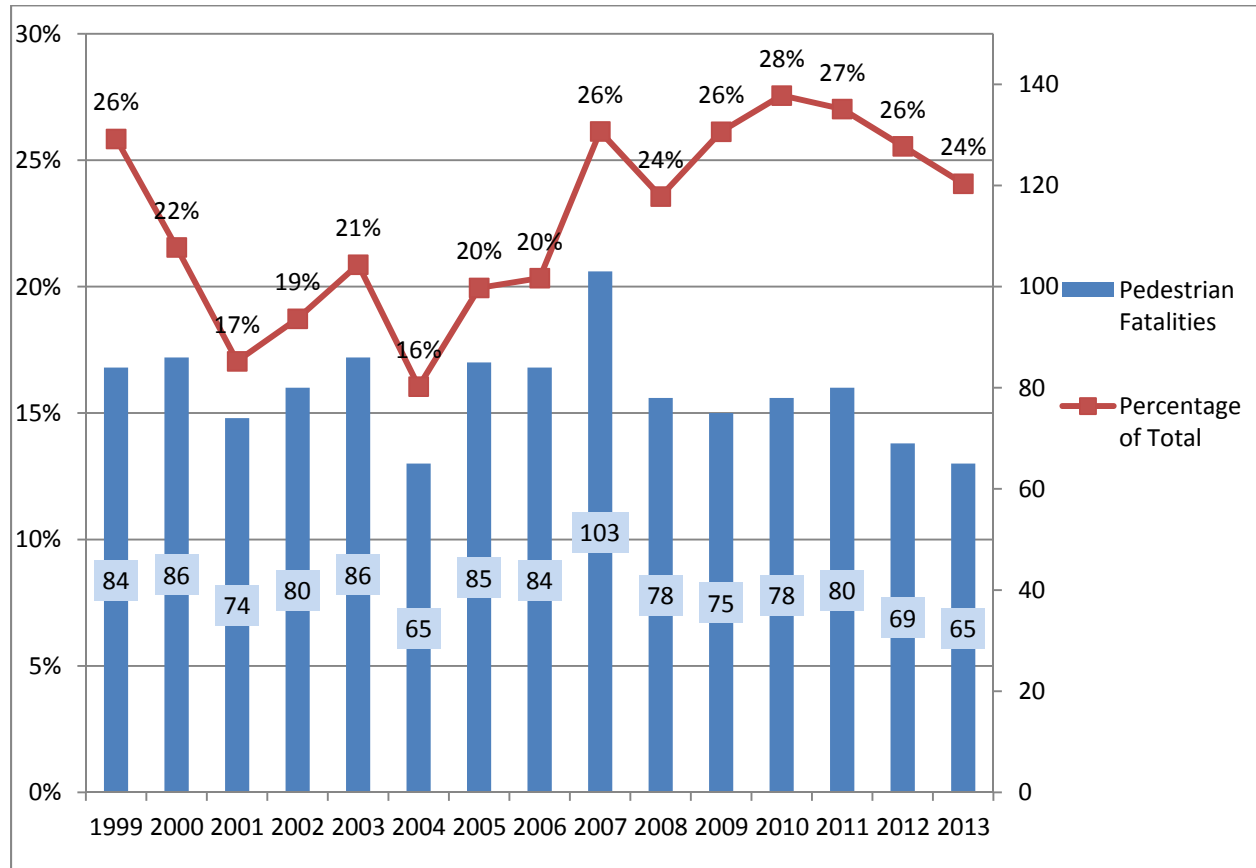
**Chart 3-1: Traffic Fatalities in the Washington Region**



<sup>3</sup> *Dangerous by Design 2014*, Smart Growth America, p. 17.

<sup>4</sup> Regional totals compiled from data provided by the District Department of Transportation, the Maryland Office of Highway Safety, and the Virginia Department of Motor Vehicles.

**Chart 3-2: Pedestrian Fatalities in the Washington Region**



**Pedestrian and Bicyclist Fatalities by Jurisdiction**

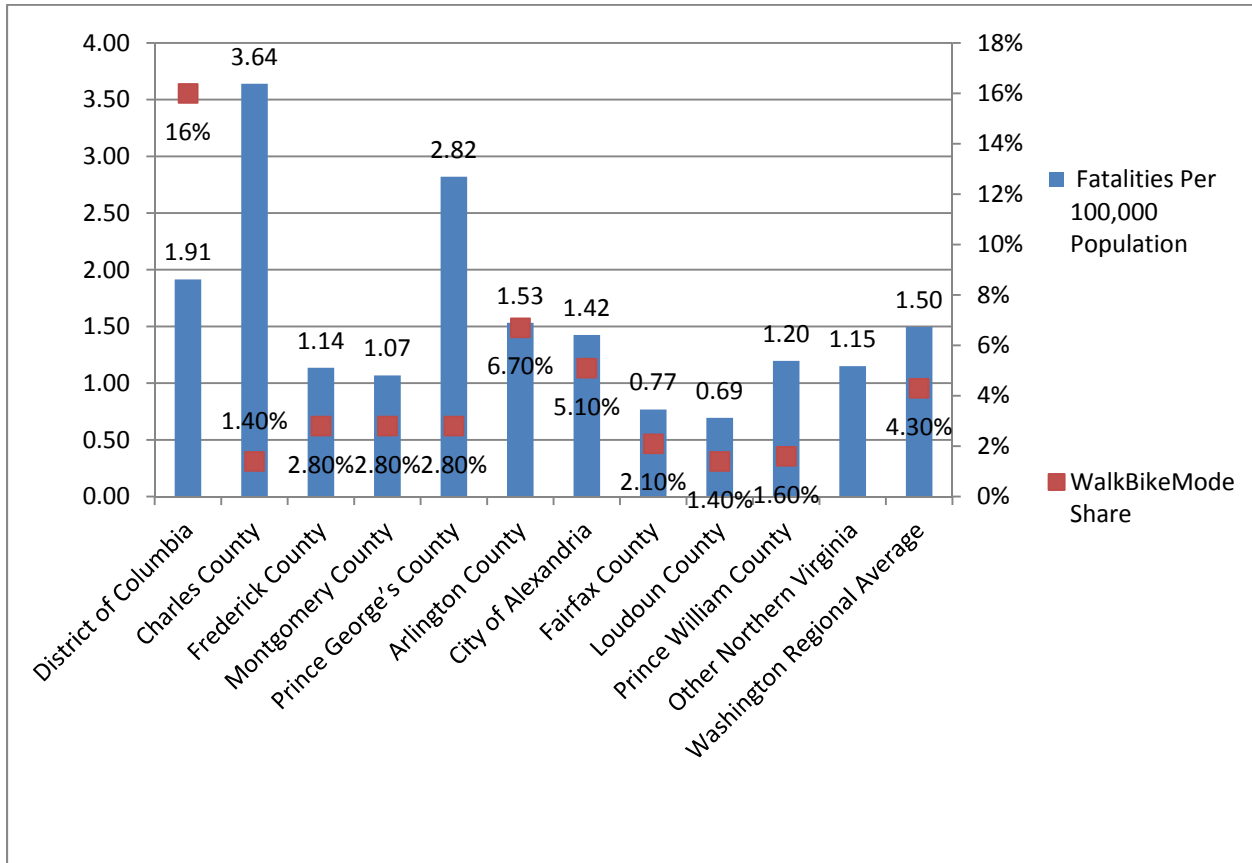
The region is often divided into an urban core, consisting of Arlington, Alexandria and the District of Columbia, the inner suburbs of Fairfax, Montgomery, and Prince George’s Counties, and the outer suburbs, such as Frederick, Charles, Loudoun, and Prince William Counties. The independent cities of Manassas, Manassas Park, the City of Falls Church, and the City of Fairfax are shown as “Other Northern Virginia”.<sup>5</sup>

Most of the walking and bicycling occurs in the core, and most of the deaths and injuries occur there as well. Even calculated as a rate per 100,000 population as in Chart 3-3, most of the outer jurisdictions have below-average pedestrian and bicyclist fatality rates.

<sup>5</sup> Towns in Northern Virginia are not included in the surrounding Counties; their traffic fatalities are tallied separately.



**Chart 3-3:  
Average Annual Pedestrian and Bicyclist Fatalities, 2011-2013**



Corrected for exposure, walking and bicycling appear to be safer in the urban core areas with numerous pedestrians than in the inner or outer suburbs. However, some suburban areas appear to be far safer for pedestrians than others.

**Table 3-2: Pedestrian and Bicyclist Fatalities by Jurisdiction**

Jurisdiction	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Average
District of Columbia	18	20	15	9	18	14	19	17	27	15	16	16	13	8	14	16
Charles County	6	3	2	5	3	1	6	2	6	1	3	3	9	4	3	4
Frederick County	6	4	0	2	4	2	2	4	1	0	1	3	0	4	5	3
Montgomery County	20	17	11	16	12	15	11	15	17	16	12	15	10	8	13	14
Prince George's County	19	16	30	28	30	19	35	19	29	39	23	23	32	24	18	26
Arlington County	2	5	4	2	3	2	3	1	1	1	4	1	5	4	1	3
City of Alexandria	3	2	2	3	2	1	2	1	2	0	0	2	2	2	2	2
Fairfax County	13	20	18	12	7	16	11	20	17	4	11	13	10	7	8	12
City of Fairfax	0	0	0	1	1	0	1	0	1	0	2	0	1	1	0	1
City of Falls Church	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Loudoun County	1	1	1	3	3	2	3	1	3	0	1	2	3	3	1	2
City of Manassas	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
City of Manassas Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prince William County	2	3	1	3	4	0	4	7	5	6	6	6	1	7	7	4
<b>Total Washington</b>	<b>91</b>	<b>92</b>	<b>84</b>	<b>85</b>	<b>87</b>	<b>72</b>	<b>97</b>	<b>87</b>	<b>110</b>	<b>82</b>	<b>79</b>	<b>86</b>	<b>86</b>	<b>72</b>	<b>72</b>	<b>85</b>

## Injuries

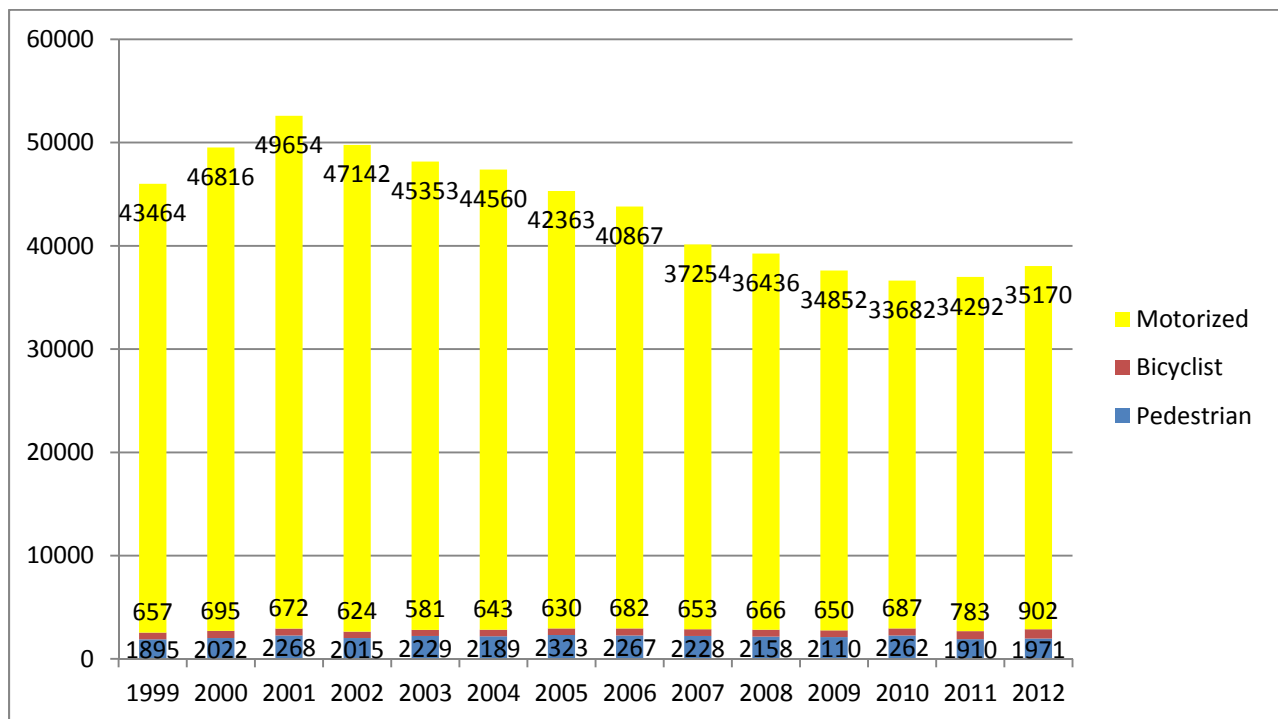
Pedestrian injuries exact a steep toll as well. Of the approximately 3000 persons hit by motor vehicles every year in the region, 90% suffer some sort of injury. Approximately 500 injured pedestrians every year require more than 24 hours of hospitalization, which at an average cost of about \$25,000 leads to more than \$12 million in hospitalization

charges alone.<sup>6</sup> This is probably only a fraction of the total financial costs, which would include costs for those hospitalized for less than 24 hours, further medical care, disability, and lost time at work. Many of the people being hit can ill afford such a setback.

Motorized injuries, shown in Chart 3-4, have decreased substantially in the last decade. Unfortunately, pedestrian injuries have declined far more slowly, only 10% from 2001 to 2012, while bicyclist injuries increased, from 695 to 902. Bike injuries have been rising sharply since 2010. The increase has been driven largely by the increase in bicycling in the District of Columbia. Pedestrian and bicyclist trend lines are broken out in Charts 3-5 and 3-7.

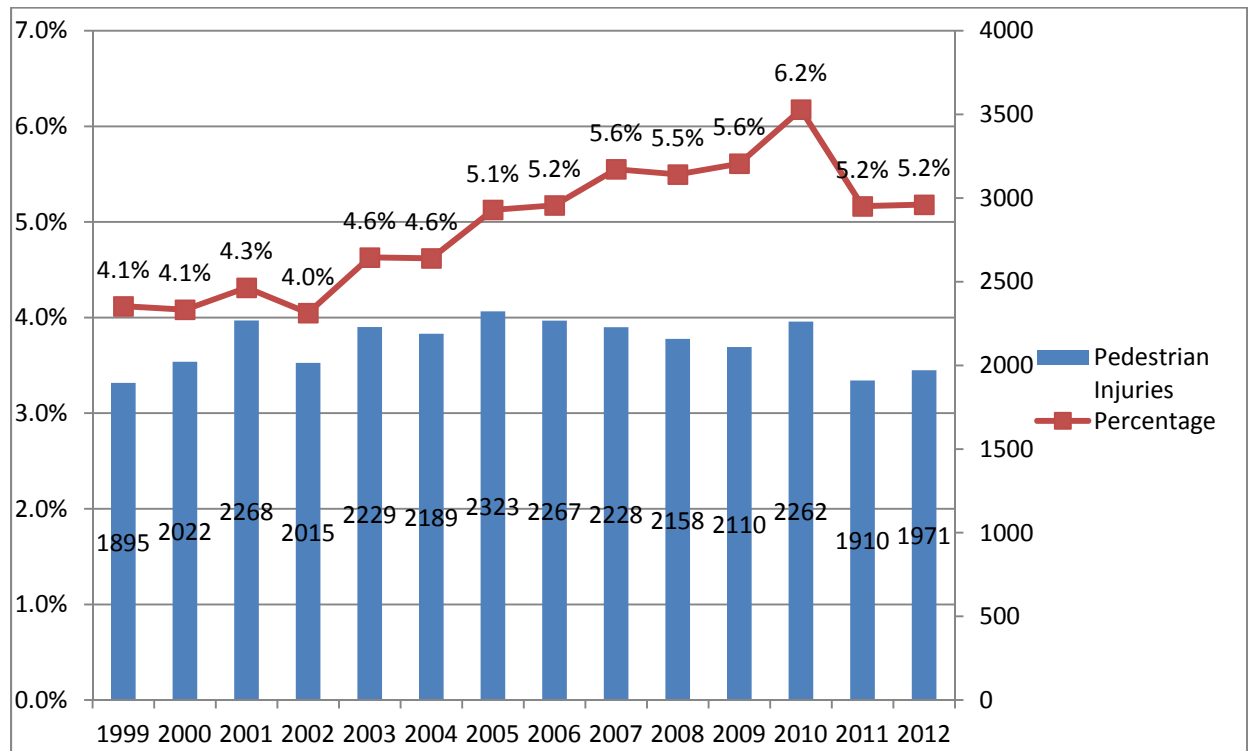
While the absolute numbers have remained relatively stable, the proportion of traffic injuries that are pedestrian or bicyclist rose between 2001 and 2012, from 5.5% to 7.6%.

**Chart 3-4: Traffic Injuries in the Washington Region, 1999-2012**

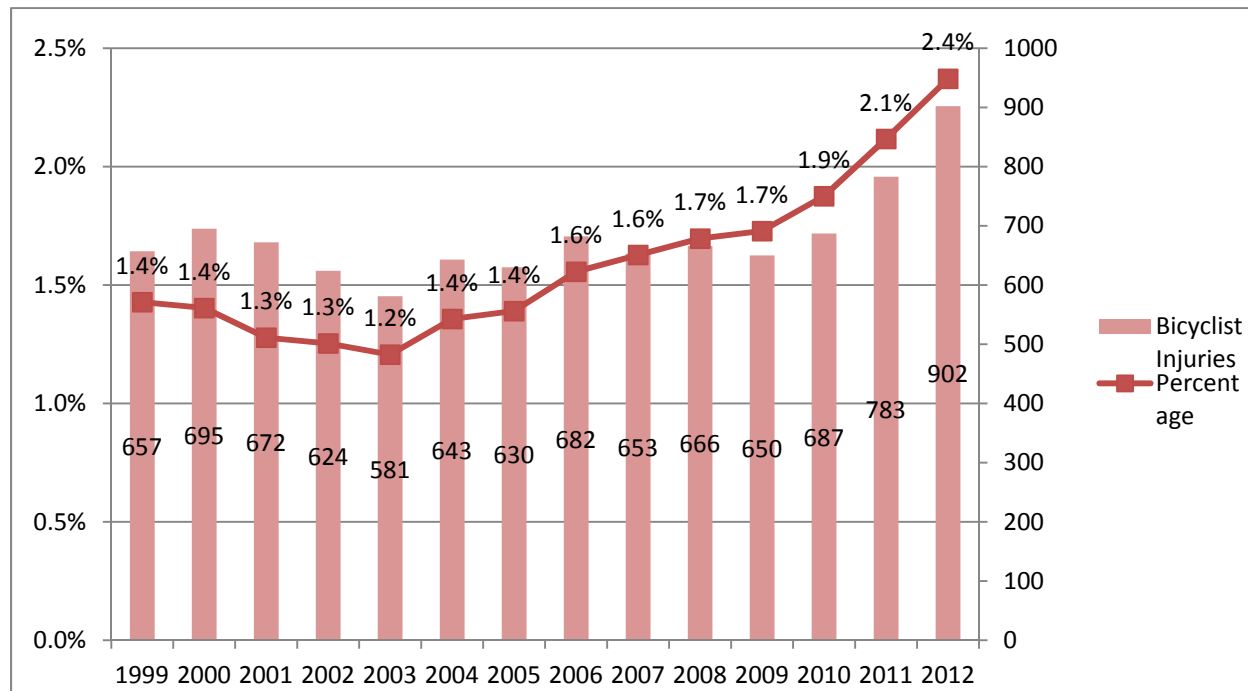


<sup>6</sup> Northern Virginia Injury Prevention Prevention Center, INOVA Regional Trauma Center (2005). *Pedestrian Injury in the Washington, D.C. Metropolitan Region*. Page 37.

**Chart 3-5: Pedestrian Injuries in the Washington Region, 1999-2012**



**Chart 3-6: Bicyclist Injuries in the Washington Region, 1999-2012**

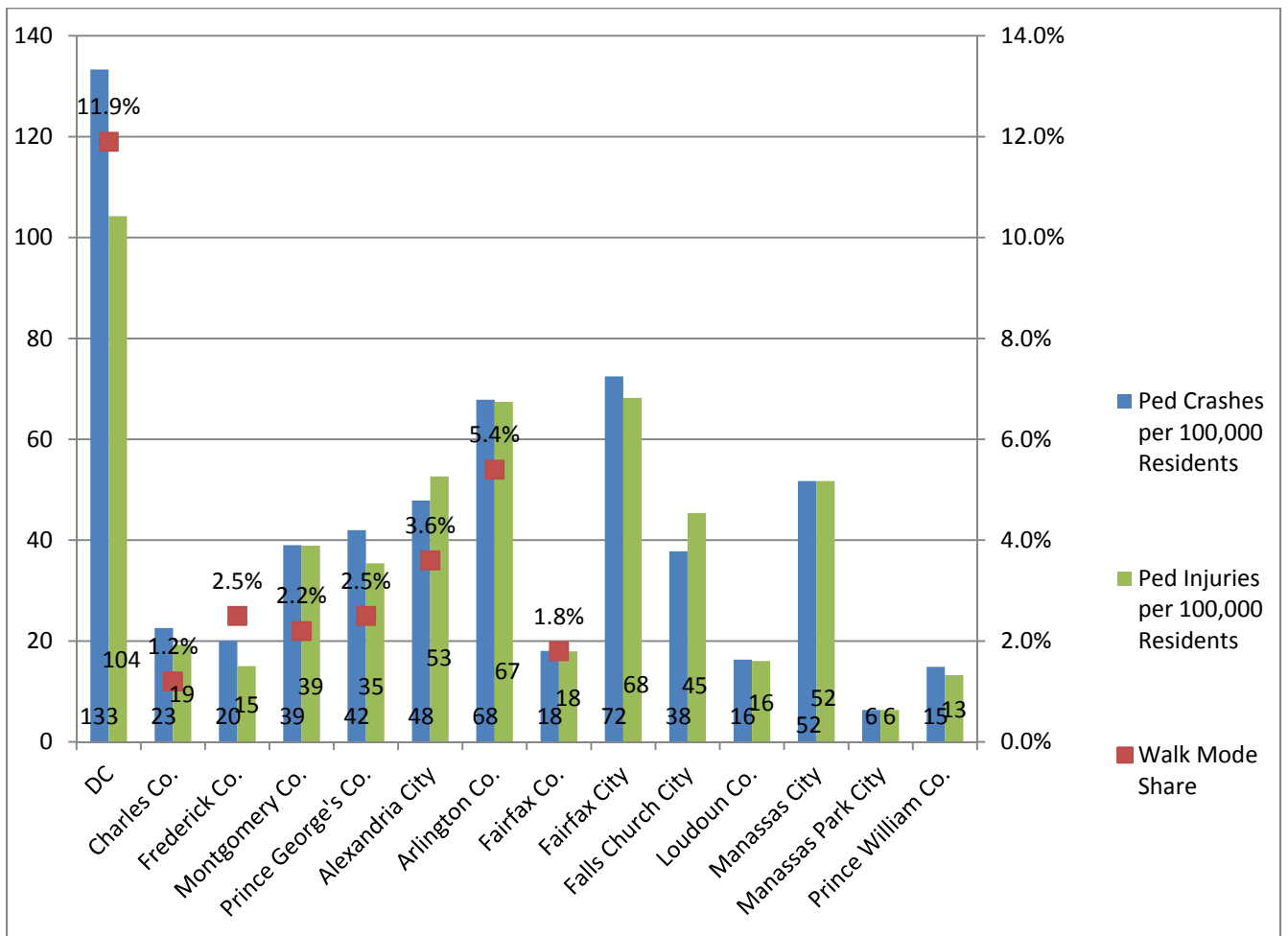


**Pedestrian and Bicycle Injuries by Jurisdiction**

As seen in Charts 3-7 and 3-8, pedestrian and bicyclist crashes and injuries per 100,000 population generally track mode share as measured by the US census walk to work numbers. The City of Alexandria has few bicyclist injuries but a high bike mode share. And the District of Columbia has a significant number of pedestrian and bicyclist crashes that do not result in injuries.

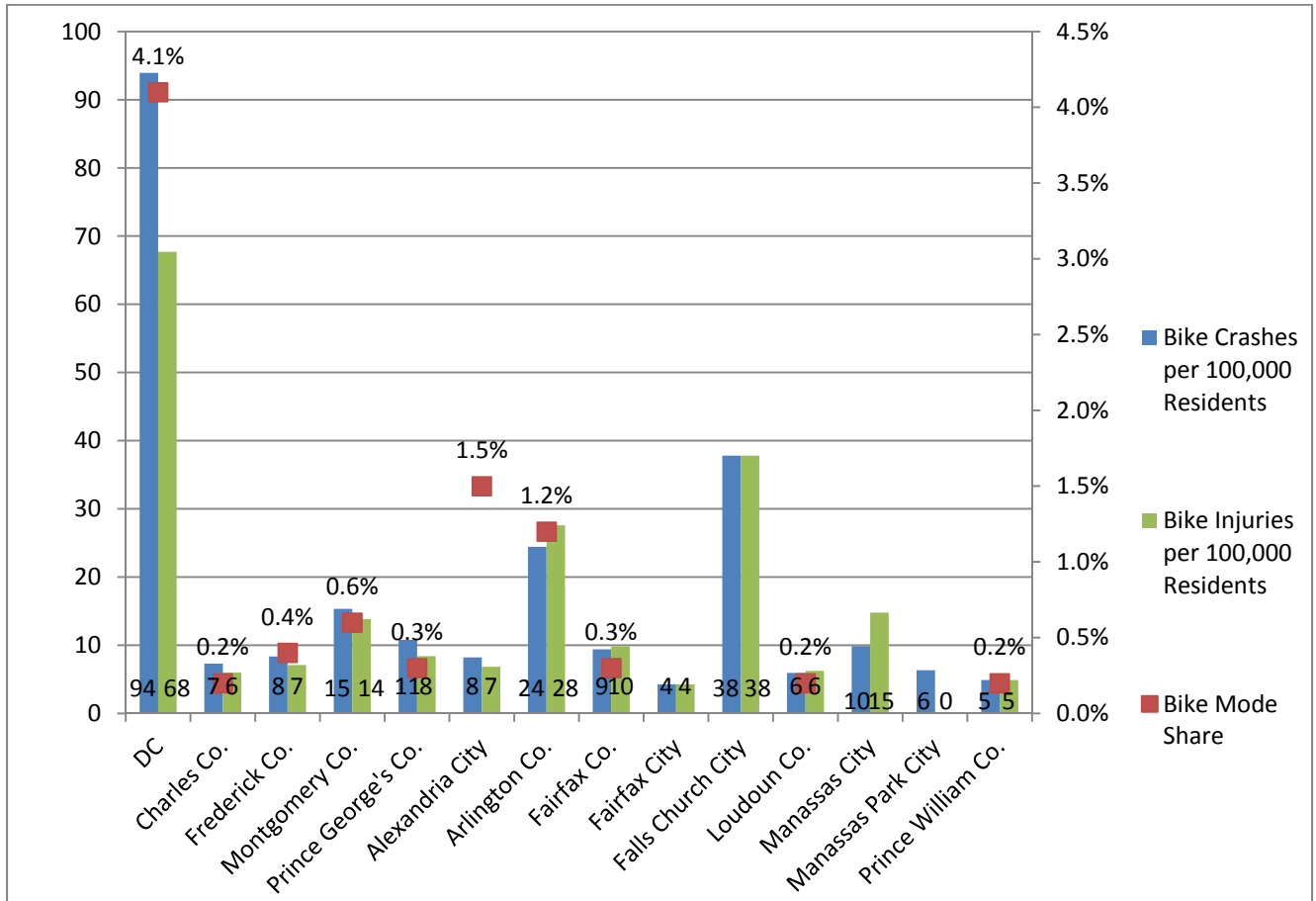
*Bike Injuries  
are Rising  
Rapidly*

**Chart 3-7: 2012 Pedestrian Crashes and Injuries per 100,000 Population in the Washington Region\***



\*Mode share data not available for smaller jurisdictions

**Chart 3-8: 2012 Bicyclist Crashes and Injuries per 100,000 Population in the Washington Region\***



\*Mode share data not available for smaller jurisdictions

**Table 3-3: Pedestrian and Bicyclist Injuries by Jurisdiction**

Jurisdiction	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Avg
District of Columbia	718	851	935	779	844	962	998	953	850	776	833	1074	1122	1283	<b>881</b>
Charles County	31	34	60	35	44	53	57	34	50	43	40	49	37	38	<b>44</b>
Frederick County	61	71	62	72	71	55	55	52	59	67	83	68	40	53	<b>65</b>
Montgomery County	482	499	514	477	539	524	532	560	641	632	618	617	401	530	<b>553</b>
Prince George's County	444	469	517	486	505	456	510	479	540	558	493	457	375	386	<b>493</b>
Arlington County	170	185	180	160	154	167	140	178	151	145	137	151	184	210	<b>160</b>
City of Alexandria	107	78	105	90	81	67	104	81	87	75	47	85	68	87	<b>84</b>
Fairfax County	376	379	372	368	388	373	374	402	361	402	341	270	270	311	<b>367</b>
City of Fairfax	21	20	22	22	30	22	16	25	18	13	15	14	20	17	<b>20</b>
City of Falls Church	11	14	13	13	6	9	9	5	4	10	8	4	5	11	<b>9</b>
Loudoun County	42	36	52	47	52	48	49	52	45	48	40	71	93	75	<b>49</b>
City of Manassas	11	13	22	15	19	21	28	20	17	9	21	22	13	27	<b>18</b>
City of Manassas Park	2	7	8	6	2	3	2	5	3	0	2	0	0	1	<b>3</b>
Prince William County	76	61	78	69	75	72	79	103	55	46	82	67	65	78	<b>72</b>
<b>Total</b>	<b>2552</b>	<b>2717</b>	<b>2940</b>	<b>2639</b>	<b>2810</b>	<b>2832</b>	<b>2953</b>	<b>2949</b>	<b>2881</b>	<b>2824</b>	<b>2760</b>	<b>2949</b>	<b>2693</b>	<b>3107</b>	<b>2817</b>

## **Conclusions**

- The decline in overall traffic deaths and injuries over the past ten years has slowed.
- Pedestrian fatalities have fallen slightly, but have increased as a percentage of the total.
- Bicyclist injuries have increased – both in absolute numbers and as a percentage of total. This increase has been driven largely by an increase in bicyclist injuries in the District of Columbia
- Pedestrian and bicyclist death rates vary widely between jurisdictions, and differences which do not correlate well with differences in exposure, as measured by US census walk and bike to work rates.
- Pedestrian and bicyclist injury rates track exposure better than fatalities.

## **Safety in Numbers**

In the Washington region the jurisdictions with the most pedestrians are the safest places to walk. The urban core has good pedestrian facilities and low traffic speeds, and drivers expect to see pedestrians and bicyclists. The pedestrian crash rate tends to fall as the number of pedestrians at a location increases. Doubling the number of pedestrians at an intersection already crowded with pedestrians will usually result in little, if any, increase in pedestrian crashes.<sup>7</sup> Similar effects have been noted for cyclists, with cities having the highest rates of bicycling also having the lowest crash rate per bicycle trip.<sup>8</sup> High levels of walking and bicycling are associated, in advanced industrialized nations, with very low auto-involved crash rates.<sup>9</sup> The Netherlands has half the overall traffic fatality rate of the United States, despite a very high walk and bike mode share.

*Pedestrians  
find some  
Safety in  
Numbers*

Experience of other nations shows that it is possible to reduce pedestrian and bicycle fatalities while increasing walking and bicycling. On the other hand, it is not possible to eliminate pedestrian fatalities by eliminating pedestrian facilities and discouraging walking; even in our least pedestrian-oriented jurisdictions, pedestrian fatalities account for at least 7% of total traffic fatalities. For the foreseeable future there will be people without cars, and there will always be some trips that will be made on foot.

Numbers alone do not guarantee safety, however. The region's most dangerous areas for walking have high-speed roads and poor pedestrian facilities, together with people who

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<sup>7</sup> Raford, Noah. *Space Syntax: An Innovative Pedestrian Volume Modeling Tool for Pedestrian Safety*. Presented at the 2004 TRB Conference, January, 2004. (TRB2004-000977) p. 8.

<sup>8</sup> Denmark Ministry of Transport (1994) *Safety of Cyclists in Urban Areas: Danish Experiences*.

<sup>9</sup> Pucher, John. "Making Walking and Bicycling Safer: Lessons from Europe," *Transportation Quarterly*, Summer 2000.



lack automobiles. Lower vehicle speeds in the urban core are a likely cause of the lower fatality rates there.

Differences in the pedestrian injury rates between the suburban jurisdictions are much smaller than differences in fatality rates.

The District of Columbia has seen rising bicycle crash rates as its rate of bicycling has increased, though the crash rate has risen more slowly than bicycling, indicating that riding is getting safer.

Walking is a necessary part of [human life and health](#), and it is essential to the mobility of those who cannot drive. Through “Complete Streets” and other policies the region is striving to make walking safer everywhere.

### **Ethnicity and Hospitalization Rates in the Washington Region**

There are large differences in the rates of hospitalization for pedestrian injury by ethnicity. The rate of hospitalization per 100,000 population for pedestrian injuries for Hispanics is nearly three times as high as that for Whites, and twice that for African-Americans.<sup>10</sup>

Geographically, the highest rates of hospitalization are found in the area east of the Anacostia river in the District of Columbia, most of Prince George’s County inside the beltway, the Columbia Pike corridor in Arlington, the area between Fairfax City and Falls Church in Fairfax County, and Dumfries in Prince William County.<sup>11</sup>

*Hispanics are  
three times as  
likely as Whites  
to be  
hospitalized for  
a Pedestrian  
Injury*

### **Factors contributing to Pedestrian and Bicycle Crashes**

Data from the Washington region indicate that drivers are about as likely as pedestrians to be at fault in a crash. Drivers were cited for a violation in about half the crashes.<sup>12</sup> Males aged 25 to 34 are most likely to hit pedestrians, while pedestrians who are hit are most likely to be males aged 25 to 44. Pedestrian crashes are most likely to occur at the evening rush hour, 5-7 p.m., with 6-9 a.m. the second most likely.<sup>13</sup> Alcohol is a serious problem for both pedestrians and motorists, affecting approximately one third of crashes.

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<sup>10</sup> Northern Virginia Injury Prevention Prevention Center, INOVA Regional Trauma Center (2005). *Pedestrian Injury in the Washington, D.C. Metropolitan Region*. Page 35.

<sup>11</sup> *Ibid*, pp. 40-42.

<sup>12</sup> INOVA study, page 23.

<sup>13</sup> *Ibid*, page 12.

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**Legal Status of Bicyclists**

State traffic codes allow bicyclists to travel on most roadways with the general rights and responsibilities of drivers of vehicles. Bicyclists must ride in the same direction as traffic, use lights after dark, and yield to pedestrians. Like operators of other slow-moving vehicles, cyclists--when traveling at less than the normal speed of other traffic--should generally ride as far to the right as safely practicable, except when preparing to turn left, passing, avoiding obstructions, mandatory turn lanes or unsafe pavement conditions, or when the travel lane is not wide enough to safely split with a motor vehicle. Cyclists may use the full travel lane if the lane is too narrow to allow them to ride to the right of motor vehicles safely. Cyclists may usually ride on roadway shoulders, paths and sidewalks, except where prohibited. Cyclists have the rights and duties of pedestrians when traveling on paths, sidewalks, and crosswalks, however, they must yield to pedestrians in those locations. Rules relating to bicycles are summarized on page E-4 of the Metropolitan Washington Council of Governments' *Bike to Work Guide*, on the [Washington Area Bicyclist Association](#) web site, and in Table 3-1 below.<sup>14</sup> Laws for motorist, pedestrians and bicyclists are also listed on <http://bestreetsmart.net>.

**Table 3-4: Selected Bicycle Rules in the Washington Area<sup>15</sup>**

	<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>
<b>General</b>	Bicyclists traveling on roadways have all the general rights and duties of drivers of vehicles.		
<b>Where to Ride &amp; Lane</b>	Ride with the flow of traffic on the right half of the roadway.	Ride with the flow of traffic as far right as practicable and safe.	Ride as close as safely practicable to the right curb or edge of the roadway.

<sup>14</sup> See [www.commuterconnections.org](http://www.commuterconnections.org)

<sup>15</sup> See <http://www.waba.org/resources/laws.php>

<b>Use</b>	Operate a bicycle in a safe and non-hazardous manner... so as not to endanger himself or herself or any other person.	Riding to the right not required when traveling at the speed of traffic, operating on a one-way street, passing, preparing for a left turn, avoiding hazards, avoiding a mandatory turn lane or traveling in a lane too narrow to share.	Full lane use allowed when traveling at the normal speed of traffic, passing, preparing for a turn, avoiding hazards, traveling in a lane too narrow to share and avoiding a mandatory turn lane.
<b>Passing Cars</b>	Allowed to pass on left or right, in the same lane or changing lanes, or pass off road.	Exercise due care when passing.	Same as DC.
<b>Cars passing bikes</b>	A person driving a motor vehicle shall exercise due care by leaving a safe distance, but in no case less than 3 feet, when overtaking and passing a bicycle.	The driver of a vehicle overtaking another vehicle, including a bicycle, which is going in the same direction, shall pass to the left of the overtaken vehicle at a safe distance..Drive must not pass any closer than three feet from the bicycle.	Motorists must "pass at a reasonable speed at least two feet to the left of the overtaken bicycle".
<b>Dooring</b>	No person shall open any door of a vehicle unless it is safe to do so and can be done without interfering with moving traffic.	Same as DC.	No dooring law..
<b>Bicycling Two Abreast</b>	Allowed when it does not impede traffic. May not ride more than two abreast.		
<b>Mandatory Use of Bike Lanes</b>	Not required.	Use of bike lanes required where available except when passing, preparing for a turn or avoiding hazards.	Not required.
<b>Cycling on Sidewalks</b>	Yield right of way to pedestrians.		
	Prohibited in the central business district (bounded by	Allowed by local ordinance in unincorporated MoCo,	Allowed except where prohibited by local ordinance.

	<p>Massachusetts Ave. NW, 2nd St NE-SE, D St SE/SW, 14th St NW, Constitution Ave and 23rd St NW). Allowed where posted in this area, and prohibited where posted outside this area. <a href="#">View Map&gt;&gt;</a></p>	<p>Rockville, designated sections in PG Co, other towns; prohibited in Gaithersburg, Kensington, Poolesville, Laytonsville, Washington Grove, most of PG Co. When riding on a sidewalk, where such riding is permitted, or a bike path, a bicyclist may ride in a crosswalk to continue on their route. Motorists are required to yield right of way to a bicyclist operating lawfully in a crosswalk at a signalized intersection.</p>	<p>Must give audible signal before passing pedestrian.</p>
<p><b>Audible Warning Devices</b></p>	<p>Bell or other device required, sirens prohibited.</p>	<p>Bells allowed, sirens and whistles prohibited.</p>	<p>Must give audible signal before passing pedestrians.</p>
<p><b>Helmets</b></p>	<p>Required for any operator or passenger under 16 years of age.</p>	<p>Same as DC.</p>	<p>Required by local ordinance for any operator or passenger 14 years of age or younger in Alexandria, Arlington Co., Fairfax Co. Falls Church, Vienna and other jurisdictions.</p>
<p><b>Lights at Night</b></p>	<p>Front white light and rear red reflector (or rear red light) required when dark, may be attached to operator.</p>	<p>Front white light and rear red reflector (or rear red light) required when dark.</p>	<p>Front white light and rear red reflector required when dark; extra rear red light allowed- required on roads 35 mph and up, may be attached to operator</p>

<b>Motorist - Dooring</b>	No person shall open a door of a vehicle on the side where traffic is approaching unless it can be done without interfering with moving traffic or pedestrians and with safety to himself or herself and passengers.	A person may not open the door of any motor vehicle with intent to strike, injure, or interfere with any person riding a bicycle, an EPAMD, or a motor scooter. Don't open door into traffic.	
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**Legal Status of Pedestrians**

Pedestrians are not vehicle operators and are not subject to the same rules. Persons on rollerblades, skateboards, etc. operating on the street are considered pedestrians, but bicyclists are not. Motorists must yield to pedestrians when making turns across adjacent crosswalks. “Jaywalking” is legal in most locations, but pedestrians must yield to motorists if they are crossing at a location other than a crosswalk. Pedestrians may not cross at mid-block if they are between two signal-controlled intersections; they must use the crosswalk. The rules in each state regarding pedestrians are summarized below.

**Table 3-2: Pedestrian Traffic Law—Motor Vehicles Drivers**

	DISTRICT OF COLUMBIA	MARYLAND	VIRGINIA <sup>16</sup>
Crosswalk Definition	Same as Maryland	Any intersection of two roadways is a legal crosswalk, whether marked or not. Pedestrians have the same rights in marked crosswalks as in unmarked crosswalks	Same as Maryland
Blocking a Crosswalk	Pedestrians have the right of way in the sidewalk. Parking on the sidewalk prohibited.	A motorist may not park or stop in a crosswalk	Same as Maryland
Sidewalk	Pedestrians have the right of way in the sidewalk	Pedestrians have the right of way in the sidewalk	Pedestrians have the right of way in the sidewalk.

<sup>16</sup> <http://www.virginiadot.org/programs/bk-default.asp>, [www.bikewalkvirginia.org](http://www.bikewalkvirginia.org)

Right Turn on Red	Allowed, after coming to a complete stop and yielding right-of-way to pedestrians and other vehicles	When turning right on red after stopping, drivers shall yield the right of way to pedestrians lawfully within the crosswalk	Same as Maryland
Turn on Green	A pedestrian who has begun crossing on the walk signal shall be given the right-of-way by the driver of any vehicle to continue to the opposite sidewalk or safety island, whichever is nearest.	Vehicles turning either right or left on a green light must yield to pedestrians in the adjacent crosswalk	Same as Maryland
Red Light	A driver of any vehicle shall STOP and give right-of-way to a pedestrian who has begun crossing on the "Walk" signal to continue to the opposite sidewalk or safety island, whichever is nearest.	Motorist should stop before the crosswalk, or if no crosswalk is striped, before the intersection	Same as Maryland
Stop-Controlled or Uncontrolled Intersection	The driver of a vehicle shall STOP and give right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection.	Motorist must stop for any pedestrian in the same half of the roadway as the motorist, or who is approaching from the adjacent lane in the other half of the roadway. No motorist may pass another vehicle which has stopped for a pedestrian	The drivers of vehicles entering, crossing, or turning at intersections shall change their course, slow down, or <i>stop if necessary</i> to permit pedestrians to cross such intersections safely. Pedestrians have the right of way unless the speed limit is more than 35 mph, in which case the motorist has the right of way.
Overtaking at a crosswalk	Whenever any vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at any intersection to permit a pedestrian to cross the roadway, the driver of any vehicle approaching from the rear shall not overtake and pass the stopped vehicle.		

**Table 3-3:  
Pedestrian Traffic Law—Pedestrians**

	DISTRICT OF COLUMBIA	MARYLAND	VIRGINIA
Green light	A pedestrian facing a green light (other than a turn arrow) may cross the roadway, within a marked or an unmarked crosswalk	A pedestrian facing a green light (other than a turn arrow) may cross the roadway, within a marked or an unmarked crosswalk	Same as Maryland
Red light	Pedestrians shall not enter the roadway on a steady red light.	Pedestrians shall not enter the roadway on a steady red light	Same as Maryland
Pedestrian Control Signal	Pedestrians shall not enter the roadway when there is a flashing “Don’t Walk” or “Wait” indicator	Pedestrians shall not enter the roadway when there is a flashing “Don’t Walk” or “Wait” indicator	Same as Maryland
Stop-controlled or uncontrolled intersection	Essentially the same as Maryland, but with a specific prohibition on walking suddenly into the path of a vehicle:  (a) No pedestrian shall suddenly leave a curb, safety platform, safety zone, loading platform or other designated place of safety and walk or turn into the path of a vehicle which is so close that it is impossible for the driver to yield.	Pedestrians may cross the roadway within a marked or unmarked crosswalk	Same as Maryland, except the pedestrian must yield to motor vehicle traffic if the speed limit is 35 mph or more. Pedestrians may not disregard approaching traffic when entering or crossing an intersection.
Crossing at Other Than Crosswalks	Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.  Each person crossing the roadway at any point other than within a marked crosswalk, or within an unmarked crosswalk at an intersection, shall yield the right-of-way to all vehicles upon the roadway.	(a) If a pedestrian crosses a roadway at any point other than in a marked crosswalk or in an unmarked crosswalk at an intersection, the pedestrian shall yield the right-of-way to any vehicle. (b) If a pedestrian crosses a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing is provided, the pedestrian shall yield right of way to any vehicle. (c) Between adjacent intersections at which a traffic control signal is in operation, a pedestrian may cross a roadway only in a marked crosswalk. (d) A pedestrian may	“Where intersections contain no marked crosswalks, pedestrians shall not be guilty of negligence as a matter of law for crossing at any such intersection or between intersections when crossing by the most direct route.”  Pedestrians may not enter the roadway at any point where drivers view of them is blocked by a parked vehicle or other obstruction.

		not cross a roadway intersection diagonally.	
Pedestrians on Roadways	Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.	(a) A pedestrian may not walk on a roadway where sidewalks are provided. (b) Where no sidewalk is provided, a pedestrian may walk only on the left side of the roadway, facing traffic.	Same as Maryland.

**Pedestrian and Bicyclist Education and Enforcement: The “Street Smart” Campaign**

Pedestrian and bicycle safety efforts generally fall into three broad categories of actions, the three E’s: Engineering, Education, and Enforcement. Engineering deals with the design of safer roads, streets, and pedestrian and bicycle facilities. Education includes both classroom-based training and behavioral modification campaigns. Enforcement

**Figure 3-2: Street Smart Annual Report**



consists of enforcement of the traffic laws with respect to pedestrians and bicyclists. The regional pedestrian and bicycle safety campaign, Street Smart, deals primarily with education through mass media.

Street Smart was created in 2002 by the region’s governments in response to an ongoing regional pedestrian and bicycle safety problem. Since the region is a single media market, a unified regional campaign is the most cost-effective approach. The program is supported by federal funds made available through state governments, from WMATA, and is administered by the National Capital Region Transportation Planning Board.

The Street Smart campaign is a twice-yearly, month-long blitz of radio, transit, gas station, and internet advertising, supported by public relations activities and by concurrent law enforcement. The goal of the



campaign is to change driver, pedestrian, and bicyclist behavior in order to reduce deaths and injuries. Motorists are urged to “Slow Down and Watch for Pedestrian”, bicyclists to “Obey Signs and Signals”, pedestrians to “Use Crosswalks. Wait for the Walk Signal” and transit riders to “Don’t Run for the Bus”. All materials, including radio spots, are translated into Spanish. Since 2007 campaigns have been held twice per year, in the fall and in the spring. Campaign materials can be found on the web site, <http://bestreetsmart.net>.

Efforts to enforce pedestrian laws are also stepped up in conjunction with the “Street Smart” pedestrian and bicycle safety campaign. Law enforcement has helped reinforce the campaign message, just as it has been used effectively as part of anti-drunk driving and seatbelt advertising campaigns. Public awareness of these heightened enforcement activities has been a key aspect of this campaign. Research shows that fear of fines and legal consequences is more effective at changing behavior than fear of death or injury. Also the TV and press media often covers enforcement stings, increasing the public’s perception that they are likely to be ticketed for breaking the law.

The Street Smart campaign sponsors annual seminars on best practices in pedestrian enforcement for law enforcement officers. Participating agencies report the number of warnings and citations issued.

**Figure 1-3: Fall 2013 Press Event**

## **Evaluation**

Pre and post-campaign surveys show that the public is hearing and remembering the Street Smart messages. In Spring 2014 62% of pedestrians and 51% of drivers were aware of at least once of the campaign messages, up from 51% and 27% in Spring 2013.

High pedestrian awareness is likely due to the large amount of free PSA placement on transit properties which the campaign received. Overall PSA value was nearly twice the paid media budget. The boost in driver awareness is likely due to the investment in pumptopper ads in 2014.

## **Outlook**

Pedestrian and bicycle safety has drawn increasing attention in the Washington region and at all levels of government. To build walkable communities, walking and bicycling need to be made safer. Improved occupant protection and vehicle design have saved the



lives of many motorists, but we have not made comparable progress for people outside motor vehicles.

Bicycling mode share has increased sharply in the last four years, most notably in the District of Columbia, and that increase has been associated with increased numbers of injuries.

The Street Smart campaign is yielding positive results, but it is meant to complement, not replace, local three “E” safety efforts. States, cities, and counties need to continue engineering and building safer streets, enforcing the traffic safety laws, and educating motorists, pedestrians and bicyclists. We know that the streets can be made safe for pedestrians and bicyclists, because some of our jurisdictions have already done it. Agencies that make pedestrian safety a priority are getting results.

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**Chapter 4**  
**Existing Facilities for Bicyclists and Pedestrians**

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January 2015

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**Overview**

The Washington region has excellent long-distance separated facilities for bicyclists and pedestrians, and an urban core and certain regional activity centers that have good pedestrian and bicycle facilities. The Washington region is at the forefront of innovation in bicycle facility design. On the other hand, many activity centers, not originally



designed with pedestrians in mind, have grown dense enough to generate significant pedestrian traffic, and face challenges in terms of providing safe facilities and crossing locations for pedestrians and bicyclists. Other parts of the region have developed at low densities, with separated land uses and indirect routes, which increase pedestrian and bicycle travel time. Pedestrian and bicycle accommodations are not always provided.<sup>1</sup>

**Figure 1: Informal foot path**

*Informal Foot-  
Paths Show where  
People Walk*

Bicycle connections with transit are generally good, with bicycle parking, bus bicycle racks, and bikes permitted on Metrorail at most hours. Walking is the primary mode of access to transit. Conditions for pedestrian access are excellent at many rail stations, though at some rail stations, originally designed primarily with auto and transit access in mind, pedestrian access could be improved. Bus stops in places originally designed primarily for automobiles often have access and safety problems.

Pedestrians are found throughout the region, and pedestrian traffic is increasingly found in places that were not built for it. This section highlights some of the region’s successes in providing for bicycling and walking. These successes can serve as examples of what the region needs to serve its pedestrians and bicyclists.

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<sup>1</sup> Photo of Informal Path, Southern Avenue, Prince George’s County, MD: COG/TPB, Michael Farrell

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### Shared-Use Paths<sup>2</sup>



**Figure 2: Mount Vernon Trail**

The Washington region is renowned for the quality and extent of its major shared-use paths. Shared-use paths are typically located in their own right-of-way, such as a canal, railway, or stream valley, or in the right-of-way of a limited-access highway or parkway, such as the George Washington Memorial Parkway. Shared-use paths are eight to twelve feet in width. The region has approximately 200 miles of major shared-use paths, either paved or level packed gravel

surface suitable for road bikes. Well-known trails include the W&OD and Mount Vernon Trails in Virginia, and the C&O Canal, Capital Crescent, and Rock Creek Trails connecting the District of Columbia and Maryland. Many of the region's shared-use paths go through heavily populated areas, connect major employment centers, and get significant commuter traffic. More information on trails in the Washington region can be found at <http://www.commuterconnections.org/commuting-resources/bicycling-resources>.

The region continues to build new trails along stream valleys and in conjunction with major highway projects, but the remaining inventory of disused rail lines, which often provide the best opportunities for shared-use paths, is fairly small.



**Figure 3: Side Path on Fairfax County Parkway**

### Side-Paths<sup>3</sup>

Side-paths differ from shared-use paths in that they do not have their own right of way, but are closely adjacent to a non-limited access roadway and thus subject to more

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<sup>2</sup> Photo of Mt. Vernon Trail, Arlington, VA: COG/TPB, Michael Farrell

<sup>3</sup> Photo of Sidepath on the Fairfax County Parkway: Photographer Unknown

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frequent conflict with driveways, side streets, and turning traffic. Side-paths differ from sidewalks in that they must be at least eight feet wide and are designed to meet the needs of bicyclists.

The Washington region has approximately 300 miles of side-paths, and there are plans to expand that mileage considerably.

Side-paths meet the need for a separated pedestrian facility and provide separation from traffic that is valued by child and slow-moving cyclists, especially in places where the road has speeds of 40 mph or more and high traffic volumes. However, the AASHTO (American Association of State Highway and Transportation Officials) [Guide for the Development of Bicycle Facilities](#) offers a number of cautions regarding the use of side-paths or wide sidewalks for bicycles. Frequent driveways, especially with poor sightlines, are hazardous to bicyclists on side-paths. Side-paths remove bicyclists from the motorists' line of sight and allow travel against the flow of traffic, so they may increase the potential for conflicts with motor vehicles at intersections. Since the facility is shared with pedestrians, there is also a potential for cyclist-pedestrian crashes. Side-paths are most suitable where driveways and intersections are few and sight-lines are good. Intersection crossings should be designed carefully, with a protected signal phase providing the best level of protection.

## **Bicycle Lanes**

Bicycle lanes are marked lanes in the public right-of-way that are by law exclusively or preferentially for use by bicyclists. Bike lanes are one-way, with a bicycle symbol or arrow indicating the correct direction of travel. The minimum width is 4 feet for roadways with no curb or gutter; next to a curb or parked cars 5 feet. Six feet is preferred where there is a curb or on-street parking. Bike lanes are provided on both sides of the street, except for one-way streets, and allow travel only in the same direction as adjacent motor vehicle traffic. On-street bicycle lanes are generally much less expensive than separated paths. Bike lanes

**Figure 4: Green Bike Lane**



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decrease wrong-way riding, define the road space that cyclists are expected to use, increase cyclists' comfort level, and call attention to the presence of cyclists on the roadway. Bicycle lanes are not generally considered safe or

**Figure 5: Bike Lane**



adequate for pedestrians, though in rural areas without sidewalks the roadway shoulder serves as both a bicycle lane and as a pedestrian facility.<sup>4</sup>

Bike lanes may be colored green for conspicuity.

The number of bicycle lanes is growing rapidly. The District of Columbia currently has 60 miles of bicycle lanes, up from 19 miles in 2006, and three in 1995, Arlington County has 24 miles, up from three in 1995, and Montgomery County has 17 miles.<sup>5</sup> The regional

mileage of bicycle lanes can be expected to expand significantly in the future as the District of Columbia, Arlington County, and Montgomery County all have ambitious plans to build more. Google maps shows bicycle paths, lanes, and on-road routes.

### **Buffered Bicycle Lanes**

A buffered bicycle lane is a bicycle lane with a spatial buffer to increase the distance between the bicycle travel lane and the automobile travel lane or the parking zone. The buffer zone is usually marked with striped paint. Buffered bike lanes are sometimes used where there is higher than normal speeds, traffic volumes or truck volumes, or high-turnover parking. It allows additional space to be provided for bicyclists without creating something that looks like a travel lane to motorists. The example above is from Arlington.



**Figure 4: Buffered Bike Lane**

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<sup>4</sup> Bike lane photo: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

<sup>5</sup> *Countywide Bikeways Functional Master Plan*, March 2005. Maryland-National Capital Park and Planning Commission. Page 12.



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**Protected Bike Lanes (Cycle Track)**

A protected bike lane or cycle track is a bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes. Protected lanes can be either one-way or two-way, on one or both sides of a street, and are separated from vehicles by wands, bollards, curbs/medians, parked cars, or a combination of these elements. Protected bike lanes can either incorporate bicycle-only signal phases at intersections (for 100% separation) or utilize “mixing zones” to merge bicycle and motor vehicle traffic.<sup>6</sup> The District of Columbia Department of Transportation has been an innovator in the development of protected bike lanes in the United States.

**Figure 5: 15th Street NW Protected Lane**



Protected bike lanes can pose a design challenge due to the potential conflicts with turning vehicles, and lack of visibility of cyclists to turning vehicles when separated by parked cars. They have been used in numerous cities in Europe with mixed results.<sup>7</sup> However, it should be noted that motorist-overtaking collisions, while relatively rare, account for a disproportionate number of serious and fatal injuries.

*The 15<sup>th</sup> Street  
Cycle Track has  
increased  
Ridership by  
more than 200%*

Riders perceive protected bike lanes as safer. Following New York City, and Cambridge, MA, the District of Columbia is actively installing protected bike lane, towards an eventual planned network of 72 miles.

**Figure 6: 1st Street NE Protected Lane**



<sup>6</sup> National Association of City Transportation Officials. <http://www.nacto.org/cycletracks.html>

<sup>7</sup> Jensen, Søren Underlien, Claus Rosenkilde and Niels Jensen. Road safety and perceived risk of cycle facilities in Copenhagen. Available at [http://www.ecf.com/files/2/12/16/070503\\_Cycle\\_Tracks\\_Copenhagen.pdf](http://www.ecf.com/files/2/12/16/070503_Cycle_Tracks_Copenhagen.pdf)

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**Figure 7: Protected Lane at Union Station**

The first segment of protected bike lane in the District of Columbia was installed in 2009 on 15<sup>th</sup> Street NW. In terms of ridership, the 15<sup>th</sup> Street Protected bike lane, which has been in operation the longest, has been a success. After the two-way protected bike lane was

*Protected Bike  
Lanes Attract  
Users of All Ages  
and Abilities*

installed, there was a [205 percent](#)

[increase](#) in bicycle volumes during the p.m. peak hour.<sup>8</sup>

More recent projects include one-way couplet of protected bike lanes on L Street and M Street NW (not yet complete) in downtown, and the 1<sup>st</sup> Street NE protected bike lane, which connects the Metropolitan Branch Trail to Union Station.

To help prevent turning conflicts, protected bike lanes may be equipped with separate [signals](#) for bicycles.

### Dual Facilities

In recognition of the fact that fast-moving cyclists may be better off with an on-road facility, Montgomery County is planning many of its bicycle routes as dual facilities, with both an on-road bike lane and a side-path for pedestrians and slow bicyclists. VDOT's *Northern Virginia Bikeway and Regional Trail Study* recommends that both on- and off-road accommodation be provided.<sup>9</sup> Under the new routine accommodation policy, VDOT is to provide adequate facilities for pedestrians and bicyclists even if not called for in the local plan.



<sup>8</sup> *Bicycle Facility Evaluation, Final Report*. April, 2012, p. 12.

<sup>9</sup> *Northern Virginia Regional Bikeway and Trail Network Study*. November, 2003. Virginia Department of Transportation, Northern District Office. Page 19.

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Where bicycle and pedestrian volume warrant it, and right of way permits, multi-use paths may be split into parallel pedestrian and bicycle paths. This separation allows cyclists and rollerbladers to maintain speed without risk to pedestrians. The Washington & Old Dominion Trail in Northern Virginia includes several sections with gravel pedestrian paths that parallel the paved shared-use path.

**Figure 8: DC Bike Route Sign**

### Signed Bicycle Routes

The region has hundreds of miles of signed bicycle routes. Signed routes have the advantage of being inexpensive and informative for cyclists. A signed route has not necessarily had any bicycle-related improvements apart from signing. However, bicycle-friendly features such as paved shoulders, a wide curb lane, or low traffic volumes or speeds *may* be present. Bicycle route signs often include information on distances to destinations.

### Long-Distance Bicycle Routes

Several notable long-distance routes promoted by national-level organizations pass through the Washington region. These include the East Coast Greenway, Bicycle Route 1, and the American Discovery Trail. The East Coast Greenway Alliance is promoting what will eventually be a mostly off-road path connecting all the major cities of the East Coast. Currently 20% open for public use, it will span 2,600 miles from Calais, Maine to Key West, Florida. With the exception of the National Capital Mall, the proposed route through the Washington region is not yet signed. Bicycle Route 1 is part of a national network of low-traffic road routes promoted by the Adventure Cycling Association. The American Discovery Trail is a coast-to-coast, recreational, non-motorized trail, which follows the C&O Canal Towpath and the Anacostia River Tributary Trails. All organizations promoting long-distance routes rely on local agencies and organizations to realize their vision.

### Exclusive Bus/Bicycle Lanes

Exclusive bus lanes are sometimes used on streets with heavy bus traffic. Bicycles are sometimes permitted to use those lanes. Bus/Bike Lanes can be found in the District of Columbia. Conflicts can occur due to differences in speed between buses and bicyclists.



**Figure 9: East Coast Greenway in DC**

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**Bridges**



**Figure 7: Woodrow Wilson Bridge Trail**

The Woodrow Wilson Bridge trail, completed in 2009, allows cyclists to cross the Potomac River on the capital beltway at Alexandria. This multi-use path allows riders on the Mt. Vernon Trail to access the National Harborplace development in Prince George’s County without going on street. Connections are also provided to an on-street network of bicycle routes in Prince George’s County.

The 14<sup>th</sup> Street Bridge, the Memorial Bridge, the Theodore Roosevelt Bridge, the Key Bridge, and the Chain Bridge all have bicycle and pedestrian facilities. In the north, cyclists

and pedestrians may use the ferry at White’s Ferry, which connects Montgomery County and Loudoun County. Cyclists may use the US 15 bridge at Point of Rocks and the MD 17 bridge at Brunswick to get across Frederick County and Loudoun County, though they have no separated facilities.

With the completion of the local traffic 11<sup>th</sup> Street Bridge in 2013, bicyclists and pedestrian now have a first rate multi-use path connection from Anacostia to the Navy Yard area of Southeast DC.

The District of Columbia is in the process of upgrading the remaining Anacostia River separated bicycle and pedestrian river crossings as these aging bridges are replaced and rebuilt.

**Figure 10: 11<sup>th</sup> Street Bridge**



**On-Line Bicycle and Pedestrian  
Routing**

The last few years have seen a flowering of on-line resources that enable cyclists and pedestrians to locate facilities and plan their routes. Google Maps offers the most familiar interface, but other options include [bbbike.org](http://bbbike.org), and [RidetheCity](http://RidetheCity), which allow cyclists to point and click their proposed origins and destinations, and choose various routing alternatives.

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Google Maps also provides walking and bicycling directions. The bicycling directions show paths, bike lanes, and on-street bike routes, but offer no options for selecting more direct or safer routes.

Accessed via smart phone, these and other on-line applications can replace paper maps for most purposes.

### **Bicycles and Public Transit**

The region has made progress integrating bicycling and public transit, with secure bike parking available at most rail stations, bicycles permitted on Metrorail at most times, and most of the buses in the region now equipped with bicycle racks. Specific agency policies and facilities are described below.

#### **Metrorail Guidelines**

- Bicycles are permitted on Metrorail (limited to two bicycles per car) weekdays except 7-10 a.m. and 4-7 p.m. Bicycles are permitted all day Saturday and Sunday as well as most holidays (limited to four bicycles per car). Bicycles are not permitted on Metrorail on July 4th or other special events or holidays when large crowds use the system.
- Folding bikes are permitted on Metrorail during rush hours if folded. No case is required.
- No tricycles, training wheels, tandem bicycles or recumbent bicycles are allowed on Metrorail.
- For other Bike on Rail guidelines see:  
[http://www.wmata.com/getting\\_around/bike\\_ride/bikes\\_rail.cfm](http://www.wmata.com/getting_around/bike_ride/bikes_rail.cfm)

**Figure 11: Bike & Ride Entrance**  
(WMATA photo)

#### **Metrorail Facilities**

- **Bike & Ride** is a secure, enclosed bicycle parking facility with card access and space for over 100 bikes, on the first floor of the Metro garage at College Park-U of MD station. Bike & Ride is more flexible, secure, and space efficient than racks or individual lockers.
- For the most up to date information on bicycle parking at Metrorail, go to the [WMATA web site](#)



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and click on the stations tab. You can see which stations have bike racks and lockers. Or go to [http://www.wmata.com/getting\\_around/bike\\_ride/](http://www.wmata.com/getting_around/bike_ride/) for a list of stations with bike racks and lockers, and information on how to rent a bike locker.

- Systemwide, WMATA maintains about 1,280 single bike lockers and about 1,700 bike racks. Racks are first come, first served. At many downtown stations, local jurisdictions provide additional bike parking near stations. WMATA continues to add and upgrade racks.

**Figure 12: New Bike Racks (WMATA photo)**



### **Metrobus**

- **All** Metrobuses have racks on the front that carry **up to** two bicycles. No permit is required. Instructions for how to use bus bike racks is available at [http://www.wmata.com/getting\\_around/bike\\_ride/bikes\\_bus.cfm](http://www.wmata.com/getting_around/bike_ride/bikes_bus.cfm)
- Metro has adopted guidelines for the design and placement of bus stops to improve their safety, comfort, accessibility, and efficiency.

### **Park and Ride**

Of the 175 park and ride lots in the Washington DC-MD-VA Metropolitan Statistical Area, about 50 have bike lockers or racks. [Commuter Connections](#) lists information on Park and Ride lots.

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### **Commuter Rail**

Collapsible bicycles are permitted on all [VRE trains](#). Full size bicycles will only be allowed on the last three northbound, the mid-day, and the last three southbound trains on each line.

Collapsible bicycles are permitted on [MARC](#), but not full-size bicycles, except selected week-end Penn line trains. No bag or case is required.

### **Pedestrian Access to Transit**

82% of Metrobus passengers walk to transit, and 62% of all Metrorail trips start with the passenger walking to the rail station. However, the a.m. peak walk mode of access, which is the best measure of how people originally get into the system, is 37%.

The quality of pedestrian access to Metrorail and Metrobus is uneven. Many suburban rail stations were built with an emphasis on automobile and bus access. Bus stops are often placed in areas with no sidewalks or available crosswalks. A study on [bicycle and pedestrian access](#) to Metrorail provides details.

[WMATA](#) has *Guidelines for Station Site and Access Planning*, and plans to upgrade pedestrian access at Metrorail stations and carry out station-area development.

In 2008, WMATA completed an inventory of all bus stops it serves.<sup>10</sup> That information has been used to inform spending for several federal grants focused on bus stop accessibility capital improvements in the region.

In 2011, as a follow-on to its 2010 master plan – *Metrorail Bicycle and Pedestrian Access Improvements Study*, WMATA completed an inventory of bicycle and pedestrian needs at its stations. From this, WMATA created a 5-year bicycle and pedestrian capital improvement program of more than \$7 million over the 5 years. The project list includes, but is not limited to, improvements to bike parking at stations as well as pathway and pedestrian connectivity projects.

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<sup>10</sup> *WMATA Bus Stop Inventory Project*. Kristin Haldeman, Presentation to TPB Access for All Subcommittee, November 2008.

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WMATA has also conducted individual station access studies (available on the WMATA website: [http://www.wmata.com/about/metro/planning\\_dev.cfm](http://www.wmata.com/about/metro/planning_dev.cfm)) for many of its stations, partnering with local jurisdictions to identify station access needs in station areas. Bicycle and pedestrian access needs are addressed in the studies. These studies often serve as pre-cursors to joint development projects, ensuring that bicycle and pedestrian connectivity to surrounding areas is maintained and enhanced.



**Figure 13: Bike Parking is in Demand**

### **Bike Parking**

The District of Columbia, Arlington, Alexandria, and other jurisdictions provide bike racks on public property for short-term bicycle parking. They also [require](#) secure long-term bicycle parking to be provided as part of new development.

- **Bike Corrals**

As demand grows in congested areas, DC has added bike corrals, which are bike racks placed in the street, and protected by flexi-wands tire stops. Twelve bicycles can be parked in the space required to park one automobile.

And because bicycles do not block motorists' sight lines, they can be placed near the intersection where parking is not permitted, result in no loss of car parking.



**Figure 14: Corner Bike Corral**



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Tire stops are necessary to prevent cars from backing into the racks at some locations.

- [DC Bike Station](#)

**Figure 15: DC Bike Station at Union Station**



**Figure 16: DC Bike Station Interior**



In response to demand for secure bicycle parking at Union Station, in 2009 the District of Columbia opened a Bike Station. The facility houses over 100 bicycles in 1,600 sq. ft. of free-standing ultra-modern glass and steel design. It is staffed 66 hours per week and available to members 24/7 for self-service parking. In addition to secure bike parking, the facility also provides a changing room, lockers, bike rental, bike repair, bike rental, and retail sales. The Bikestation location at Union Station allows commuters to take public transportation to the station, pick up their bicycles and go to work, shopping or entertainment.

The DC bike station is a unique structure designed for a particular site. It required an unusual degree of architectural review due to its location on the National Mall. Far less expensive, modular self-service bike parking structures are available.

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**Capital Bikeshare**

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system. Unlike earlier “public bicycle”

*Capital Bikeshare has over 2500 bicycles and 300 stations*

or “yellow bike” programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user’s credit card, which can be charged if the bicycle is not

returned. Bike sharing became common and popular first in Europe and then the United States, with programs in [dozens of cities](#).

Since it opened in 2010, the regional bike sharing program, [Capital Bikeshare](#) has grown to include 2500 bicycles at over 300 stations across Washington, D.C., Arlington and Alexandria, VA and Montgomery County, MD. Capital

Bikeshare is one of the largest and most successful bike share systems in the United States. Its’ solar-powered semi-mobile bike stations require no utility hook-up, which expedites installation. It operates year-round, with winter ridership a little more than one third the level of the warm weather months. It attracts many tourists as well as residents.

**Figure 17: Capital Bikeshare Station**



**Outlook**

Facilities for bicycling and walking in the Washington region are likely to improve significantly in the future. Federal, regional, state and local policies and transit agency initiatives all call for better and more complete facilities. Bicycle lanes, protected bike lanes, and dual facilities for pedestrians and bicyclists will become more common, and bike sharing will continue to expand in the urban core and beyond.

**Chapter 5**  
**Goals and Indicators**

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## **Introduction**

As seen in Chapter One, both the Vision of the Transportation Planning Board (1998) and the Region Forward (2010) vision plan of the Council of Governments encourage walking and bicycling. *Region Forward*, a vision for the National Capital region in 2050, was adopted in January 2010. *Region Forward* builds on the TPB *Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities. The goals of *Region Forward* are broader than those of the TPB *Vision*, encompassing areas such as public safety, land use, economic development, housing, and the environment. New development is to be concentrated in walkable, mixed-use activity centers.

## **Goals**

Region Forward 2050 includes a set of goals, and targets and indicators that will help measure whether those goals are being met. Many of those goals relate to walking and bicycling:

### **Transportation**

1. A broad range of public and private transportation choices for our region which maximizes accessibility and affordability to everyone and **minimizes reliance upon single occupancy use of the automobile.**
2. A transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the region and the world beyond.

### **Land Use**

1. Enhancement of established neighborhoods of differing densities with **compact, walkable infill development**, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas.
2. **Transit-oriented and mixed-use communities** emerging in regional activity centers that **will capture new employment and household growth.**

### **Energy & Environment**

1. Significant **decrease in greenhouse gas emissions**, with substantial reductions in the built environment and transportation sector.
  2. Protect and enhance region's environmental resources by meeting and exceeding standards for our air, water, and land.
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**Public Safety & Health**

1. Safe communities for residents and visitors.
2. ...protect the public health, safety, welfare, and preserve the lives, property, and economic well-being of the region and its residents.
3. Healthy communities with ...**a focus on wellness and prevention**

**Targets and Indicators**

In order to measure progress towards the broad transportation goals, *Region Forward* recommends that certain indicators be tracked. Table 5-1 below shows some of the targets and primary indicators from *Region Forward* that relate to walking and bicycling as well as corresponding, additional indicators which the bicycle and pedestrian subcommittee believes will give a more complete and timely picture of the region's progress. A (?) designates an indicator for which a practical data source has not yet been identified.

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**Table 5-1:**

**Region Forward 2050 Targets & Indicators**

**Suggested Supporting Indicators**

<b>Region Forward Targets</b>	<b>Primary Indicators</b>	<b>Data Source/Freq.</b>	<b>Baseline</b>	<b>Suggested Supporting Indicators</b>	<b>Data Sources/Freq.</b>	<b>Baseline</b>
Increase the share of walk, bike, and transit trips.	Mode split – Percent of Walk, Bike and Transit Trips	2007/2008 household travel survey/10 years	Bike: 0.5% Walk: 8.5% Transit: 6.1% Auto: 81.6%	<ol style="list-style-type: none"> <li>1. Walk and bike commute mode share</li> <li>2. Pedestrian and bicyclist counts</li> <li>3. Pedestrian Access to Transit Mode Share *AM peak access</li> <li>4. Bike Access to Transit mode share *AM peak access</li> <li>5. Bike share trips Number of bike share trips per day &amp; per bike share bike.</li> <li>6. % Female cyclists</li> <li>7. Walk and bike mode share for school children</li> </ol> <p>Adopt complete streets policies - Jurisdictions with complete streets policies</p>	<ul style="list-style-type: none"> <li>• US Census – American Community Survey (ACS) five year rolling average/ Annual</li> <li>• DC, Arlington counts/annual</li> <li>• WMATA rail passenger survey/5 years</li> <li>• Regional Bike Share trip numbers/annual</li> <li>• COG Household Travel Survey/10 years</li> </ul>	<ul style="list-style-type: none"> <li>• ACS available in 2010</li> <li>• DC Average 2009 Peak hour count = 69</li> <li>• female bicyclists = 19%</li> <li>• 0.55% bicycle mode of access to Metro in 2007</li> <li>• 62.12% walk mode of access to Metro in 2007</li> <li>• 33.3% am peak walk mode, 0.7% bike mode</li> </ul>
Reduce VMT per capita	VMT per capita	2008 CLRP/Annual	Vehicle Miles Traveled per	Share of VMT reduction attributable to increase in walking and bicycling	Estimate from mode shift to walking and	ACS 2010

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for the National Capital Region**

**CHAPTER 5. GOALS & INDICATORS**

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			capita = 22.94		bicycling/Annual	
Increase the rate of construction of bicycle and pedestrian facilities from the TPB plan.	Number of bicycle and pedestrian projects from the CLRP	Number of bicycle and pedestrian projects in the CLRP	CLRP/Annual	<p>Pedestrian and Bicycle Infrastructure Construction</p> <ol style="list-style-type: none"> <li>Centerline mileage of bike lane built</li> <li>Mileage of Side Path Built</li> <li>Mileage of Multiuse path built</li> <li>Bicycle and pedestrian bridges and underpasses built</li> <li>Public bicycle parking <ul style="list-style-type: none"> <li>Staffed bike stations</li> </ul> </li> <li>Number of Streetscaping projects completed/ Number of pedestrian intersection improvement projects completed</li> </ol> <p>Access to Transit</p> <ol style="list-style-type: none"> <li>Bike share stations and bike share bikes at rail stations and transit hubs</li> <li>Bike share stations and bike share bikes within 3 miles of a transit hub</li> <li>Bike parking - Rack spaces, lockers</li> <li>bike cage, bike parking structure spaces</li> <li>Parking usage rates (?)</li> </ol> <p>Bike Sharing</p> <ol style="list-style-type: none"> <li>Number of bike sharing stations</li> <li>Number of bike sharing bicycles</li> </ol>	<ul style="list-style-type: none"> <li>Bicycle and Pedestrian Regional Project Database/ Annual</li> <li>WMATA rail passenger survey/5 years</li> <li>WMATA web site – Bike ‘N Ride</li> <li>WMATA Bus Stop Inventory/?</li> <li>Capital Bikeshare</li> </ul>	<p>9 miles bike lane/year 13 miles shared use path/year 5 bridges/tunnels 1 staffed bike station 9 streetscaping projects 16 pedestrian intersection projects 77 Metro Stations have racks and/or lockers. 1,280 single bike lockers and about 1,600 bike racks - with capacity for about 3,150 bikes Zero bike cage spaces, bike parking structure spaces 10 bike sharing stations 100 bike sharing bikes</p>



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for the National Capital Region**

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<b>Targets</b>	<b>Primary Indicators</b>	<b>Data Source/Freq.</b>	<b>Baseline</b>	<b>Suggested Supporting Indicators</b>	<b>Data Sources/Freq.</b>	<b>Baseline</b>
Reduce pedestrian and bicyclist fatalities and injuries	Pedestrian and Bicyclist Injuries and Fatalities	Virginia DMV, DDOT, and Maryland Office of Highway Safety/Annual	2004-2008: 84 pedestrian deaths 7 bicyclist deaths 2007: 1962 pedestrian injuries 653 bicyclist injuries	<p>Education</p> <ul style="list-style-type: none"> <li>• Number of schools offering training in safe walking and bicycling</li> <li>• Recognition of key safety messages by the general public</li> <li>• Number of Bike to Work day participants</li> </ul> <p>Enforcement: Number of pedestrian-related and bicycle-related citations and warnings issued as part of the Street Smart campaign.</p> <ol style="list-style-type: none"> <li>1. Speeding</li> <li>2. Speeding, school zone</li> <li>3. Reckless driving</li> <li>4. Passing stopped school bus</li> <li>5. Failure to yield to pedestrian or bicyclist</li> <li>6. Cross against the signal (pedestrian)</li> <li>7. Walk into the path of motor vehicle outside marked or unmarked crosswalk.</li> <li>8. Ignore traffic signal (bicyclist)</li> <li>9. Wrong way riding</li> <li>10. Ride on sidewalk where prohibited</li> </ol>	<ol style="list-style-type: none"> <li>1. Safe Routes to School Program/Annual 1</li> <li>2. Street Smart Annual Report</li> <li>3. Bike to Work Day Annual Report</li> <li>4. Street Smart Enforcement Reports/annual</li> </ol>	<ul style="list-style-type: none"> <li>• 3500 children trained in DC in 2008, 2700 in Rockville. Virginia SRTS does not tally such numbers.</li> <li>• 8500 Bike to Work Day participants in 2010</li> <li>• 30,221 ped-related citations</li> <li>• 7,804 warnings</li> </ul>
<b>Targets</b>	<b>Primary Indicators</b>	<b>Data Source/Freq.</b>	<b>Baseline</b>	<b>Suggested Indicators</b>	<b>Data Sources/Freq.</b>	<b>Baseline</b>



# Chapter 6

## Recommended Practices

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The *TPB Vision*, *Region Forward*, and *Regional Transportation Priorities* plans call for a transportation system that allows convenient and safe bicycle and pedestrian access, with dynamic regional activity centers and an urban core that contain a mix of jobs, housing and services in a walkable environment. In order to achieve these goals, the Bicycle and Pedestrian Subcommittee has developed the following set of recommended best practices.

**A. Incorporate bicycle and pedestrian elements in all jurisdictional planning and design policies. Adopt “Complete Streets” policies.**

1. Include bicycling and walking, including provisions for persons with disabilities, in all stages of the transportation and land use planning process, from initial concept through implementation.<sup>1</sup>



2. In particular, consistent with federal policy and the National Capital Region Transportation Planning Board’s [Complete Streets](#) policy, every jurisdiction and agency should

**adopt a Complete Streets policy** that includes elements that the TPB believes reflect current best practices.

Under Complete Streets policies pedestrians and bicyclists will be accommodated as part of all transportation projects, with a few limited and well-defined exceptions. A Complete Streets policy would typically not apply:

- To a new transportation facility construction or modification project for which, as of the effective date of the adoption of the policy, at least 30 percent of the design phase is completed.
- To a transportation facility which prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users elsewhere in the travel corridor.

*“A complete street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.”*

<sup>1</sup> Ft. Totten, DC Photo: COG/TPB, Michael Farrell

- When the cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as per FHWA guidance), as compared to the need or probable use of a particular complete street.
- When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need (as per FHWA guidance) to implement the applicable complete streets policy.
- To passenger and freight rail projects, which shall not be required to accommodate other motorized users in the railway right of way, although safe and adequate rail crossings for motorized and non-motorized users should be provided.
- To transportation projects which do not provide for direct use by the public, such as maintenance facilities, drainage and stormwater management facilities, education and training, transportation security projects, beautification, and equipment purchase or rehabilitation.

*“VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking”*

Agencies should carry out periodic **audits to monitor compliance** with a Complete Streets policy once it is adopted.

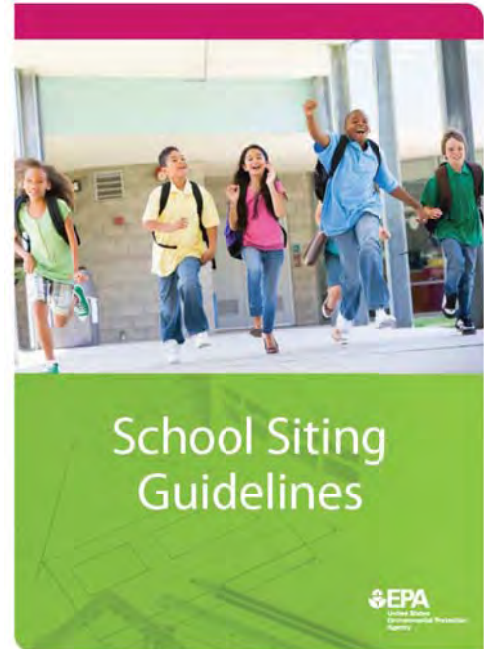
An effective complete streets policy is critical, since retrofitting pedestrian and bicycle accommodations is far more expensive than designing them in from the beginning. Policies which urge agencies to “consider” or “encourage” the provision of pedestrian and bicycle facilities often do not provide clear guidance as to when pedestrian or bicycle facilities should or should not be provided. Absent a clear mandate, pedestrian and bicycle facilities tend to be omitted.

3. **Take into account likely future demand** for bicycling and walking facilities in planning transportation projects; do not adopt designs that would preclude future improvements.
4. **Encourage public participation** by bicyclists and pedestrians and other community groups in the planning process.
5. Ensure **adequate funding** for bicycle and pedestrian transportation staff and facilities, including land acquisition, design, construction, and proper maintenance.

6. **Integrate bicycling and walking** into new development, including new **schools**.
- Require land developers to **finance and construct sidewalks**, shared-use paths, and bicycle parking facilities within their developments.

*Students who  
walk to school  
behave and  
perform better*

- Require land developers to design developments in a way that facilitates internal and external bicycle and pedestrian access. New development should feature a **dense network of interconnected streets** to minimize trip distance and offer many low-speed, low-traffic routes. Superblock and cul-de-sac development patterns should be discouraged, and transit-oriented development should be encouraged. Use the Virginia Department of Transportation's [Secondary Street Acceptance Requirements](http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp) as a model.<sup>2</sup>
- Use the EPA school siting guidelines.<sup>3</sup> Locate new schools in walkable communities. For existing schools, improve pedestrian and bicycle facilities whenever a school is renovated or the streets surrounding a school are repaved or reconstructed.



**Figure 2: EPA School Siting Guidelines**

7. Design, construct, operate, and maintain sidewalks, shared-use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways so that **all pedestrians, including people with disabilities**, can travel safely and independently, in all seasons. Maintenance of pedestrian and bicycle facilities should include **snow and ice removal**.
8. Improve inter-jurisdictional coordination to identify, plan, construct and preserve **multi-jurisdictional routes**, and provide connecting links for existing routes to assure the establishment of a continuous bicycle and pedestrian transportation system throughout the Washington metropolitan area.

<sup>2</sup> [http://www.virginiadot.org/info/secondary\\_street\\_acceptance\\_requirements.asp](http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp)

<sup>3</sup> <http://www.epa.gov/schools/guidelinestools/siting/>

- a. Identify networks of existing bicycle routes (both on-street and off-street) in the urban core, suburbs, developing fringe, as well as connecting **long distance inter-city routes**. Ensure that these routes are included in land use and transportation plans, and not eliminated as development occurs.
- b. Identify shared-use path corridors before they are developed, and preserve opportunities for development as shared-use paths.
- c. Identify existing physical barriers to bicycling (such as rivers and streams, bridges, railroad tracks, highway crossings, and limited access highways with no crossing route) and identify solutions to overcome them.
- d. Implement uniform wayfinding and/or designation for inter-jurisdictional routes that will provide easily understood instructions and information.
- e. Convene and participate in a regional **working group** consisting of state and regional representatives to identify regional and long distance travel corridors for bicyclists, develop common guide signage guidelines, and develop of recommended bikeway alignments within travel corridors.



**Figure32: AASHTO Guide for the Development of Bicycle Facilities**

**B. Develop and adhere to consistent bicycle and pedestrian facility design and construction standards in each jurisdiction:**

1. Assure adequate planning, construction and maintenance standards for comfortable and safe bicycling on both on-street routes and off-street paths, as well comfortable and safe walking on paths and sidewalks.
  - a. Adopt, as minimum standards for privately and publicly built facilities, the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the AASHTO *Guide for the Planning, Design and Operation of Pedestrian Facilities*, the *ADA Accessibility Guidelines* from the U.S. Architectural and Transportation Barriers Compliance Board (Access Board),



**Figure 3: DDOT Bicycle Facility Design Guide**

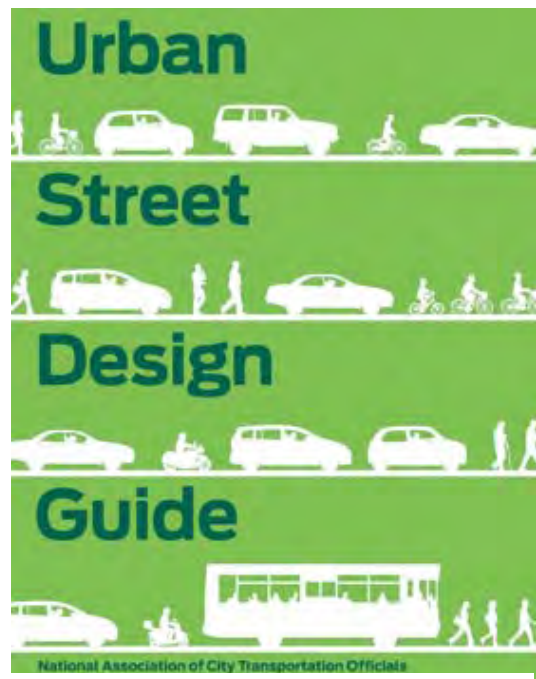


and the *Manual on Uniform Traffic Control Devices (MUTCD)* from the Federal Highway Administration.

- b. Establish and maintain **minimum design and maintenance standards** for each type of facility.
- c. In accordance with [federal guidance](#), **go beyond the minimum requirements where necessary** to provide safe and comfortable accommodation for bicyclists and pedestrians. Agencies such as the District of Columbia Department of Transportation have developed their own design manuals to meet their specific needs, and which may incorporate experimental measures which are not found in the current AASHTO bicycle facility design guide. The National Association of City Transportation Officials (NACTO), an alliance of city transportation departments, including the District Department of Transportation, has developed guides for bikeways and for urban areas. The NACTO guides provide designs and treatments not currently found in the AASHTO guides.

- d. Use the NACTO [Urban Street Design Guide](#) and [Urban Bikeway Design Guide](#) where appropriate. FHWA [has endorsed](#) the “appropriate” use of the *Urban Bikeway Design Guide* to help agencies fulfill the above-mentioned 2010 federal guidance. FHWA notes that most of the treatments in the NACTO guide are allowed or not precluded by the MUTCD. Non-compliant traffic control devices can still be used as pilots, under the MUTCD experimentation process.

The NACTO guides were developed, and are most applicable, for dense urban centers with low-traffic speeds and relatively high levels of bicycling and walking.



**Figure 4: Urban Street Design Guide**

2. Improve Access for Persons with Disabilities to Pedestrian Facilities<sup>4</sup>

The Transportation Planning Board’s Access for All Advisory Committee has identified the following recommended best practices for improving access for persons

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<sup>4</sup> “Lessons Learned” fact sheet for Disability Awareness Day. National Capital Region Transportation Planning Board Access for All Committee, October 20, 2004.

with disabilities to pedestrian facilities. More detailed recommendations can be found in the *Accessibility Guidelines* as noted above. With the exception of handrails on steep sidewalks, all of the following practices are legally required under the ADA for all new facilities and all reconstructed facilities:

- a. Sidewalks should have curb ramps. Ramps should be well-maintained, well-placed, and not too steep in order to permit their use by persons in wheelchairs.<sup>5</sup>
- b. The height of wheelchair users should be considered when placing shrubs or other objects where they might block them from the view of motorists.
- c. Objects such as security barriers, fences, fire hydrants, telephone poles, parking meters, newspaper boxes, signal control boxes, and other street furniture should be placed in locations where they will not block curb ramps.
- d. The placement of crosswalk buttons must take into consideration the needs of people with disabilities.
- e. Audible pedestrian signals make communities safer for all pedestrians, including seniors and children as well as people with visual impairments.
- f. Sidewalks with steep slopes are difficult for people with disabilities to navigate, especially for people who use manual wheelchairs or people who have trouble walking. Hand rails could help mitigate these difficulties.

**C. Minimize roadway width, curb radii & crossing distance.<sup>6</sup>**

To minimize pedestrian crossing distances and reduce impermeable, heat-absorbing asphalt coverage, the paved roadway of **all streets should be designed to be the minimum width — and have the minimum number of lanes** — that safely and cost-effectively allow for the desired operations of motor vehicles, buses, and bicyclists. Excess width should be reallocated to provide walking, transit, and bicycling facilities, public open space, green cover, and/or stormwater source control measures. If financial limitations preclude final implementation of street retrofits (e.g., curbing, streetscaping, etc.), the reallocation of space should still proceed with temporary or least costly approaches such as restriping.



**Figure 4: New York City Street Design Manual**

<sup>5</sup> Wheelchair ramp photo: COG/TPB, Access for All Committee

<sup>6</sup> New York City Department of Transportation, *Street Design Manual*, 2009. Page 46.

To further reduce pedestrian crossing distances and slow turning vehicles, **all roadway corners should be designed with the smallest possible radius** that still accommodates the intended vehicle and emergency vehicles.

**D. Set target vehicle speeds appropriate to surrounding land use.**

Urban streets should function as **public spaces for people** as well as arteries for traffic and transportation. The best street design adds to the value of businesses, offices, and schools located along the roadway.<sup>7</sup> Lower speeds are often needed to enable a street to serve as a comfortable place to gather, shop, work, or live.

Streets should be designed with target speeds and speed limits appropriate to their surrounding uses and desired role in the vehicular network. Slower target speeds and speed limits should be considered on local streets, residential streets, alleys; on streets adjacent to schools, senior or disabled pedestrian trip generators; waterfronts, parks, rail stations, and other significant pedestrian destinations.

**Traffic calming** features may be designed in from the beginning, or retrofitted where needed, to bring traffic speeds down to the desired level.<sup>8</sup>

**E. Improve bicycle and pedestrian circulation within and between regional activity centers and the urban core.**

1. Improve sidewalks, bikeways, intersections, signage and links to transit for bicyclists and pedestrians in activity centers
2. Improve access to and between regional activity centers.
  - Provide access to activity centers from surrounding neighborhoods.
  - Provide facilities to connect nearby activity centers



**Figure 5: Bike Racks and Lockers at New York Avenue Metro Station**

<sup>7</sup> NACTO, *Urban Street Design Guide*, 2013.

<sup>8</sup> *Ibid*, pp. 76-91.

**F. Integrate bicycling and walking into the public transportation system.<sup>9</sup>**

1. Make it easier and safer to walk and bike to bus stop and rail stations.

- Build sidewalks and pedestrian crosswalks and/or overpasses that connect transit stops to nearby neighborhoods, commercial areas, and existing pedestrian infrastructure.
- Improve lighting, signage, and wayfinding around transit stations.
- Improve bicycle parking at Metro, commuter rail stations, and park and ride lots. Replace broken and obsolete bicycle racks with current models. Add more [Bike & Ride](#) secure bicycle parking facilities at Metrorail stations.

- Improve customers' ability to make the "last mile" of their trip by locating bike sharing or increasing bike parking options at rail stations, and eliminate the need to bring a bike on the train during peak periods. If/when capacity constraints permit, expand the hours when bicycles are permitted on Metrorail.

4. Provide bicycle racks on all transit buses.<sup>10</sup>
5. Provide for more efficient accommodation of bicycles on future rail services, including commuter rail, Metro, and light rail, in the Washington region. Vertical storage racks such as those on the [River light rail line](#) in New Jersey are a good model.

*All Metrobuses have been equipped with racks to carry up to two bikes per bus*



**Figure 6: Bike on Metrobus.**



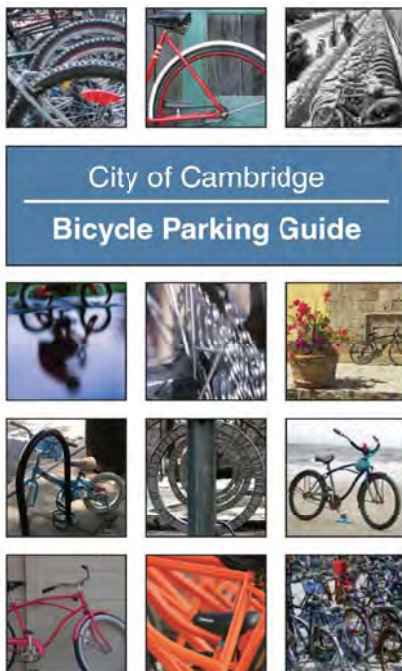
**Figure 7: On-Street Bike Parking, Georgetown**

<sup>9</sup> Photo of NY Avenue Metro Bike Lockers: COG/TPB, Michael Farrell

<sup>10</sup> Photo of Bike on Bus by WABA/Eric Gilliland

**G. Provide adequate bicycle support facilities.**

1. Enact zoning laws to **require bicycle parking and related facilities** as part of all new construction or major renovation, including office, retail, and housing developments.
  - Construct bicycle parking facilities in well-traveled and lighted areas. Facilities should be covered and secure.



**Figure 9: City of Cambridge Bike Parking Guide**

as public libraries, parks, and sidewalks near storefront retail.<sup>11</sup>

- Require placement of bicycle parking facilities in convenient locations; short-term parking should be as close as possible to building entrances; long term parking facilities should be located in secure areas.

- The District of Columbia requires bike parking in any building that has automobile parking. However, bicycle parking requirements need not be tied to auto parking. The City of Cambridge, MA has developed a [model ordinance](#).

- Ensure the provision of showers and changing facilities in all new or renovated commercial developments.

**2. Provide bicycle parking on public property.**

Jurisdictions should install bicycle parking in public spaces where there is demand, such



**Figure 10: ITDP Bike Share Guide**

**H. Expand the Regional Bike Sharing Program**

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any

available bike throughout the regional system. Unlike earlier “public bicycle” or “yellow bike” programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user’s credit card, which can be charged if the bicycle is not returned. Bike sharing took hold first in Europe, but has now [become common](#) in North America, with programs in dozens of cities.

The bike sharing system for the Washington region is [Capital Bikeshare](#), currently one of the largest and most successful North American bike share systems. Their solar-powered docking stations have proven easier and faster to install than stations that require a utility hook-up.

The Institute for Transport Development Policy publishes a detailed [bike share planning guide](#).

**I. Develop pedestrian and bicycle safety education and enforcement programs in all jurisdictions.**

**1. Promote pedestrian and bicycle safety education programs for children, beginning at the early ages.**

- Establish and maintain pedestrian and bicycle safety programs at the elementary school level, including classroom and on-bicycle instruction.
- Develop and distribute pedestrian and bicycle safety information materials designed to teach beginning cyclists and young pedestrians.

- Emphasize the use of bicycle helmets as a means of injury reduction, lights after dark, reflectors, and reflective clothing for pedestrians.

**2. Improve cycling skills and pedestrian safety habits of adults and young adults.**

- Produce and distribute information on bicycle usage and safety.

*Volunteer Patrols  
can help with  
Trail Security*

- Emphasize the use of helmets for rider protection, lights after dark, reflectors, and reflective clothing for pedestrians.



**Figure 11: Cyclist training**  
Photo Credit: WABA



**Figure 12: Trail Patrol, C & O Canal Park**

3. Increase motorist awareness and accommodation of bicyclists and pedestrians, and bicyclist and pedestrian awareness and accommodation of motorists.
  - Include bicycle and pedestrian information in automobile drivers' training classes, driver's manuals, and license exams, and through the media.
  - Coordinate public media campaigns with law enforcement
4. Encourage jurisdictional uniformity of traffic laws relating to bicycling and walking. Encourage conformity with such regulations as the Uniform Vehicle Code.
5. Encourage consistent bicycle law enforcement to assure safe bicycling and walking.
  - Emphasize the enforcement of traffic laws dealing with offenses known to cause crashes between bicycles and motor vehicles, such as wrong way bicycling, and ignoring stop signs or stop lights.
  - Emphasize enforcement of traffic laws dealing with offenses known to cause crashes between pedestrians and motor vehicles, such as motorists failing to yield to pedestrians, and pedestrians disobeying "Don't walk" signals.
6. Improve bicycle and pedestrian accident reporting and analysis procedures at the state and regional levels, to provide jurisdictions with a better understanding of accident causes and countermeasures.
7. Provide significant law enforcement presence along regional off-road trail networks and encourage inter-jurisdictional cooperation and coordination to provide for the safety and security of all pedestrians and bicyclists.

*The regional "Street Smart" Pedestrian and Bicycle Safety Campaign urges motorists and pedestrians to "Slow Down" and "Use Crosswalks"*



Figure 8: Street Smart Poster

**J. Encourage Walking and Bicycling**

Each jurisdiction and agency should encourage walking and bicycling, and promote the perception of both as legitimate forms of travel, in the way most appropriate to that organization. Examples include:

- Have walk and bike-friendly policies for employees. Let employees know that walking and bicycling is both permitted and encouraged. Organize/support/participate in events such as Bike to Work Day, [Car-Free Day](#), etc.
- Carry out pedestrian and cyclist education programs that also encourage walking and bicycling, such as [Safe Routes to School](#). Designate a Safe Routes to School coordinator for every community.
- Provide high-quality information to the public on the benefits of walking and bicycling, and where and how it can be done in your community, through programs such as [WalkArlington](#) and [BikeArlington](#). Partner with employers, transportation demand managers, and advocacy groups.
- As part of a comprehensive transportation demand management program, provide financial incentives for employees to walk and bicycle.
- For States and Metro regions, consider investing in paid media campaigns.

**K. Each jurisdiction should develop a high visibility bicycle or pedestrian project to demonstrate the effectiveness of bicycling and walking as a short distance transportation mode.**

- Ensure that projects are feasibly implemented, and supported by the community and the government agencies responsible for implementation.
- Undertake extensive publicity and promotion for each facility or service included in the project.
- Conduct an extensive analysis of the effectiveness of each project following the demonstration period.





**Figure 9: Lawyers Road Before Road Diet**  
Photo credit: VDOT



**Figure 10: Lawyers Road After Road Diet**



**Figure 11: Before and After Illustration**

*VDOT completed a model Road Diet project in Reston, VA, shrinking Lawyer's Road from four lanes to two plus a turn lane and bike lanes*

**L. Each agency should designate a bicycle coordinator and a pedestrian coordinator to oversee bicycle and pedestrian programs.**

Experience has shown that without a designated staff person or persons responsible over for overseeing their implementation, pedestrian and bicycle programs and policies are not implemented effectively. Staffing levels should be proportional to the size of the agency and volume of work.

All TPB member jurisdictions with active pedestrian and bicycle programs designate a lead staff person or coordinator.



# **Chapter 7**

## The 2040 Bicycle and Pedestrian Network



**The Regional Bicycle and Pedestrian Network in 2040**

The *Bicycle and Pedestrian Plan for the National Capital Region* includes 659 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2040 the region will have added approximately 800 miles of bicycle lanes and 800 miles of shared-use path. The overall network length (allowing for some dual bike lane/sidepath facilities) will increase by approximately 1600 miles.

In addition, hundreds of miles of signed on-road bicycle routes will be created. In many cases roads are designated for improvement as bicycle routes, but the exact nature of the improvement – bike lane, widened shoulders, wide outside lane, shared lane markings, signs – has not yet been determined.

Thirty major pedestrian intersection improvements will be carried out, and fifteen pedestrian/bicycle bridges or tunnels will be built. Hundreds of intersections will receive new crosswalk signals, and ongoing sidewalk improvement programs will retrofit sidewalks in areas where they are missing.

A new bicycle and pedestrian crossing over the Potomac will be created at the American Legion Bridge, and the bridges over the Anacostia River will be improved for pedestrians and bicyclists. In addition, twenty-seven major streetscaping projects will improve pedestrian and bicycle access and amenities in places such as Atlantic Boulevard, Tysons, Maryland Avenue NE, and downtown Bethesda.

Table 7-1 below summarizes the new facility mileage that will be added by 2040 if this plan is implemented in full.

<b>Table 7-1: Miles of Bicycle/Pedestrian Facilities in the Washington Region</b>					
Facility Type	Total in 2005	Completed 2006- 2010	Completed May June 2010 May 2014	Planned New Facilities/ Upgrades	Total in 2040
Bicycle Lane	56	35	45	792	928
Shared-Use Path	490	53	52	800	1393
<b>Total</b>	<b>546</b>	<b>88</b>	<b>97</b>	<b>1592</b>	<b>2323</b>

**Progress Since 2010**

Fifty-three projects from the 2010 Bicycle and Pedestrian Plan have been completed. This total does not count projects on which significant progress has been made, unless for reporting purposes the project was split into phases, and the earlier phases reported as complete.

Five major pedestrian intersection improvements, seven streetscaping projects, and three pedestrian bridges or tunnels were completed.

Notable projects finished since 2010 include Capital Bikeshare in the District of Columbia and Arlington, and the L Street NW protected bike lane in DC.

Mileage of sidewalk construction was not tracked, but there are ongoing sidewalk retrofit and pedestrian safety programs in all the major inner jurisdictions. Privately provided facilities are generally not counted.

The region is currently adding about twelve miles of shared-use path and eleven miles of bike lane per year. At the current pace of construction the region will have completed about 420 miles of shared use path, and 385 miles of bike lane by 2040, or about half of the planned network.

The planned network is 600 miles longer than the one in the 2010 plan. The pace of implementation is increasing, but the agency plans are more ambitious.

## **Funding**

While many of these projects have no identified funding source, and are not expected to be built soon, some are very close to being realized. Of the 523 planned projects, 20 are under construction, 134 are fully funded, and another 94 have some funding identified.

Under “Complete Streets” policies, most bicycle and pedestrian projects are now built as part of larger transportation projects. Of the transportation projects in the [FY 2015-2020 Transportation Improvement Program](#), 133 include some form of bicycle and pedestrian accommodation, while 29 projects were identified as being specifically bicycle or pedestrian.

## **Cost Estimates**

Cost estimates were provided by the agencies for about 30% of the planned projects. For most of the planned projects that have not yet been designed, no meaningful project-level estimates can be made. Many of the projects which have cost estimates are part of a larger project. In a combined project it is nearly impossible to disentangle the portion of the cost attributable to bicycle or pedestrian features.

Given the difficulties of getting actual cost estimates for each project, we have imputed a range of regional costs for the plan based on an [assumed typical cost per mile](#) or per

project.<sup>1</sup> The total cost of improvements listed in the plan is estimated at about \$3 billion (2014 dollars).

<b>Table 7-2 Imputed Costs for Selected Bicycle Facilities (in thousands of dollars)</b>				
Facility Type	Imputed Cost Range per Mile or per Project	Average	Miles or Number of Projects	Imputed Cost
Shared Use Path	\$300 - \$4,000	480	800 miles	\$250,000 - \$3,200,000
Bicycle Lane	\$5 \$500	124	792 miles	\$4000 - \$400,000
Pedestrian/Bicycle Bridge/Tunnel	\$1,000 - \$6,000		15 projects	\$15,000 - \$95,000
Pedestrian Intersection Improvement	\$300 - \$600		30 projects	\$10,000 - \$15,000
Streetscape	\$2,000 - \$4,000		27 project	\$50,000 - \$100,000
Total				\$300,000 - \$4,000,000

No comparable “financially unconstrained” plan exists for other types of transportation projects over the next 30 years. The six-year, FY 2015-2020 Transportation Improvement Program includes \$17.9 billion worth of transportation projects and programs, an amount which is widely seen as inadequate for the region’s transportation needs. Assuming the region continues to fund transportation at the same real level for the next 30 years, fully funding the bicycle and pedestrian plan over the same period would cost roughly 3% of the total transportation budget.

### **Explanation of Project listings**

Appendix A lists the plan projects, organized alphabetically by state and jurisdiction. Facility type, responsible agencies, limits, length, and cost are also included. Note that due to the nature of bicycle and pedestrian facility improvements, the list in Appendix A is expected to change annually, as projects are added or removed.

The project list is drawn from a database that includes more extensive information, including project status, agency project ID number, facility lengths, facility alignment, description, project status, project web site, date of (projected) completion, date the record was last updated, and project manager name and contact information. Agency staff may enter via a password-protected web site to enter, edit, and delete project information, making the process of keeping the database accurate simple. A public

<sup>1</sup> *Costs for Pedestrian and Bicyclist Infrastructure Improvements*” UNC Highway Safety Research Center, October 2013.

access version of this on-line version of this database can be found at <http://www.mwcog.org/bikepedplan/>.

Over time the database has proven useful in tracking the progress of bicycle and pedestrian projects at a regional level. A sample database entry and a data dictionary are found in Appendix B.

This project list is intended to be a list of significant planned bicycle and pedestrian projects in the Washington region. It is meant to include pedestrian and bicycle projects built as part of larger transportation projects, as well as stand-alone bicycle and pedestrian projects.

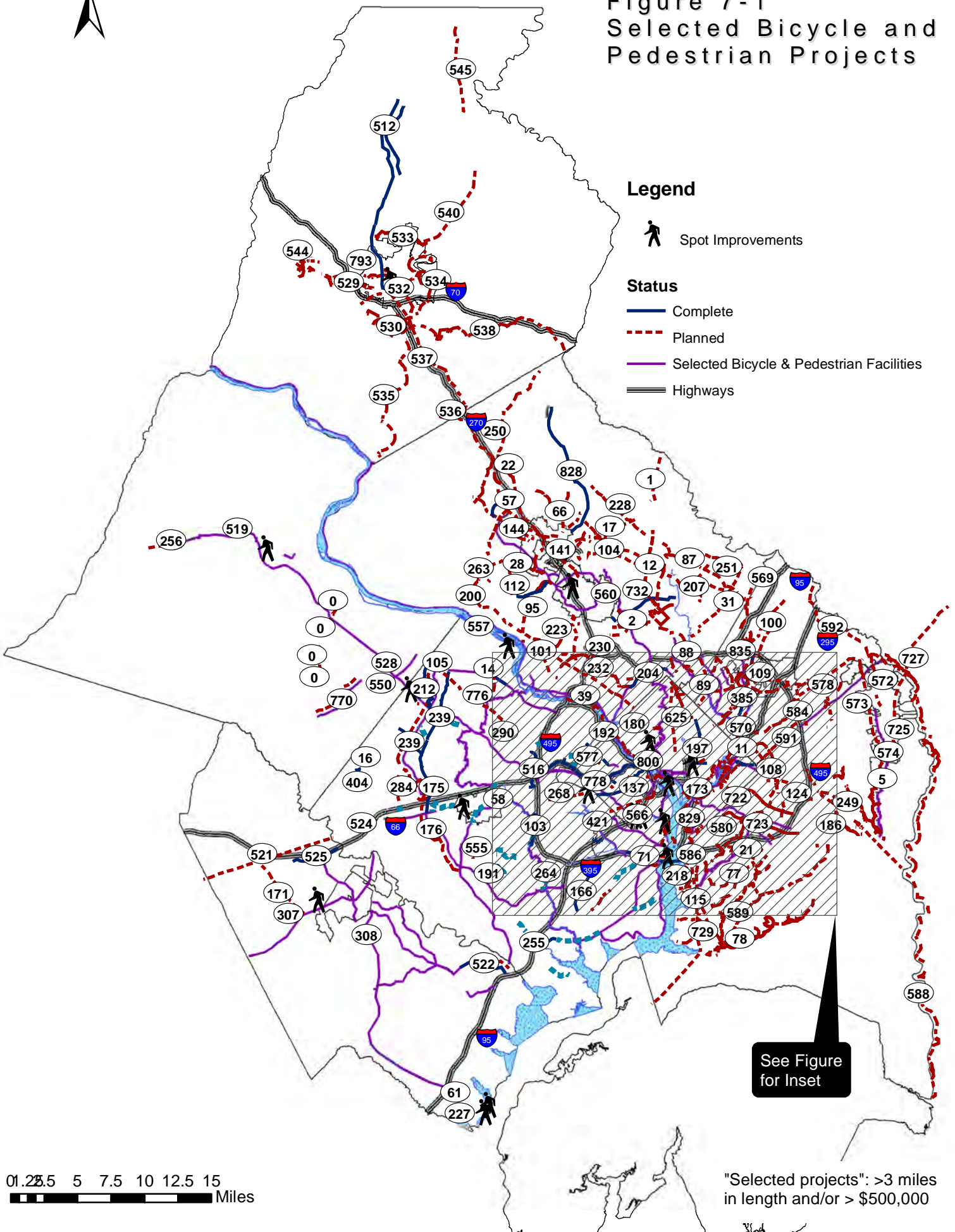
Agencies were encouraged to submit projects for inclusion if they were one mile or more in length, or cost more than \$400,000. Small sidewalk projects are not included unless they were part of a larger pedestrian or bicycle project.

Figures 7-1 and 7-2 show the location of major bicycle and pedestrian projects throughout the region. Pedestrian/bicycle bridge or tunnel projects, multi-use paths greater than three miles in length, and projects estimated by their sponsors to cost more than \$500,000 are mapped, except for area projects that cannot be mapped in a meaningful way. About a quarter of the plan projects are mapped. Project details can be found in the project list in Appendix A, which groups the projects by state and jurisdiction.







Figure 7-1  
Selected Bicycle and  
Pedestrian Projects




**Legend**


 Spot Improvements


**Status**

 Complete

 Planned

 Selected Bicycle & Pedestrian Facilities

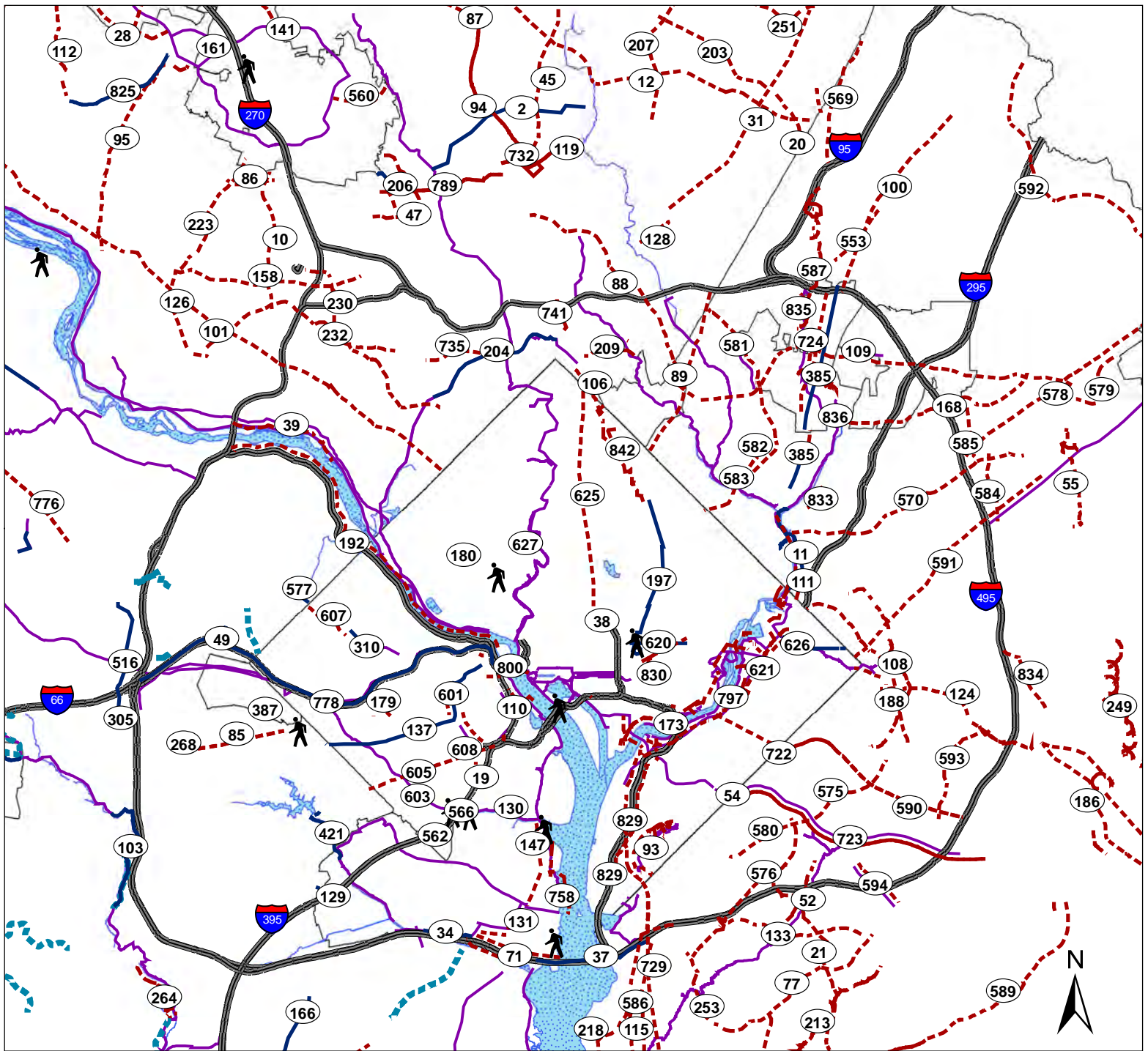
 Highways

0 1.25 2.5 5 7.5 10 12.5 15  
 Miles

See Figure  
for Inset

"Selected projects": >3 miles  
in length and/or >\$500,000

*Handwritten signature*



0 0.5 1 2 3 4 5 6 Miles

Figure 7-2  
Selected Bicycle and  
Pedestrian Projects

**Legend**

**Plan2014Map**

**Status**

- Complete
- - - Planned
- Selected Bicycle & Pedestrian Facilities
- Spot Improvements
- Highways

"Selected projects": >3 miles in length and/or > \$500,000

# **Appendix A**

## **Bicycle and Pedestrian Projects**

Of the Long-Range Bicycle and Pedestrian Plan  
For the National Capital Region



This appendix contains a complete list of the projects in the Bicycle and Pedestrian Plan for the National Capital Region. Below is a guide to the printed project list. Appendix B contains a data dictionary for the electronic database, which contains more information than this printed list, as well as a sample data entry form.

PROJECT LIST DATA DICTIONARY																	
Field	Explanation																
Line Number	Short ID number used to label projects on the maps																
Agency Project ID	The sponsoring agency's project identifying number																
Project Name	Descriptive name provided by the sponsoring agency																
From	Project Limits																
To	Project Limits																
Length (Miles)	Length of the project from start to finish in miles. Example: if a project consists of four miles of road with a continuous bike lane and sidewalk, the project length is four miles. For projects that have no length, such as bicycle racks, the listed length is zero.																
Responsible Agencies	Agencies responsible for implementing the project or otherwise involved																
Bike Lane	Bike lanes are striped lanes at least 4' wide in the public right-of-way, marked for the exclusive use of bicyclists																
Multi-Use Path	A paved or hard-surface path separated from traffic, officially designated for bicycles and other non-motorized users. Should be at least 8' wide.																
Sidewalk	Sidewalks are usually less than 8' wide, and are not designed for bicyclists.																
Type of Spot/Area Improvement	For non-linear projects. The pull-down menu gives the following options: <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Type of Improvement</th> <th>Code Letter</th> </tr> </thead> <tbody> <tr> <td>1. Pedestrian Intersection Improvement</td> <td>I</td> </tr> <tr> <td>2. Pedestrian/Bicycle Bridge or Tunnel</td> <td>B</td> </tr> <tr> <td>3. Traffic Calming</td> <td>TC</td> </tr> <tr> <td>4. Streetscape/Pedestrian Improvements</td> <td>S</td> </tr> <tr> <td>5. Bicycle Parking</td> <td>PK</td> </tr> <tr> <td>6. Bicycle Route Marking</td> <td>BR</td> </tr> <tr> <td>7. Other</td> <td>O</td> </tr> </tbody> </table>	Type of Improvement	Code Letter	1. Pedestrian Intersection Improvement	I	2. Pedestrian/Bicycle Bridge or Tunnel	B	3. Traffic Calming	TC	4. Streetscape/Pedestrian Improvements	S	5. Bicycle Parking	PK	6. Bicycle Route Marking	BR	7. Other	O
Type of Improvement	Code Letter																
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3. Traffic Calming	TC																
4. Streetscape/Pedestrian Improvements	S																
5. Bicycle Parking	PK																
6. Bicycle Route Marking	BR																
7. Other	O																
In CLRP	Project is in the Financially Constrained Long-Range Transportation Plan for the National Capital Region, and therefore is officially considered to have funding available to support project completion.																
In TIP	Project is in the most recent National Capital Region Transportation Improvement Program with specific funding amounts identified for program completion.																

<b>Field</b>	<b>Explanation</b>												
Status	<p>The pull-down menu offers the following options:</p> <table border="0"> <thead> <tr> <th></th> <th style="text-align: right;"><u>Code Letter</u></th> </tr> </thead> <tbody> <tr> <td>1. Fully Funded<sup>1</sup></td> <td style="text-align: right;">F</td> </tr> <tr> <td>2. Partially Funded</td> <td style="text-align: right;">P</td> </tr> <tr> <td>3. Unfunded</td> <td style="text-align: right;">U</td> </tr> <tr> <td>4. Under Construction</td> <td style="text-align: right;">UC</td> </tr> <tr> <td>5. Complete</td> <td style="text-align: right;">C</td> </tr> </tbody> </table>		<u>Code Letter</u>	1. Fully Funded <sup>1</sup>	F	2. Partially Funded	P	3. Unfunded	U	4. Under Construction	UC	5. Complete	C
	<u>Code Letter</u>												
1. Fully Funded <sup>1</sup>	F												
2. Partially Funded	P												
3. Unfunded	U												
4. Under Construction	UC												
5. Complete	C												
Cost	<p>In thousands of dollars. As many projects in the plan may not be built for many years, and have not been fully scoped, this can be a very rough estimate. If a project is part of a larger project the total project cost is <i>not</i> listed, only that portion of the cost which is attributable to the bicycle or pedestrian facility. Use of a rule of thumb for such estimates was acceptable, i.e. 3% of total project cost. Many projects do not have a cost estimate available.</p>												

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<sup>1</sup> “Funded” indicates that the sponsoring agency has considered funding for completion of this project to be reasonably available within projected funding sources. “Unfunded” indicates, that while the project has been identified, there is no projected funding to support its completion at this time.

# 2014 Draft Bike/Ped Plan Project List

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/ Area	In CLRP	In TIP	Status	Cost Est.
<b>DC</b>													
<b>District-wide</b>													
1	750	WMATA DC Metrorail Crossing Improvement Projects			WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$346
2	747	WMATA DC Metrorail Sharrow Projects		1	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$5
3	744	WMATA DC Metrorail Sidewalk/ Pathway Projects		1	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$623

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Washington</b>													
4	794 14th Street Bridge Multi-use Path Improvements	East Basin Drive	14th Street Bridge	0.02	National Park Service, DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	P	\$515
5	173 Anacostia Riverwalk Trail Phase II	Potomac River	Maryland	20	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$20,000
6	797 Anacostia Trail Support				National Park Service, DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$500
7	215 Bicycle Lanes Phase I			20	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$600
8	843 Bicycle Lanes Phase II			20	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
9	56 Bicycle Parking Racks				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		\$500
10	74 Bicycle Route Signs				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$100
11	619 Blagden Avenue Hiker and Biker Trail - EA	Matthewson Drive	Beach Drive	0.4	DDOT, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
12	613 Capital Bikeshare - District of Columbia				DDOT, Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
13	142 Cultural/Heritage Trail System				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0
14	622 District-Wide Bicycle and Pedestrian Program				DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$3,300
15	625 Great Streets - Georgia Avenue				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$16,140
16	620 Great Streets - H Street NE Streetscape	3rd Street NE	14th Street NE	1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$62,000
17	621 Great Streets - Minnesota Avenue NE	A Street SE	Sheriff Road NE	1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$7,000
18	626 Great Streets - Nannie Helen Burroughs				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$12,300
19	627 Klingle Trail	Porter Street	Woodley Road	1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$9,100
20	803 L Street Cycle Track	New Hampshire Avenue	12th Street NW	1	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$300
21	830 Maryland Avenue NE Complete Street Project	2nd	15th	1	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,000
22	197 Metropolitan Branch Trail Phase I	Union Station	Bates Road NE	4	DDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$20,000
23	842 Metropolitan Branch Trail Phase II	Bates Road NE	Silver Spring	2	DDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	
24	93 Oxon Run Trail Restoration	South Capitol Street	Southern Avenue	2	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$6,000
25	628 Pavement Markings & Traffic Calming				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$34,390



Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
26	623	Pedestrian Bridge over Kenilworth Ave		1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$12,000
27	178	Rock Creek Park Trail		4	DDOT, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$2,500
28	629	Safe Routes to School			DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$1,000
29	97	Safe Routes to School Program			DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,000
30	96	Sidewalk Construction			DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$2,000
31	624	Transportation Enhancements			DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$13,800
32	75	Union Station Bike Station	(Union Station)		DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$4,000
33	181	Watts Branch Trail	Minnesota Ave	62nd Street, NE	2	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$3,000
<b>Washington</b>													
34	829	South Capitol Street Trail	Firth Sterling Ave	Oxon Cove	3	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$7,000
<b>DC/VA</b>													
<b>Arlington County, District of Columbia</b>													
35	258	Boundary Channel Bridge Trails			National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
<b>Region-wide</b>													
36	617	Capital Bikeshare Region-Wide			DDOT, DDOT, Arlington, City of Alexandria, Montgomery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	C	\$22,284

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>MD</b>													
<b>City of College Park</b>													
37	385 College Park Trolley Trail	Paducah Road	Albion Road	4	City of College Park	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R	<input type="checkbox"/>	<input type="checkbox"/>	C	\$500
<b>City of Frederick</b>													
38	532 Carroll Creek Trail	Rocky Springs Road	Monocacy River	0	City of Frederick, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$10,000
39	849 City of Frederick Bike Lanes			6	City of Frederick	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
40	552 Citywide Sidewalk Retrofit	City of Frederick	City of Frederick	0	City of Frederick	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$240
41	531 Rock Creek Trail	Stonegate Park	US Route 15	0	City of Frederick	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$1,000
42	793 US15 Undercrossing	Baker Park	Waterford Park	1	City of Frederick, MDSHA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,250
<b>City of Frederick, Frederick County</b>													
43	551 East Street Rail Trail	Carroll Creek	Tuscarora Creek	0	City of Frederick, MDOT & MTA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$2,000
<b>City of Greenbelt</b>													
44	802 Springhill Lake Elementary Safe Routes to School	Cherrywood Lane	Springhill Lane	0.3	City of Greenbelt, SHA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TC	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$195
<b>District-wide</b>													
45	751 WMATA Maryland Metrorail Crossing Improvements				WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,363
46	748 WMATA Maryland Metrorail Sharrows and Bike Lanes			8	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$341
47	745 WMATA Maryland Metrorail Sidewalk/ Pathway Project			5	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,073

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<b>Frederick County</b>													
48	530 Ballenger Creek Trail	Ballenger Creek Park	Monocacy River	5	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UC	\$3,200
49	538 Bush Creek Trail	Monocacy River	Montgomery County Line	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,300
50	558 Frederick County Safe Routes to Schools	Countywide	Countywide	0	Frederick County, Frederick County Public Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$350
51	754 MD 180/MD 351, Jefferson Creek Pike	MD 180 Stoney Creek Drive	MD 351 Crestwood BLVD	3.1	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	2,000,000
52	738 MD 85, Buckey's Town Pike	South of English Muffin Way	North of Grove Road		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	5,000,000
53	535 Monocacy River Greenway Future Phases	Ballenger Creek Trail	Potomac River	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$7,000
54	547 On-Street Bikeways Countywide	Countywide	Countywide	0	Frederick County, MD SHA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$3,000
<b>Frederick County, City of Frederick</b>													
55	512 H&F Trolley Trail Phase II	Water Street	Moser Road	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$7,000
56	534 Monocacy River Greenway Phase I	Tuscarora Creek	Ballenger Creek Trail	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,500
57	533 Tuscarora Creek Trail	Yellow Springs Road	Monocacy River	4.5	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,250
<b>Frederick County, City of Frederick, Town of Thurmont</b>													
58	529 H&F Trolley Trail Phase III	Thurmont	Frederick	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$6,000

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Frederick County, Montgomery County</b>													
59	537 I-270 Transitway	City of Frederick	Montgomery County Line	0	Frederick County, Frederick County Div. of Parks & Rec	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
60	536 Sugarloaf – Little Bennett Trail	Little Bennett Regional Park	Monocacy River	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$375
<b>Frederick County, Town of Emmitsburg</b>													
61	545 Emmitsburg Railroad Trail	Rocky Ridge	Emmitsburg	0	Frederick County, Frederick County Div. of Parks & Rec / Emmitsburg	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$3,250
<b>Frederick County, Town of Middletown</b>													
62	543 Middletown – Myersville Trolley Trail	Frederick	Myersville	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
63	544 Middletown Greenway	Middletown	Middletown	0	Frederick County, Frederick County Div. of Parks & Rec; Middletown	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$3,000
<b>Frederick County, Town of Mt. Airy, Carroll County</b>													
64	539 B&O Trail	Mount Airy	Mount Airy	0	Frederick County, Town of Mt. Airy, Carroll County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
<b>Frederick County, Town of Woodsboro</b>													
65	540 Walkersville – Woodsboro Corridor I	Monocacy River	Israel Creek	0	Frederick County, Frederick County Div. of Parks & Rec; MDOT; Woodsb	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000
66	542 Walkersville – Woodsboro Corridor III	Monocacy River	Woodsboro - Railroad	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,500

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<b>Montgomery County</b>													
67	9 ADA Compliance: Transportation	Countywide			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$9,090
68	41 American Legion Bridge	Macarthur Blvd	Fairfax County Line		MDOT, MCDOT, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
69	234 Bel Pre Road - east	Georgia Avenue (MD97)	Layhill Road (MD182)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
70	241 Bethesda Bikeway and Pedestrian Facilities	Bethesda CBD			MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$3,520
71	804 Bethesda CBD Streetscape	Bethesda CBD			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$8,214
72	805 Bethesda Metro Station South Entrance				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$80,500
73	190 Bethesda Trolley Trail	South Drive	Twinbrook Metrorail station		MCDOT, MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$0
74	92 Bethesda Trolley Trail	Twinbrook Metro Station	Norfolk/Rugby Ave. intersection (Bethesda)		MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$0
75	33 Bethesda Trolley Trail-NIH connector	Battery Lane	Cedar Lane		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
76	153 Bikeway Program – Minor Projects	Countywide		12	MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$3,620
77	848 Black Hill Regional Park Trails			5	M-NCPPC, Montgomery County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
78	17 Bowie Mill Road	Muncaster Mill Road (MD115)	Olney-Laytonsville Road (MD108)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
79	232 Bradley Boulevard (MD191)	Persimmon Tree Road	Wisconsin Avenue (MD355)	6	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$0
80	20 Briggs Chaney Road East	Old Columbia Pike	Prince George's County line		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
81	203 Briggs Chaney Road West	New Hampshire Avenue	Old Columbia Pike		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
82	806 Capital Crescent Trail				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$95,856
83	35 CCT-Black Hill connector	Crystal Rock Drive	Black Hill Regional Park		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
84	808 Century Boulevard	Dorsey Mill Road		1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
85	250 Clarksburg Road (MD121)/ Stringtown Road	Clopper Road (MD117)	MidCounty Highway	5	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
86	809 Clarksburg Transportation Connections				MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	
87	144 Clopper Road/Diamond Avenue (MD117)	Summit Avenue	Clarksburg Road (MD121)	3	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
88	31 Columbia Pike (US29) North	New Hampshire Avenue/ Lockwood Drive	Spencerville Road (MD198)	7	MDOT, MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0

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89	57 Corridor Cities Transitway bike path	Shady Grove Metrorail Station	Frederick Road (MD355)		MCDOT, MTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
90	810 County Service Park Infrastructure Improvements	Shady Grove Metro		1	MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	
91	261 Crabbs Branch Way	Gude Drive	Shady Grove Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
92	630 Dale Drive Sidewalk	Mansfield Road	Hartsford Avenue	0.4	MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	F	\$5,370
93	140 Darnestown Road - south	Key West Avenue (MD28)	Wootton Parkway		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
94	28 Darnestown Road (MD28) - North	Seneca Road	Great Seneca Highway (MD119)	5	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
95	158 Democracy Boulevard	Falls Road (MD189)	Old Georgetown Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
96	25 Doctor Bird Road/Norwood Road (MD182)	Layhill Road (MD182)	Olney-Sandy Spring Road (MD108)		MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
97	807 East Gude Drive Roadway Improvements	Crabbs Branch Way	Southlawn Lane	1	MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	
98	174 East Jefferson Street	Montrose Road	Rollins Avenue		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
99	238 Ednor Road/Layhill Road	Norbeck Road (MD28)	New Hampshire Avenue (MD650)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
100	244 Elm Street	Exeter Road	Wisconsin Avenue (MD355)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
101	165 Executive Boulevard	Woodglen Road/North Bethesda Trail	Montrose Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
102	67 Fairland Road - West	Randolph Road	Columbia Pike (US 29)		MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
103	107 Fairland Road East	Columbia Pike (US29)	Prince George's County line		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
104	223 Falls Road East Side Hiker-Biker Path	River Road	Dunster Road	4	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$24,830
105	240 Father Hurley Boulevard/Ridge Road	Germantown Road (MD118)	Brink Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$0
106	245 Fieldcrest Road	Woodfield Road (MD124)	Olney-Laytonsville Road (MD108)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
107	811 Flower Avenue Sidewalk	Piney Branch Road	Carroll Avenue	1	Takoma Park, Takoma Park	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	
108	136 Forest Glen Pedestrian Bridge	west side of Georgia Avenue at Locust Grove Road	west side of Georgia Avenue at Forest Glen Road		MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0
109	43 Forest Glen Road - central	Belvedere Place	Sligo Creek Trail		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
110	141 Frederick Road (MD355)	Gude Drive	Watkins Mill Road	5	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
111	22	Frederick Road (MD355)-Upcounty	Watkins Mill Road		Frederick County line		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
112	812	Frederick Road Bike Path	Stringtown Road	2.5	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$5,536
113	204	Georgetown Branch Trail	Bethesda CBD		Silver Spring Metrorail station		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$0
114	94	Georgia Avenue (MD97) - North	Olney-Laytonsville Road (MD108)	6	Glenmont Metrorail station		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
115	1	Georgia Avenue (MD97) - Upcounty	Brookeville Bypass		Howard County line		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
116	242	Georgia Avenue (MD97)-Brookeville	Olney-Sandy Spring Road (MD108)	2	Brookeville Road		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
117	263	Germantown Road (MD118)	Darnestown Road (MD28)	7	Frederick Road (MD355)		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
118	127	Glenallen Avenue	Randolph Road		Kemp Mill Road		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
119	813	Gold Mine Road Bridge					<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	
120	151	Goldboro Road (MD614)	MacArthur Boulevard	2	Bradley Boulevard (MD191)		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
121	66	Goshen Road	Girard Street	4	Warfield Road		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$0
122	44	Greencastle Road - east	Robey Road		Prince George's County line		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
123	814	Greentree Road Sidewalk	Old Georgetown Road	1	Fernwood Road		<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$3,486
124	122	Grosvenor Connector	Beach Drive		Metro station		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
125	113	Hines Road-North Branch connector	Rock Creek's North Branch Trail		Cashell Road		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
126	736	I-270 Watkins Mill Road Extended	Watkins Mill Road, MD 124 Great Seneca Crossing	1			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	2,000,000
127	12	ICC bike path	I-370 terminus		Prince George's County line		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
128	815	Intersection and Spot Improvements					<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
129	735	Jones Bridge Rd		1			<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	0,000,000
130	45	Layhill Road (MD182)	Georgia Avenue (MD97)	2	Norbeck Road (MD28)		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
131	128	Lockwood Drive	Columbia Pike (US29)		New Hampshire Avenue (MD650)		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
132	146	Long Draft Road	Quince Orchard Road		Clopper Road (MD117)		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
133	39 MacArthur Boulevard Bikeway Improvements	I-495	Oberlin Avenue	4	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$8,710
134	2 Matthew Henson Trail	Rock Creek Trail (west of Viers Mill Rd.)	East of Georgia Ave. (Alderton Road)		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$5,142
135	737 MD 117, Clopper Road	Seneca Creek Park Entrance	Metropolitan Grove Road	1.7	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	2,000,000
136	734 MD 185			1	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	UC	1,000,000
137	733 MD 355, RockvillePike	Randolph Road Maple/Chapman Ave.	Parklawn Drive	0.6	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	7,370,000
138	732 MD 9, Georgia Ave Wheaton to Onley	Wheaton	Onley		MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	5,000,000
139	731 MD 97 (Brookeville Bypass)	South of Brookeville	North of Brookeville	0.7	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$630,000
140	741 MD 97, Georgia Ave (Forest Glen Road to 16th St)	16th Street	Forest Glen Road	0.7	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	2,000,000
141	789 MD Georgia, Ave	Randolph Road		0.4	MDOT, MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$63,000
142	743 MD124, Woodfield Road	Midcounty Highway	Airpark Road	1.6	MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	
143	251 MD198/MD28 shared use path	New Hampshire Avenue (MD 650)	Old Columbia Pike	3	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
144	42 MD384 connector to Silver Spring Metro Station	16th Street	East-West Highway	1	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
145	106 Metropolitan Branch Trail	Silver Spring Metro Station	DC Line		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
146	15 Metropolitan Branch Trail	Silver Spring Metro/Transit Center	Montgomery College Campus Takoma Park	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$0
147	72 MidCounty Highway	ICC	Frederick Road (MD355)		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
148	172 Middlebrook Road	Father Hurley Boulevard	MidCounty Highway		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
149	86 Montrose Road/Parkway East	Falls Road	Veirs Mill Road (MD586)	2	MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	F	
150	90 Muddy Branch Road	Darnestown Road (MD28)	Clopper Road (MD117)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
151	104 Muncaster Mill Road (MD115)/ Norbeck Road (MD28)	Woodfield Road	Georgia Avenue (MD97)	5	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
152	169 Nebel Street - north	Old Georgetown Road	Randolph Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
153	160 Nebel Street - south	Nicholson Lane	Old Georgetown Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0



Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
154	149 Nebel Street extended	Randolph Road	Chapman Avenue	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$13,906
155	154 Needwood Road Bike Path	Deerlake Road	Muncaster Mill Road (MD115)	2	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$4,200
156	816 Neighborhood Traffic Calming				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TC	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,424
157	89 New Hampshire Avenue	DC Line	I-495	4	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
158	134 New Hampshire Avenue (MD650) - Ashton	Ednor Road	Olney-Sandy Spring Road (MD108)	2	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
159	207 New Hampshire Avenue (MD650) - Colesville	Randolph Road	Spencerville Road (MD198)	4	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
160	252 New Hampshire Avenue (MD650) - Ednor	Spencerville Road (MD198)	Ednor Road	2	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
161	120 New Hampshire Avenue (MD650) - Hillandale	I-495	Lockwood Drive	1	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
162	47 Nicholson Lane/Parklawn Drive	Nebel Street	Twinbrook Parkway		MCDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
163	87 Norbeck Road (MD28)	Georgia Avenue (MD97)	Layhill Road	3	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
164	205 North Bethesda Trail Bridges	crossings of I-495 and I-270			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0
165	79 Norwood Road	Layhill Road (MD182)	New Hampshire Avenue (MD650)		MCDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
166	208 Observation Drive	Germantown Road (MD118)	Frederick Road (MD355)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
167	62 Old Baltimore Road/New Cut Road	Clarksburg Road (MD121)	Frederick Road (MD355)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
168	257 Old Columbia Pike	E. Randolph Road	MD 198		MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$0
169	228 Olney-Laytonsville Road (MD108) - Laytonsville	Laytonsville Town boundary	Olney Mill Road		MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
170	236 Olney-Sandy Spring Road (MD108) - Ashton	Layhill Road (MD182)	Howard County line	2	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
171	194 Pedestrian Safety Program	Countywide			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$9,622
172	126 Persimmon Tree Road	Oaklyn Drive	Falls Road (MD189)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
173	95 Piney Meetinghouse Road	River Road (MD190)	Darnestown Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
174	112 Quince Orchard Road	Dufief Mill Road	Darnestown Road (MD28)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
175	150 Randolph Road - central	Parklawn Drive	Veirs Mill Road (MD586)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
176	119 Randolph Road - east	Veirs Mill Road (MD586)	Kemp Mill Road/ Northwest Branch Trail		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
177	206 Randolph Road - west	Rockville Pike (MD355)	Parklawn Drive		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
178	183 Redland Road - east	Needwood Road	Muncaster Mill Road (MD115)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
179	59 Redland Road - west	Shady Grove Metrorail station	Needwood Road	1	MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
180	156 Richter Farm Road	Great Seneca Highway (MD119)	Clopper Road (MD117)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$0
181	221 Riffleford Road	Darnestown Road (MD28)	Germantown Road (MD118)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
182	101 River Road (MD190)	DC line	Seneca Road (MD112)	13	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
183	817 Robey Road	Greencastle Road	Briggs Chaney Road	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$8,142
184	157 Rock Creek Trail-Forest Glen Metro connector	Stoneybrook Road	Seminary Road		MCDOT, Montgomery County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
185	138 Rock Springs Connector	Democracy Boulevard	Tuckerman Lane		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
186	200 Seneca Road	River Road (MD190)	Darnestown Road (MD28)		MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
187	10 Seven Locks Road	Montrose Road	Bradley Blvd.	5	MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$27,000
188	152 Shady Grove Road - east	Frederick Road (MD355)	Muncaster Mill Road (MD115)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$0
189	170 Shady Grove Road - west	Darnestown Road	Frederick Road (MD355)		MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$0
190	819 Sidewalk and Infrastructure Revitalization				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$44,762
191	231 Sidewalk Program - minor projects	countywide			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$14,387
192	209 Silver Spring Green Trail	Silver Spring Metro Station	Sligo Creek Hiker-Biker Trail		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$6,334
193	820 Snouffer School Road	Sweet Autumn Drive	Centerway Road	1	MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$23,710
194	68 Spencerville Road (MD198) - Fairland	Old Columbia Pike	Prince George's County line	2	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
195	823 Street Tree Preservation				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$24,900
196	821 Streetlight Enhancements - CBD/Town Center				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$3,430
197	117 Tilden Lane	Nicholson Lane	Hounds Way		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
198	822 Traffic Signals				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$35,106
199	824 Transportation Improvements for Schools				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,796
200	825 Travilah Road	Darnestown Road	Dufief Mill Road	2	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$13,601
201	46 Tuckerman Lane	Old Georgetown Road	Rockville Pike (MD355)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
202	76 Twinbrook Parkway	Frederick Road (MD355)	Veirs Mill Road (MD586)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
203	88 University Boulevard	Georgia Avenue	Prince George's County Line		MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
204	220 Viers Mill Road (MD586) - west	Twinbrook Parkway	Matthew Henson Trail	2	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
205	229 Watkins Mill Road	Frederick Road (MD355)	MidCounty Highway		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
206	81 Wayne Avenue Green Trail	Spring Street	Sligo Creek Trail		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
207	233 West Cedar Lane	Old Georgetown Road	Beach Drive		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$0
208	40 Western Avenue	River Road	Chevy Chase Circle		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
209	185 Westlake Drive	Westlake Terrace	Tuckerman Lane		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$0
210	230 Westlake Terrage/Fernwood Road/Green Tree Road	Rockledge Drive	Old Georgetown Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
211	826 White Flint District East				MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	
212	827 White Flint District West				MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
213	84 Willard Avenue Bike Lanes	Willard Avenue Park	Wisconsin Avenue		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
214	121 Wilson Lane (MD188) - west	MacArthur Boulevard	Elmore Lane	2	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
215	260 Wisconsin Avenue Path	Bradley Lane	Oliver Lane		MCDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
216	828 Woodfield Road Extended	Main Street	Ridge Road	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$13,842
217	83 Woodmont Avenue	Bethesda Avenue	Battery Lane		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Prince George's County</b>													
218	188 Addison Road	MD 214	Walker Mill Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		P	\$2,343
219	581 Adelphi Road Sidewalks and Bike Lanes	MD 193	MD 410	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$1,400
220	77 Allentown Road	MD 5	Old Fort Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	
221	111 Anacostia River Trail	Bladensburg Marina	Wash. D.C. line		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		C	\$500
222	247 Auth Road	MD 337 (Allentown Road)	MD 5 (Branch Avenue)		Prince Georges County	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		F	\$450
223	594 Auth Road Sidewalks and Bike Lanes	MD 337	Auth Way	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$1,000
224	851 Black Branch Stream Valley Trail - Oak Creek Club			2	Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		C	
225	155 Bock Road	Livingston Road	Tucker Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
226	133 Brinkley Road	Allentown Road	St. Barnabas road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	
227	108 Cabin Branch Trail	Presidential Corporate Center	Western Branch		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			\$1,350
228	53 Cabin Branch Trail	MD 214	Cheverly Metro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			\$260
229	588 Charles Branch Trail	Rosaryville Creek	Western Branch	0	M-NCPPC, Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$4,000
230	124 Chesapeake Beach Rail-Trail	Capital Beltway	Upper Marlboro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$1,080
231	135 Chesapeake Beach Rail-Trail	MD 704	Addison Road Metro		M-NCPPC, Prince Georges County, City of Seat Pleasant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$200
232	125 Chesapeake Beach Rail-Trail	MD 214	Capital Beltway		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$650

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
233	573 Chestnut Avenue/Highbridge Road Sidepath	MD 450	MD 564	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,512
234	5 Collington Branch Trail	MD 214	Upper Marlboro	6	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,000
235	23 East Coast Greenway American Discovery Trail	Washington D.C.	Anne Arundel County		MDOT, M-NCPPC, Prince Georges County	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
236	833 Edmonston Road Complete and Green Street	MD 201	51st Street	0.5	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$4,379
237	839 Evarts Street Bike Lanes	I-495	Ruby Lockhart Boulevard	0.2	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
238	55 Folly Branch Trail	Bald Hill Branch	Glenwood Park Neighborhood Park		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,000
239	218 Fort Foote Road	Oxon Hill Road (north)	Oxon Hill Road (south)		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
240	163 Fort Washington Road	MD 210	Fort Washington National Park		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
241	168 Good Luck Road	MD 193	MD 201		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
242	569 Gunpowder Road Sidepath and Bike Lanes	MD 212	MD 198	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,000
243	834 Harry S Truman Drive Complete and Green Street	Mt. Lubentia Way	Lottsford Road	1.6	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$15,075
244	52 Henson Creek Trail extension	Brinkley Road	Branch Avenue Metro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,367
245	739 I-95/I-495 Capital Beltway	Auth Way	I-495/I-95 Phase 2 (Acces Road	1	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	3,000,000
246	798 Improve Ped Crossing at Suitland Pkwy Forestville				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>		\$367
247	580 Iverson Street Sidewalks and Bike Lanes	MD 5	Iverson Place	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$700
248	582 Jamestown Road Sidewalks and Bike Lanes	MD 500	Ager Road	0	Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost Est.
249	571 Jericho Park Road Sidepath and Bike Lanes	MD 197	Race Track Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$385
250	587 Little Paint Branch Trail Extension	Cherry Hill Road	Sellman Road	0	M-NCPPC, Prince Georges County, DPW&T	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$5,000
251	6 Livingston Road	Oxon Hill Road	MD 210		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
252	726 MD 117, Collington Road	Kenhill Dr.	MD 450	1.4	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	4,100,000
253	109 MD 193	MD 564	Montgomery Co. line		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
254	592 MD 197 Sidepath	MD 198	Rockledge Drive	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$18,000
255	753 MD 201 (Edmonston Road/US 1 Balimore Ave.)	I-95	Muirkirk Road	18	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	6,000,000
256	729 MD 210, Indian Head HWY				MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	4,574,000
257	788 MD 223 Piscataway Rd	Steed Rd	MD 4	8	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,140
258	589 MD 223 Sidepath	MD 4	Livingston Road	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$15,000
259	728 MD 28, Norbeck Rd/MD 198 Spencerville Road	MD 97	I-95	11	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	5,000,000
260	727 MD 3, Robert Crain HWY	US 50	MD 32	8.9	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	6,400,000
261	590 MD 4 Sidepath	I-495	Southern Avenue	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$4,000
262	730 MD 450 Annapolis Road	Stoneybrook Dr.	West of MD	1.7	MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	1,000,000
263	570 MD 450 Sidepath and/or wide sidewalks	Seabrook Road	US 1	0	MDOT, SHA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$3,000
264	740 MD 5 Branch Ave (Interchange at MD 373/Brandywine)	At BrandyWine Road (MD 373/381)		0.9	MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	3,000,000
265	116 MD 564 Sidepath and Bike Lanes	MD 197	MD 450		Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$4,000
266	578 MD 564 Sidepath and Bike Lanes	MD 197	MD 450	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$10,000
267	591 MD 704 Sidepath and Bike Lanes	MD 450	Eastern Avenue	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$60,000
268	721 MD210, Indian Head HWY	I-95/I-495	MD 228	10	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	2,700,000
269	574 Mitchellville Road Sidepath	Mt. Oak Road	US 301	0	Prince Georges	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$768

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
					County, M-NCPPC								
270	838 Montpelier Road Complete and Green Street	MD 197	200 feet south of Carland Place	1.4	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		P	
271	577 Old Chapel Road Sidewalk and Bikeway	MD 197	Race Track Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		C	\$2,000
272	235 Old Fort Road	MD 210	Fort Washington Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
273	51 Oxon Hill Road	MD 210	Livingston Road		Prince Georges County, DPW&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		UC	\$0
274	139 Oxon Hill Road (MD 414)	MD 210	St. Barnabas Road		MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			\$350
275	586 Oxon Run Trail	Southern Avenue	Naylor Road	0	M-NCPPC, Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$1,100
276	836 Paint Branch Parkway Complete and Green Street	MD 201	River Road	0.8	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		P	\$2,540
277	835 Paint Branch Parkway Complete and Green Street	River Road	MD 201	0.9	Prince William Co. DPW	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		F	\$2,540
278	78 Piscataway Creek Trail	Dower House Branch near Cheltenham	Potomac River		M-NCPPC, Prince Georges County, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		P	\$2,300
279	115 Potomac Heritage On-Road Bicycle Route	Oxon Cove Park	Piscataway		Prince Georges County, DPW&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		P	\$0
280	198 Prince George's Connector	Chillum Road	Gallatin Street		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		P	\$400
281	585 Princess Garden Parkway Sidewalks and Bike Lanes	MD 450	Good Luck Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$700
282	579 Prospect Hill Sidewalks and Bike Lanes	Hillmeade Road	MD 953	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$800
283	583 Queen Chapel Road Sidewalks and Bike Lanes	MD 410	Eastern Avenue	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$5,000
284	572 Race Track Road Sidepath and Bike Lanes	MD 450	MD 197	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		U	\$1,900

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
285	850 Rhode Island Avenue Trolley Trail Ext. Phase I	Queensbury Road	US 1	1	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
286	553 Rhode Island Avenue Trolley Trail Ext. Phase II	Farragut Street	Armentrout Drive	0	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,500
287	593 Ritchie Branch Trail	Marlboro Pike	Walker Mill Road	0	M-NCPPC, Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000
288	186 Ritchie Marlboro Road	Old Marlboro Pike	Capital Beltway		Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,100
289	840 Ruby Lockhart Boulevard	Everts Street	St. Joseph's Drive	0.6	Prince Georges County	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
290	575 Silver Hill Road Sidewalks and Bike Lanes	MD 5	Walker Mill Road	0	MDOT, DPW&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,680
291	576 St. Barnabas Road Sidewalks and Bike Lanes	Silver Hill Road	Livingston Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,500
292	54 Suitland Parkway Trail	Washington D.C.	MD 4	6	National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
293	837 Swan Road Complete and Green Street	MD 458	200 feet south of Swann Place	0.7	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$4,885
294	21 Temple Hills Road	Saint Barnabas Road	Piscataway Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
295	213 Tinkers Creek Trail	MD 5	Piscataway Creek		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,600
296	253 Tucker Road	Saint Barnabas Road	Allentown Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
297	100 US 1	Sunnyside Avenue	Contee Road		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,000
298	118 US 1 (College Park)	Sunnyside Avenue	Albion Road		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
299	724 US 1, Baltimore Ave	College Ave	I-95/I-495	4.6	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	3,000,000
300	725 US 301, Crain Highway	Mount Oak Road	US 50	2	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	3,800,000
301	841 Walker Mill Road bike lanes	Southwest Branch	Beechnut Road	0.7	M-NCPPC, Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
302	852 WB&A Spur Trail			1	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	



Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
303	201 WB&A Spur Trail	WB&A Trail	Fran Uhler Natural Area		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	
304	249 Western Branch Trail	Lottsford Road	Upper Marlboro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$3,100
305	584 Whitfield Chapel Road Sidewalks and Bike Lanes	MD 704	MD 450	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$800
306	196 Woodrow Wilson Bridge	Oxon Hill Road	Virginia		M-NCPPC, Prince Georges County, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0
<b>Prince George's CountyM</b>													
307	723 MD 4, Pennsylvania Ave (Suitland PKWY Interchange)	MD 4 Suitland PKWY			MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	3,000,000
308	722 MD 4, Pennsylvania Ave.	I-95/I-495	MD 223	3.1	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	7,300,000
<b>Rockville</b>													
309	559 Accessible Pedestrian Signals	Citywide project		0	City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$1,129
310	24 Bicycle Route System Improvements	Citywide project			City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,057
311	167 Millennium Trail South - Wootton Parkway	W. Edmonston Dr	Veirs Mill Rd	1	City of Rockville, Maryland State Highway Administration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$905
312	161 Ped/Bike Bridge Over I-270 along MD 28	Adclare Rd and Nelson Street	Darnestown Road	2	City of Rockville, Maryland State Highway Administration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	C	\$4,714
313	216 Pedestrian Safety	Citywide project			City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$1,366
314	560 Rockville Intermodal Access - Baltimore Road	Rockville Town Center	City limit	0	City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$6,393
315	818 Rockville Sidewalk Extensions			1	MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$532
316	143 Sidewalks	Citywide project		2	City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$1,422
<b>Takoma Park</b>													
317	50 Carroll Avenue Bike Lanes	DC Line	Piney Branch Road		MDOT, Takoma Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Town of Emmitsburg</b>													
318	546 Emmitsburg Greenway Trail	Emmitsburg	Emmitsburg	0	Frederick County, Town of Emmitsburg	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,500
<b>Region-wide</b>													
<b>National Park Service</b>													
319	795 Implement Recommendations of NCR Paved Trails Plan				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$1,000
<b>Region-wide</b>													
320	568 WMATA Bicycle Parking Project			0	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,165

**DRAFT**

Key to Codes

B=Bridge or Tunnel C = Complete F = Fully Funded I = Intersection Improvement O = Other P = Partially Funded  
 PK = Bicycle Parking R = Bicycle Route Marking S = Streetscape U = Unfunded UC = Under Construction

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>VA</b>													
<b>Alexandria, Fairfax County, Falls Church, Loudoun</b>													
321	651 VA 7 Trail	Leesburg	Alexandria		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		

**DRAFT**

Key to Codes

B=Bridge or Tunnel C = Complete F = Fully Funded I = Intersection Improvement O = Other P = Partially Funded  
 PK = Bicycle Parking R = Bicycle Route Marking S = Streetscape U = Unfunded UC = Under Construction

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Arlington County</b>													
322	384 ADA sidewalk upgrades				Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$100
323	859 Arlington Bicycle Network				Arlington County, NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$10,000
324	609 Arlington Blvd. Irving St. HSIP	Arlington Boulevard	Irving Street		Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$473
325	610 Arlington Blvd. Park Drive HSIP	Arlington Boulevard	Park Drive		Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$495
326	601 Arlington Blvd. Trail improvements	Pershing Drive	Washington Blvd.	1	Arlington County, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$800
327	123 Arlington Boulevard Trail Improvements	10th Street overpass	Washington Boulevard	0.8	Arlington County, Arlington County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$670
328	19 Army Navy Country Club Emergency Access Drive	S. Queen St.	Army Navy Country Club (Private Drive)	0.2	Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
329	599 Army Navy Drive/Joyce St. bike facilities	S. Joyce Street	12th Street South	1	Arlington County, FHWA, VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
330	611 Arterial Street Safety improvements				Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$800
331	618 Capital Bikeshare - Arlington				Arlington County, DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$5,423
332	604 Carlin Spring Rd. bridge replacement	Carlin Springs Rd.	North George Mason Drive	0	Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$550
333	686 Clarendon Blvd Trail	Wilson Blvd	Washington Blvd		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
334	608 Columbia Pike Complete Streets	Frederick St.	Fairfax County Line	3	Arlington County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$2,000
335	612 Complete Streets (R-B corridor)				Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$300
336	865 Crystal City Complete Streets				NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,000
337	383 CUSTIS TRAIL WESTOVER UNDERPASS @ I-66				Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$75
338	605 Doctor's Run Trail	South Quincy Street	South George Mason Drive	0	Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$500
339	653 Four Mile Run Trail	Shirlington Road	Glebe Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
340	313 General Trail Improvements			0	Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$100

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
341	698 George Mason Drive Trail	Old Dominion Drive	Four Mile Run Drive		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
342	514 Glebe Road Bridge Replacement	500' south of Route 50	500' north of route 50	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,950
343	518 Glebe Road Pedestrian Crossings	Fairfax Drive	North Carlin Springs Road	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$2,780
344	311 I-395 Shirlington Underpass, Four Mile Run Trail	Shirlington Rd	West Glebe Rd	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$2,000
345	602 Kirkwood Rd. sidewalks	Lee Highway	14th Street North	1	Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$400
346	598 Long Bridge Park Esplanade Bridge	Boundary Drive	GW Parkway	0	Arlington County, FHWA, VDOT, NPS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000
347	644 Metrorail Trail	Cameron Street	Cyrstal City		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
348	607 Old Dominion Drive Complete Streets	N. Glebe Rd.	Fairfax Co. line	1	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$2,000
349	310 Old Dominion Drive Complete Streets (phase I)	Lee Highway	N. Glebe Rd.	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,000
350	219 Old Jefferson Davis Highway/ Mount Vernon Trail CO				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
351	147 Potomac Yard/Four Mile Run Trail	Potomac Avenue	Four Mile Run Trail	0.1	Arlington County, City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,500
352	606 Priority Bus Stop improvements				Arlington County, WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$450
353	799 Re-alignment of Mt. Vernon Trail at Daingerfield I				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>		\$713
354	110 Route 110 Trail	Memorial Dr	Pentagon North Parking Lot	0.7	Arlington County, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$734
355	603 Shirlington Rd. bridge replacement	Shirlington Rd.	Four Mile Run		Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
356	800 Theodore Roosevelt Island Trailhead Improvements				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$500
357	692 US 50 Trail	Wilson BLVD	Nottingham Street		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
358	179 VA 120 (Glebe Road)	N. Randolph Street	Fairfax Drive		Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$2,500
359	664 VA 237 Trail	Glebe Road	Washington BLVD		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
360	699 VA 27 Trail	Arlington Blvd	Columbia Pike		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
361	315 Washington Blvd Trail Phase I	Arlington Blvd	Walter Reed	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$350
362	600 Washington Blvd. Trail (phase II)	S. 2nd Street	Columbia Pike	1	Arlington County, FHWA, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,500
363	685 Wilson blvd Trail	Wilson Blvd	Key Bridge		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
<b>Arlington County, District of Columbia</b>													
364	27 Rosslyn Circle & Lynn Street improvements	N. Lynn St	Ft. Myer Dr	0.3	Arlington County, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$5,500
<b>Arlington County, Fairfax County</b>													
365	192 Mount Vernon Trail Extension	Beltway	Theodore Roosevelt Island		National Park Service, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>City of Alexandria</b>													
366	844 Access to Transit	King Street	Callahan Drive	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,200
367	976 Backlick Run Multi-Use Paths				City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$3,200
368	971 Bicycle and Pedestrian Master Plan Update	citywide			City of Alexandria	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$500
369	564 Bicycle Parking and Racks-on-Buses	various	various	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	C	\$2,300
370	847 Bicycle Parking at Major Transit Stops	various	various		City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	<input type="checkbox"/>	<input type="checkbox"/>	F	\$400
371	972 Cameron and Prince Street Bicycle Facilities	King Street Metro	Waterfront	2	City of Alexandria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$300
372	759 Capital Bikeshare	Citywide	Citywide		City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$3
373	974 Complete Streets	Citywide			City of Alexandria	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	P	\$9,440
374	761 Crystal City to Cameron Street Trail	Crystal City	Cameron Street	4	NVTA, WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
375	129 Duke Street Pedestrian Bridge	Cameron Station	Ben Brenman Park	1	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$750
376	64 Duke Street Sidewalk Improvements at I-395	Oasis Drive	Walker Street	0.5	City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,210
377	845 Edsall Rd and S Picket St Pedestrian Improvements	Edsall Road	South Pickett Street		City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$400
378	561 Eisenhower Ave Complete Street	Stovall	Holland	0	City of Alexandria, VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$14,000
379	34 Eisenhower Multi-Use Trail	Cameron Run East	Telegraph Road	2	City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,600
380	860 Holland Avenue Trail				NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
381	98 Holmes Run Greenway Tunnels	N Ripley	Beauregard	1	City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$4
382	777 I-395 Seminary Road HOV Ramp and Ped bridge			0.4	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	
383	37 I-95/I-495 Woodrow Wilson Memorial Bridge - Trail	Prince George's County, MD	Mount Vernon Trail, Alexandria	2	City of Alexandria	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$24,400
384	217 King Street/Beauregard Intersection	Beauregard/Walter Reed Dr.	28th Street	1	City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$11,000
385	758 Mount Vernon Trail at Abingdon	Slater's Lane	Pendleton Street	1	City of Alexandria,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$750

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
VDOT													
386	565 Old Cameron Run Channel Trail	Mill Road	South Payne Street	0	City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$3,500
387	563 On-Street Bikeways	various	various	0	City of Alexandria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	P	\$500
388	130 Pedestrian Improvements on Mount Vernon	Reed	Reed	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	C	\$500
389	26 Potomac Yard Park/Landbay K	Braddock Road Metro	Four Mile Run	2	City of Alexandria, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$9,000
390	780 Rt. 7/King Street bridge over I-395	0.3 miles East	0.3 miles West	0.6	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	
391	773 Rt. 95 Jones Point Reforestation - w/ trails	0.4 miles east of Rt. 1	0.8 miles east of Rt. 1	0.9	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	
392	562 Safe Routes to School	Charles Barrett Elementary School	Charles Barrett Elementary School	0	City of Alexandria, VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$400
393	757 Safe Routes to Schools	Citywide	Citywide		City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$275
394	975 Shared Use Paths	Citywide		10	City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$3,000
395	99 Sidewalk/Trail Construction- Holmes Run/Chambliss	Citywide	Citywide	1	City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	UC	\$750
396	691 VA 236 Trail	Wakefeild Drive	Van Dorn Street		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
397	973 Van Dorn & Beaugard Bicycle Facilities	Holmes Run Trail	King Street	4	City of Alexandria	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,520
398	756 Wilkes Street Bikeway	Royal Street	N Fayette Street	1	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$180
399	131 Wilkes Street Tunnel	South Royal	South Union	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$770
<b>City of Alexandria, Arlington County</b>													
400	566 Four Mile Run Pedestrian and Bicycle Bridge	S Eads	Commonwealth Ave	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$6,000
<b>City of Alexandria, Fairfax County</b>													
401	71 Woodrow Wilson Bridge Project	Md State Line	Telegraph Road	2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
<b>City of Fairfax</b>													
402	58 Accotink Gateway Connector Trail	Daniel's Run	Pickett Road	1	VDOT, City of Fairfax	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,762
403	521 Route 29 Spot Improvements			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$6,677
404	175 US 29 (Lee Highway) Fairfax Circle	@ US 50			VDOT, City of Fairfax	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$11,586



Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost Est.
<b>City of Falls Church</b>													
405	858 Falls Church Complete Streets				City of Falls Church, NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000
<b>City of Manassas</b>													
406	262 Old Town Manassas City Square, Walkways, & Crosswa	Phase I and Phase II			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$557
<b>City of Manassas Park</b>													
407	63 Manassas Drive Sidewalk	Andrew Drive	Euclid Avenue		VDOT, City of Manassas Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$195
<b>District-wide</b>													
408	8 Bicycle Parking (M-70A)	District-wide			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	<input type="checkbox"/>	<input type="checkbox"/>	C	
409	180 Interstate Bicycle Route 1	14th street bridge Arlington County	Southern Prince William County border	54	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$100
410	801 Mt Vernon Trail Bridges				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>		\$1,500
411	796 North Park Trail Connection				National Park Service, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,200
412	225 NOVA signal Program	District-wide			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	\$9,000
413	752 WMATA Virginia Metrorail Crossing Improvements				WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$510
414	749 WMATA Virginia Metrorail Sharrow and Bike Lanes			3	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$79
415	746 WMATA Virginia Metrorail Sidewalk/ Pathway Project			2	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$753
<b>Fairfax and Arlington Counties, City of Falls Church</b>													
416	778 I-66 Corridor Multimodal study	I-495	Theodore Roosevelt Bridge	17	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Fairfax County</b>													
417	103 Accotink Gateway Connector Trail	King Arthur Drive	Wakefield Park	1	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$2,619
418	264 Accotink Stream Valley Trail - Dam to Hunter Villa	Lake Accotink Park	Hunter Village Drive	0	Fairfax County Park Authority	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$400
419	267 Arlington Boulevard	Graham Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
420	386 Arlington Boulevard	Patrick Henry Drive		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
421	268 Arlington Boulevard (US 50)	Jaguar Trail	Seven Corners	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$3,000
422	387 Arlington Boulevard Pedestrian Bridge	Peyton Randolph Drive	Seven Corners Shopping Center	0	Fairfax County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	C	\$5,200
423	784 ARRA -C Fairfax County Parkway @ Fair Lakes	0.64 miles south of Ffx Co. Parkway exit 166	0.16 miles W of Exit 166	3.1	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
424	782 ARRA -C Route 7100 Fairfax Co. Pkwy at Fair Lakes	0.64 M south of EB I-66	0.16 miles North of Rt. 750(Rugby)	3.1	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
425	783 ARRA-C Route 7100 FFX Pkwy @ Fair Lakes	0.64 M south of EB I-66	0.16 M North of Rt. 750(Rugby)	3.1	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
426	785 ARRA-C, Fairfax County Parkway(with 95549)	0.64 miles north of exit 166	).16 miles west of exit 166	3.1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	
427	648 Backlick Road Trail	Lee Highway	Capital Beltway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$9,900
428	640 Backlick Run Trail	Backlick Road	Clermont Ave	5	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$15,900
429	638 Beltway Trail	Dolley Madison Boulevard	Live Oak Drive		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$11,900
430	918 Beulah Road Walkway			1.0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,650
431	166 Beulah Street	Franconia Road	Franocia-Springfield Parkway	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$15,094
432	946 Bobann Drive Bikeway			0.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,400
433	389 Braddock Road	Guinea Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
434	391 Braddock Road	Rolling Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
435	392 Braddock Road	Wakefield Chapel Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
436	639 Braddock Road Trail	Guinea Road	Little River Turnpike		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
437	114 Burke Center Parkway	Marshall Pond Road	Burke Lake Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,900
438	191 Burke Lake Road Widening	Fairfax County Parkway	Lee Chapel Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$7,000

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
439	965 Burke Road Lane Diet and On-Road Bike Lanes			1.3	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$40
440	646 Capital Beltway Ramp Trail	I-95	US 1		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
441	396 Centreville Road	New Braddock Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
442	395 Centreville Road	Green Trails Boulevard		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
443	397 Centreville Road	Sunrise Valley Drive		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
444	394 Centreville Road	Compton Road		0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
445	867 Cinderbed Bikeway	Fort Belvoir	Franconia-Springfield Metrorail Station.	3	Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
446	557 Clarks Branch Bridge at Riverbend Park	Clarks Branch		0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$500
447	402 Columbia Pike	Powell Lane	Homes Run	0	Fairfax County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,106
448	30 Cross County Trail	Great Falls Park to Alban Road	Lake Accotink Dam to Hunter Village Drive segment	5	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,060
449	403 Cross County Trail			0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
450	960 Cross County Trail (CCT) Pavement Upgrades			2	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$876
451	404 Cub Run Valley Stream Connections	Samuels Pine Rd	Cub Run Rec Center / Schneider's Branch	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$625
452	405 Danbury Forest	Lake Accotink Park	Danbury Forest Dr	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$376
453	407 Dolley Madison Boulevard	Great Falls Street/Lewinsville Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
454	212 Dranesville Road Widening	Herndon	Route 7	2	VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$18,000
455	176 Fairfax County Parkway	123	7	10	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$122,000
456	408 Fairfax County Parkway	Old Keene Mill Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
457	595 Fairfax County Pedestrian Program			0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$58,000
458	666 Fairview Avenue Traul	Center Street	Oakview Dr		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		

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459	967 Fox Mill Road Walkway from Fairfax County Parkway to Reston Parkway			1.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,400
460	636 Franconia-Springfield Parkway Trail	Loisdale Road	Beulah		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
461	516 Gallows Road On Road Bicycle Facility	Lee hwy	Old Courthouse Road	0	VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,099
462	304 Georgetown Pike Multi-Use Path	I-495	Route 7	2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$845
463	955 GMU-Fairfax City-Vienna Metrorail Bike Route			5.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$10
464	966 Government Center Area Bicycle Demonstration Project			3.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$180
465	49 Great Falls Street Trail	Crutchfeild Street	Hutchinson Street		Fairfax County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$596
466	655 Haycock Road Trail	Broad Street	I-66		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
467	637 Hayfield Road Trail	Manchester Road	Telegraph Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
468	421 Holmes Run Stream Valley	Columbia Pike	Glenn Hills Park / Alexandria	0	Fairfax County Park Authority	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,268
469	954 Hunter Village Drive Shoulder Widening			0.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,600
470	18 Huntington Metro Station Vicinity	Pedestrian Improvements			VDOT, Coalition for Smarter Growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$174
471	947 I-495 Express Lanes Ped/Bike at Chain Bridge Road			1.3	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,750
472	548 I-495 HOT Lanes	Hemming Avenue	Old Dominion Road	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
473	689 I-66 Trail	Sully Road	Paddington Lane	3	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$6,000
474	779 I-95NB directional off ramp to NB Ffx Co. Pkway	Exit 166	0.6 miles from Exit 166	0.6	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	P	
475	948 Idylwood Road Trail (TMSAMS)			0.7	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,050
476	951 Lake Braddock Drive Road Diet			2.3	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$40
477	428 Lee Highway	Monument Drive		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
478	444 Leesburg Pike	Tysons Square Center Entrance		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
479	443 Leesburg Pike	Tyco Road/Westwood Center Drive		0	Fairfax County, WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	

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480	442 Leesburg Pike	South Jefferson Street		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
481	439 Leesburg Pike	Magarity Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
482	445 Lewinsville Road	Balls Hill Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
483	448 Little River Turnpike	Braddock Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
484	449 Little River Turnpike	Oasis Drive	Beauregard	0	VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$933
485	255 Lorton Road Widening	US 1	Route 748	1	VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$9,000
486	682 Manassas Clifton Trail	Park Center Ct	South County East West Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
487	337 Manchester Road Trail	Beulah Street	Hayfield		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
488	957 Mason Neck Trail 2B			1.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,290
489	681 Mt Vernon Trail Ext.	Potomac Heritage Trail	GW Parkway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
490	455 North Kings Highway	Huntington Metro		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
491	193 NoVi (Northern Vienna) Trail	Phase I			VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$303
492	461 Old Keene Mill Road	Sydenstricker Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
493	460 Old Keene Mill Road	Shiplett Boulevard		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
494	674 Old Ox Road Trail	Old Ox Road	Herndon Parkway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
495	774 Phase 1 - Maintenance of Ffx County Parkway Trail				VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$350,000
496	775 Phase 2 - Maintenance of Ffx County Pkwy Trail				VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$350,000
497	554 Pohick Stream Valley CCT reroute	Dominion Powerline Easement	Forest View	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$650
498	555 Pohick VRE Trail (Pohick Stream Valley Rail-Trail)	Burke Station VRE	Burke Village Shopping Center	1	Fairfax County Park Authority, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,270
499	642 Potomac Heritage Trail	Northern End fo Beltway Trail	american legion bridge		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$235,100
500	484 Richmond Highway	Old Mill Road/Mt. Vernon Memorial Highway		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
501	945 Richmond Highway from Old Mill Road/Jeff			3.4	Eastern Federal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$180,000

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	Todd Way to Telegraph Road				Lands Highway Division								
502	479 Richmond Highway Pedestrian Safety Improvements	Ladson Ln, Lukens Ln, Backlick Rd, Kings,	Belford Drive S., Frye Road, Mohawk Lane	0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	P	
503	280 Roberts Road	Braddock Road	Shenandoah Lane	0.3	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	
504	214 Route 1 widening	Telegraph Road	Lorton Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$23,326
505	524 Route 29 Bridge Replacement over Rocky Run			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	UC	\$15,000
506	527 Route 50 Intersection Improvements @ Patrick Henry			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$786
507	959 Route 50 Trail from West Ox Road to East of Lee Road			4.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,400
508	949 Route 7 Walkway (TMSAMS)			4.4	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$5,375
509	105 Route 7 Widening	Rolling Holly Drive	Tyco Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$37,263
510	767 Rt. 7100(Rt. 286) reconstruction	south of Fair lakes	north of Rt. 50	3.1	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
511	776 Rt.7 widen to 6 lanes - PE only	Reston Ave	Jarrett Valley	6.9	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	
512	952 Scotts Run Walkway (TMSAMS)			0.6	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,300
513	961 Sherwood Hall Lanes Marking Plans			1.8	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$50
514	963 Shipplett Boulevard On-Road Bike Lanes			1.2	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$40
515	950 Silverbrook Road Walkway from Hooes Road to South County High School			1.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,300
516	650 South County East West Trail	Manassas Clifton Trail	I-395		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
517	556 Spring Hill Rec Center Connector	Spring Hill Recreation Center	Spring Hill Farm HOA	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$120
518	861 Springfield to Tysons Corner Trail	Springfield	Tysons		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,900
519	284 Stringfellow Road	Fair Lakes Boulevard	Route 50	2	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$46,000
520	958 Sunrise Valley Drive Sidewalk (RMAG)			1.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$4,284
521	956 Sunrise Valley Drive Walkway (DCBPA)			1.0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,000

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522	953 Sunrise Valley Drive Walkway (DCBPA)			1.0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,750
523	285 Sunset Hills Road	Plaza America		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	
524	645 Telegraph Road Trail	Richmond Highway	King Highway	2	NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
525	962 Telegraph Road Walkway from Huntington Avenue to Rose Hill Drive			2.4	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,100
526	515 Telegraph Road Widening	Leaf Road	South Kings Hwy	0	VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$97,000
527	199 Trail and Pedestrian Improvements	Fairfax County wide			VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,600
528	29 Trail Construction/Linway Terrace Safety Upgrade	6330 Linway Terrace	6332 linway Terrace		Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$43
529	290 Trap Road	Wolf Trap Farm Park	Beulah Road	1	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$2,242
530	177 Tysons Corner	Pedestrian Improvements Identified by	the HJR 276 Committee		VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$123
531	292 Tysons Priority Access Improvement Projects			0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
532	687 US 29 Trail	Dixie Hill Road	Vietch Street		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$1,900
533	305 US 29 Widening	WEST MERRILEE DRIVE	ROUTE I-495	1	VDOT, Fairfax	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$119,000
534	137 US 50 install median barrier & fence	VA 7	Patrick Henry Drive	0	VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$601
535	256 US 50 Pedestrian Bridge	Vicinity of the Seven Corners Shopping Center			VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$5,353
536	85 US 50 Pedestrian Improvements	Jaguar Trail	Seven Corners		VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$3,000
537	688 US 50 Trail	Nutley Street	Arlington Blvd		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$19,900
538	669 US Bike 1 Trail	US 1	VA 123		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
539	189 VA 193 - Georgetown Pike Trail	Innsbruck Road	River Bend Road	4	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,468
540	663 VA 28 Trail	Walney Road	Dulles Toll Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
541	694 VA 638 Trail	South County East West Trail	I-95		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
542	635 VA 7100 Trail	Monument Drive	Lee Chapel		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
543	14 Walker Road Trail	Columbine Street	Colvin Run Road	2	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$447
544	772 Walney Road Bridge Replacement/widening			0.6	VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
545	239 West Ox Road (route 608)	Ox Trail Road	Lawyers Road	2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$11,300
546	964 Westmoreland Street On-Road Bike Lanes			1.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$40
547	755 Widen Rt. 7 w/ paths on both sides	Reston Ave	Reston Pakway	0.5	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	U	
<b>Fairfax County, Loudoun, Prince William County</b>													
548	659 Tri-County Parkway Trail	Braddock Road	Sudley Road	6	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,300
<b>Fairfax County, Prince William County</b>													
549	863 US 1 Bike Trail	Stafford County	I-495	30	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$75,500
<b>Herndon</b>													
550	60 Sugarland Run Trail	W&OD Trail	Fairfax County's Sugarland Run Trail	1	VDOT, Town of Herndon	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$531



Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Loudoun County</b>													
551	678 Algonkian Parkway Trail	Harry Bird Highway	Unnamed 5		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
552	528 Atlantic Blvd	Church Road (Rt. 625)	Magnolia Road (Rt. 1525)	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$24,000
553	715 Atlantic Blvd & Warp Dr Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
554	709 Atlantic Boulevard Bike & Ped Improvements	VA Route 7	Magnolia Road		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	
555	641 Atlantic Boulevard Trail	Harry Bird Highway	Church Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
556	269 BATTLEFIELD PARKWAY - 4 LANES ON 6 LANE R/W	KINCAID BOULEVARD	ROUTE 7	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$30,000
557	977 Belmont Ridge Road (South of Greenway)	Broadlands Blvd	Northstar Blvd	2	Loudoun County, Developer, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	
558	857 Belmont Ridge Road Trail North of Greenway	VA 7	Hay Road	3	NVTA, VDOT, Loudoun County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$4,400
559	672 Berlin turnpike Trail	Harpers Ferry Bridge WV	Charles Town Pike		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
560	719 Cascades Parkway Trails	Old Vestals Gap road	Loudoun Park Lane		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	
561	705 Claiborne Parkway	Ryan Road	Croson Lane		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
562	661 Claiborne Parkway Trail	Loudoun County Parkway Trail	Ryan Road		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$300
563	519 Clarks Gap Ped Signals			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,500
564	703 Crosstrail Boulevard	Sycolin Road	Kincaid Boulevard	2	Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
565	652 Dulles Toll Road Trail	Sully Road	Memorial Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
566	270 Loudoun Cnty Pkwy WIDEN UNPVD 2 LN TO 4 LNS DIV ON	1.9 MILES SOUTH ROUTE	0.5 MILE SOUTH ROUTE 7	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$12,000
567	671 Loudoun County Parkway Trail	Ryan Road	W&OD Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
568	657 Loudoun County Parkway Trail	Mosby highway	Ryan Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
569	714 Loudoun County Pkwy & Center St Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	P	
570	700 Old Ashburn Sidewalks	Partlow Road	W&OD Trail		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	
571	717 Old Ox Road & US Route 50 Interchange				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	
572	309 Old Ox Road Widening (Rt. 606)	Mills Road (Rt. 621)	Dulles Greenway (Rt. 267)	5	VDOT,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$49,450

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
573	768 Pacific Blvd 4 lane reconstr.-new alignment			0.7	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
574	769 Pacific Blvd Loudoun 1036 widen to 4 lanes			0.4	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
575	271 PACIFIC BOULEVARD (MPO PROJECT	AUTOWORLD DRIVE (NORTHERN TERMINUS	SEVERN WAY	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$10,000
576	710 Potomac View Road Pedestrian Improvements	S. Cottage Road	Business driveway		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	
577	711 River Creek Parkway Pedestrian Improvements	Fort Evans Road	Potomac Station Drive		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	
578	704 Riverside Parkway	River Creek Parkway	Upper Meadow Riverlook Drive		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
579	526 Route 7 Sidewalk	NORTH SIDE OF WEST MAIN STREET; NORTH 28TH STREET;	NORTH 33RD STREET	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$845
580	766 Rt. 606 Loudoun county parkway				VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
581	770 Rt. 606 Loudoun County Parkway/Old Ox Rd.	Rt. 621	Rt. 267	5	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	
582	771 Rt. 606 Loudoun County Parkway/Old Ox Rd.	1.6 miles west of Rt. 267	Rt. 267	1.8	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	
583	786 Rt. 659 - Reconstruct (Belmont) to 4 lanes w/ path	0.26 M south of Portsmouth	0.23 M North of Gloucester Parkway	1.4	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
584	765 Rt.606 loudoun County Parkway/Old Ox Road				VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
585	701 Rural Splitter at Rt 659 & W&OD Trail				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	P	
586	702 Russell Branch Parkway	Ashburn Village Boulevard	Ashburn Road		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	
587	658 Shaw Road Trail	W&OD Trail	Dulles Toll Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
588	708 Sterling Boulevard	W&OD Trail	Chase Heritage Circle		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	
589	712 Sycolin Road & Loudoun Center Place Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
590	706 Tall Cedars Parkway	Pinebrook Road	Gum Springs Road		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
591	713 Tall Cedars Pkwy & Poland Rd Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
592	690 US 15 Trail	Braddock Road	James Monroe Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
593	684 US 50 Trail	Fauquier County Line	Pleasant Valley Drive		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
594	654 VA 690 Trail	Main Street	W&OD Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
595	670 VA 734 Trail	US 50	Harry Byrd Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
596	662 VA 772 Trail	Belmont Ridge Road	Ryan Road	1	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$500
597	224 VA 846 (Sterling Boulevard Landscaping)	VA 28	US 7		VDOT, Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$53
598	668 VA 9 Trail	Harpers Ferry Road	Harry Byrd Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
599	716 VA Route 7 & Belmont Ridge Rd Interchange				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	
600	718 VA Route 7 & Hillsboro Road Interchange				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	U	
601	720 VA Route 7 Pedestrian Overpass				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	U	
602	259 W&OD Trail Extension	W&OD Trail End (Purcellville)	Round Hill	3	VDOT, Loudoun County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,700
603	69 W&OD/White's Ferry Connection to C&O	W&OD	Potomac River at White's Ferry		VDOT, Northern Virginia Regional Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
604	707 Waxpool Road Intersection Improvements	Pacific Boulevard	Broderick Drive		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	
<b>Loudoun County, Fairfax County</b>													
605	854 VA 7 Trail from Leesburg to Alexandria	Leesburg	Alexandria	38	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$87,000
606	16 US 50 widening	Pleasant valley Drive	Lee Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$70,900
<b>Prince William and Fairfax Counties</b>													
607	211 123 Widening	Davis Road	South Burke Lake Road	9	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$6,181

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Prince William County</b>													
608	675 234 BYPASS trail	Braddock Road	Lee Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
609	308 234 Off-Road Multi Use Trail	Lake Jackson Drive	PW Parkway	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$662
610	525 Balls Ford Road Widening	Bus 234	234	2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	
611	677 Bike Route 1	Fleetwood Drive	Dumfries Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
612	306 Bus 234 Add Signalized Crosswalks	All Major Intersections	All Major Intersections		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	C	\$650
613	307 Bus 234 Sidewalk/Ramps Improvments	Balls Ford Road	Godwin Drive		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,000
614	660 Godwin Drive Trail	Sudley Road	Nokesville Road	2	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$600
615	695 Gordon Blvd Trail	US 1	Commerce		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
616	781 I66/Rt.15 interchange reconst. w/ paths & sdwlks			0.8	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	
617	787 Install asphalt path and crosswalks on Rt. 3000, P	0.03 M East of Cato Hill road	0.017 M East of Honer Corner commuter lot		VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$450
618	969 Jame Madison Highway Trail	Prince William County Line	Sudley Road	5	Prince William Co. DPW, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$14,400
619	866 John Marshall Highway Trail	I-66	Lee Highway	2	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$500
620	656 Liberia Avenue Trail	Old Bridge Road	Jefferson Davis Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
621	673 Linton Hall Road Trail	Lee Highway	Nokesville Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
622	171 Linton Hall Road Widening	Glenkirk Road	Devlin Road	3	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$8,000
623	697 Minnieville Road Trail	Dumfries Road	Old Bridge Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
624	676 New Cherry Hill Road	Potomac Heritage Trail	Potomac Parkway Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
625	522 Old Bridge Road Sidewalk	Titania	Crickett	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,800
626	523 Old Bridge Road Sidewalk	Mohican	Oakwood Drive	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$749
627	679 Old Bridge Road Trail	Prince William Parkway	Poplar Lane	4	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
628	82 Pedestrian Bridge over CSX Railroad	Veterans Memorial Park	DOT #860626C		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$3,119
629	647 Potomac Heritage Trail	Wharton Drive	Jefferson Davis Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
630	667 Potomac Parkway trail	Old Stage Coach Road	New Cherry Hill Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
631	649 Prince William Parkway trail	Nokesville Road	Dumfries Road	4	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$900
632	634 Prince William Parkway Trail	Prince William Parkway	Signal Hill Road	8	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
633	517 Route 234 and Rotue 1 Interchange	.4 miles east of route 1	.4 Miles west of Route 1	0	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$87,000
634	968 Route 28 Trail	Sudley Road	Fairfax County Line	2	Prince William Co. DPW, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$6,300
635	164 Route 28 Trail Extension	Fauquier Co. Line	Vint Hill Road	7	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$6,500
636	864 South County East-West Trail	Manassas	I-395		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$51,600
637	680 Spriggs Road Trail	Hoadly Road	Dumfries Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
638	643 US 1 Trail	Stafford County	I-495		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
639	102 VA 234 Bike Trail Phase I	Prince William Parkway	Country Club Drive	6	VDOT, NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$6,000
640	970 VA 234 Bike Trail Phase II	Country Club Road	Route 1	2	Prince William Co. DPW	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$5,650
641	665 VA 234 Trail	Dumfries Road	Jefferson Davis Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
642	693 VA 784 Trail	Delaney Blvd	US 1		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
<b>Prince William County, Fairfax County</b>													
643	683 VA 123 Trail	Clifton Road	Gordon Boulevard		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
<b>Purcellville</b>													
644	226 Multiple Sidewalk Enhancements	Purcellville			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$500
645	254 PURCELLVILLE - BICYCLE ACCESS TO HIGH SCHOOL & W&O	Main Street	W&OD Trail	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$460
<b>Town of Clifton</b>													
646	248 Pedestrian/Bicycle Plaza & Pathways	Town of Clifton	- Phase II		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$70
<b>Town of Hamilton</b>													
647	11 Main Street	Town of Hamilton (Improvements)			VDOT, Town of Hamilton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$47

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Lane	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost Est.
<b>Town of Haymarket</b>													
648	210 Town of Haymarket (Streetscaping)	Phase 1			VDOT, Town of Haymarket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,008
649	4 Town of Haymarket Streetscaping	Washington Street	Phase II		VDOT, Town of Haymarket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$2,026
<b>Town of Herndon</b>													
650	549 Van Buren Street Trail to Dulles Metrorail	North of Herndon Pkwy at existing Folly Lick Trail	Herndon Monroe Metrorail station	0	Town of Herndon, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	P	\$600
651	631 Herndon Downtown Elden Streetscape	Elden St / Center St intersection	Elden St / Monroe St intersection	0.8	VDOT, Town of Herndon	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$2,100
652	856 Herndon Metro Access Trail	Van Buren Street	Herndon Metrorail	1	Town of Herndon	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$400
653	855 Sugarland Run Trail Extension	Sugarland Run Trail Terminus	Herndon Metrorail	1	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
654	550 W&OD Trail Crossing at Crestview Drive	W&OD Trail at Crestview Drive	W&OD Trail at Crestview Drive	0	Town of Herndon, Northern Virginia Regional Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	P	\$300
<b>Town of Hillsboro</b>													
655	70 PEDESTRIAN STUDY & IMPROVEMENTS	Town of Hillsboro	On 704		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	\$15,348
<b>Town of Lovettsville</b>													
656	184 Ped & Bike Path Network	Town of Lovettsville		6	VDOT, Town of Lovettsville	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$450
<b>Town of Occoquan</b>													
657	7 Riverfront Boardwalk	on the Occoquan River	in the Town of Occoquan		VDOT, Town of Occoquan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$296
<b>Town of Quantico</b>													
658	227 Potomac Avenue	CSX Railroad	Potomac River		VDOT, Town of Quantico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$871
659	61 Potomac Transportation Facility	AMTRAK / VRE Station	Potomac River		VDOT, Town of Quantico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$512

## Appendix B

### Data Dictionary and Sample Database Entry Form

For the Regional Database of Bicycle and Pedestrian Projects in the Long-Range  
Bicycle and Pedestrian Plan for the National Capital Region

FIELD	EXPLANATION
COG Project ID	COG's internal identifying number for the project in this database
Agency Project ID	The responsible agency's project identifying number
Project Name	Descriptive name provided by the sponsoring agency
From	Project Limits
To	Project Limits
Length of Project	Length of the project from start to finish. Example: if a project consists of four miles of road with a continuous bike lane and sidewalk, the project length is four miles.
Jurisdiction(s)	Jurisdiction(s) in which the project is located
State	State or States in which the project is located.
Agency	Lead agency that is responsible for implementing the project
Secondary Agency	Other agency involved in the project
Cost	In thousands of dollars. As many projects in the plan may not be built for many years, and have not been fully scoped, this can be a very rough estimate. If a project is part of a larger project the total project cost is <i>not</i> listed, only that portion of the cost which is attributable to the bicycle or pedestrian facility. Use of a rule of thumb for such estimates was acceptable, i.e. 3% of total project cost. Many projects do not have a cost estimate available.
URL for more project information	If the project has a web site, or if the agency has more detail on its web site, the URL may be listed.
Project Manager Name	If the project has a project manager, his or her name may be listed.
Project Manager's Phone	
Project Manager's E-mail	
Project is in the CLRP	Project is in the Financially Constrained Long-Range Transportation Plan for the National Capital Region, and therefore is officially considered to have funding available to support project completion.
Project is in the TIP	Project is in the most recent National Capital Region Transportation Improvement Program with specific funding amounts identified for program completion.

Project is Part of a Larger Project	Is the project part of a larger project, i.e. a highway, bridge, or transit project?																
Length of Bike Lane	Bike lanes are striped lanes at least 4' wide in the public right-of-way, marked for the exclusive use of bicyclists. If a bike lane is found on both sides of the street for four miles, it should be reported as four miles of bike lane, not eight.																
Length of Multi-Use Path	A paved or hard-surface path separated from traffic, officially designated for bicycles and other non-motorized users. Should be at least 8' wide.																
Length of Sidewalk	Sidewalks are usually concrete, less than 8' wide, and have other design characteristics (street furniture, limited sight-lines) that render them unsuitable for all but the slowest bicyclists.																
Type of Spot/Area Improvement	For non-linear projects. The pull-down menu gives the following options: <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;"><u>Type of Improvement</u></th> <th style="text-align: left;"><u>Code Letter</u></th> </tr> </thead> <tbody> <tr> <td>1. Pedestrian Intersection Improvement</td> <td>I</td> </tr> <tr> <td>2. Pedestrian/Bicycle Bridge or Tunnel</td> <td>B</td> </tr> <tr> <td>3. Traffic Calming</td> <td>TC</td> </tr> <tr> <td>4. Streetscape/Pedestrian Improvements</td> <td>S</td> </tr> <tr> <td>5. Bicycle Parking</td> <td>P</td> </tr> <tr> <td>6. Bicycle Route Marking</td> <td>BR</td> </tr> <tr> <td>7. Other</td> <td>O</td> </tr> </tbody> </table>	<u>Type of Improvement</u>	<u>Code Letter</u>	1. Pedestrian Intersection Improvement	I	2. Pedestrian/Bicycle Bridge or Tunnel	B	3. Traffic Calming	TC	4. Streetscape/Pedestrian Improvements	S	5. Bicycle Parking	P	6. Bicycle Route Marking	BR	7. Other	O
<u>Type of Improvement</u>	<u>Code Letter</u>																
1. Pedestrian Intersection Improvement	I																
2. Pedestrian/Bicycle Bridge or Tunnel	B																
3. Traffic Calming	TC																
4. Streetscape/Pedestrian Improvements	S																
5. Bicycle Parking	P																
6. Bicycle Route Marking	BR																
7. Other	O																
Path Alignment	Is the multi-use path along a road, or is it on its own right-of-way? This field is meant to distinguish between side-paths, which are built adjacent to a road and cross numerous driveways and intersections, and a multi-use path on its own right of way, such as an old railroad, canal tow-path, or stream valley. Paths built along limited-access highways and parkways such as the Mount Vernon Trail should be listed as being built on an independent route, since they have few intersection or driveway conflicts, and are set back some distance from the roadway for most of their length.																
Status	The pull-down menu offers the following options: <table border="0" style="margin-left: 40px;"> <thead> <tr> <th></th> <th style="text-align: left;"><u>Code Letter</u></th> </tr> </thead> <tbody> <tr> <td>1. Fully Funded<sup>1</sup></td> <td>F</td> </tr> <tr> <td>2. Partially Funded</td> <td>P</td> </tr> <tr> <td>3. Unfunded</td> <td>U</td> </tr> <tr> <td>4. Under Construction</td> <td>UC</td> </tr> <tr> <td>5. Complete</td> <td>C</td> </tr> </tbody> </table>		<u>Code Letter</u>	1. Fully Funded <sup>1</sup>	F	2. Partially Funded	P	3. Unfunded	U	4. Under Construction	UC	5. Complete	C				
	<u>Code Letter</u>																
1. Fully Funded <sup>1</sup>	F																
2. Partially Funded	P																
3. Unfunded	U																
4. Under Construction	UC																
5. Complete	C																

<sup>1</sup> "Funded" indicates that the sponsoring agency has considered funding for completion of this project to be reasonably available within projected funding sources. "Unfunded" indicates, that while the project has been identified, there is no projected funding to support its completion at this time.



	This database is meant to list planned facilities rather than existing facilities, but since 2006 many of the projects in the plan have been completed.
Year of Completion or Implementation	If the project has been completed or implemented, in what year did that happen?
Project Within a Regional Activity Center	Is the project located with in a regional activity center or cluster? See the link for on-line information on activity centers and clusters. A paper map of centers and clusters, which is easier to read than the one on the web, will be sent to anyone who requests one.
Project is Between Regional Activity Centers	Project connects one regional activity center or cluster with another
Maintenance	Project is primarily maintenance or reconstruction of an existing facility
Project Connects to a Transit Facility	Project connects to a metrorail station, commuter rail station, or transit center
BikeNetConnect	Bicycle Network Connectivity. Does the project improve the connectivity of the regional bicycle network? Does it connect to any existing bicycle facilities?
Pedestrian Safety Project	Is the primary purpose of this project to improve pedestrian safety?
Project Identified as a Regional Priority*	Is the project one of the regional priority unfunded bicycle and pedestrian projects recommended by the Transportation Planning Board for consideration in the TIP?



# Transportation Planning Board

## National Capital Region Bicycle and Pedestrian Plan

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[List All](#)

### Bike Ped Plan

Related Records: [Agency](#)

<b>COG Project ID</b>	167967369
<b>Agency Project ID</b>	
<b>Project Name</b>	Metropolitan Branch Trail
<b>From</b>	Union Station
<b>To</b>	Takoma Park
<b>Length of Project</b>	<input type="text" value="7"/> (miles)
<b>Description</b>	Construct a 7 mile trail along the red line from U 
<b>Jurisdiction (s)</b>	Washington
<b>State</b>	DC <input type="text"/>
<b>Agency</b>	DDOT <input type="text"/>
<b>Secondary Agency</b>	

<b>Cost</b>	\$ <input type="text" value="20000"/> (In Thousands)
<b>URL for More Project Information</b>	<input type="text" value="www.metbranchtrail.com"/>
<b>Project Manager's Name</b>	<input type="text" value="Chris Holben"/>
<b>Project Manager's Phone</b>	<input type="text" value="202 671 2638"/>
<b>Project Manager's Email</b>	<input type="text" value="chris.holben@dc.gov"/>
<b>Project Is In the CLRP</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Corresponding CLRP Project ID</b>	<input type="text"/>
<b>Project Is In the TIP</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Corresponding TIP Project ID</b>	<input type="text"/>
<b>Project Is Part of a Larger Project</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Length of Bike Lane</b>	<input type="text" value="2"/> (miles)
<b>Length of Multi-Use Path</b>	<input type="text" value="5"/> (miles)
<b>Length of Sidewalk</b>	<input type="text"/> (miles)
<b>Type of Spot/Area Improvement</b>	<input type="text"/>

nt	
Path Alignment	<input type="text"/>
Status	Partially Funded <input type="text"/>
Year of Completion or Implementation	2009 <input type="text"/>
Project Within a Regional Activity Center	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <a href="#">Information on Regional Activity Centers</a>
Project Is Between Regional Activity Centers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Maintenance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Project Connects To a Transit Facility	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BikeNetConnect	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Pedestrian Safety Project	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Project Is In Local Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Project Identified as a 2005 Regional Priority	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Comments

Record  
Last  
Modified  
On



## **Appendix C**

Completed Projects from the 2010 Bicycle and Pedestrian  
Plan

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COGProjectID	Project Name	From	To	Description	State	Agency
310	Old Dominion Drive Complete Streets (phase I)	Lee Highway	N. Glebe Rd.	CONSTRUCT CURB & GUTTER & SIDEWALKS ON THE WEST SIDE OF OLD DOM. DR. WITH POSSIBLE REALIGNMENT & RECONSTRUCTION OF EAST SIDE TO PROVIDE CONFORMING STREET SECTION TO VDOT REQUIREMENTS WITHIN AVIALBLE R.O.W., ALSO INCLUDES ADDITIONAL PAVEMENT WIDTH FOR ON STREET BIKEWAY. CHANGED TO T2 ON 4/11/03.	VA	Arlington County
34	Eisenhower Multi-Use Trail	Cameron Run East	Telegraph Road	Enhancement and expansion of a 2-mile segment of the existing Eisenhower Avenue Shared Use Trail, including an underpass at Eisenhower Avenue.	VA	City of Alexandria
130	Pedestrian Improvements on Mount Vernon	Reed	Reed	Pedestrian improvements to high crash area along Mount Vernon Avenue.	VA	City of Alexandria
562	Safe Routes to School	Charles Barrett Elementary School	Charles Barrett Elementary School	Pedestrian and bicycle safety improvements at Charles Barrett Elementary School	VA	City of Alexandria
564	Bicycle Parking and Racks-on-Buses	various	various	Improve integration of bicycling and transit by improve bicycle commuter parking, and adding bicycle racks at all transit vehicles.	VA	City of Alexandria
849	City of Frederick Bike Lanes			City-wide bike lanes	MD	City of Frederick
197	Metropolitan Branch Trail	Union Station	Bates Road NE	Construct a 4 mile trail along the red line from Union Station to Bates Road NE	DC	DDOT
215	Bicycle Lanes			20 miles of bicycle lanes	DC	DDOT

613	Capital Bikeshare - District of Columbia		<p>The District Department of Transportation (DDOT) and Arlington County have selected “Capital Bikeshare” as the name for the new regional bike sharing program. Capital Bikeshare will launch later this year with roughly 1100 bikes at 114 stations in the District and Arlington, and will be the largest of its kind in the US.</p> <p>Building on the success of DDOT’s SmartBikeDC program, launched in 2008 and concentrated in the downtown DC area, Capital Bikeshare will now make it possible for residents and visitors to conveniently pick up a bike and traverse throughout all 8 wards in the city and Arlington. With 100 stations in DC and 14 in Arlington the bike share program will now become a true regional transportation system. Plans are already underway to expand the network further in Virginia as well as Maryland.</p> <p>The new system will be similar to the one the Public Bike System Company (PBSC), based in Montreal, produced, commonly known as BIXI. The BIXI system has been running in Montreal since 2009 and will be arriving soon in Minneapolis, London, and Melbourne, Australia. BIXI bike sharing stations are solar powered and use wireless technology to allow for easy installation and adjustments. It may look different, but the BIXI bicycle has many of the same features as the Smartbike: 3-speed, internal hub gears, fenders, chain guard, lights, and a front rack. Annual, monthly, and daily memberships will be available for area residents and visitors.</p> <p>Alta Bicycle Share will operate the system. Alta Bicycle Share is a US-based company focused on management and operation of bicycle share systems globally. Its sister company, Alta Planning + Design, is the largest bicycle and pedestrian consulting company in the United States. Alta Bicycle Share is implementing or consulting on similar programs in Australia, Europe, China</p>	DC	DDOT
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617	Capital Bikeshare Region-Wide			The proposed regional system would expand the DC and Arlington planned Capital Bikeshare system from 1,117 bikes to almost 3,600 bikes and would connect to the extensive transit and bicycle networks throughout the region. The planned DC and Arlington bike-sharing systems have already gone forward with a joint decision to use Montreal's Bixi system and have contracts that include opportunities for regional expansion. This joint planning effort strengthens our ability to formulate and implement a regional bike-sharing system.	DC/VA	DDOT
620	Great Streets - H Street NE Streetscape	3rd Street NE	14th Street NE	This is a Great Street Initiative Project Reconstruction of H St road surface with composite pavements new brick gutters and granite curbs adjacent to the sidewalks. New streetlights, traffic signals, and manholes. Safety improvements including bulb-outs.	DC	DDOT
803	L Street Cycle Track	New Hampshire Avenue	12th Street NW	Separated cycle track.	DC	DDOT
386	Arlington Boulevard	Patrick Henry Drive		Intersection improvement, add ped heads, relocate ped heads, block existing crosswalks.	VA	Fairfax County
555	Pohick VRE Trail (Pohick Stream Valley Rail-Trail)	Burke Station VRE	Burke Village Shopping Center	One mile asphalt trail and 1 bridge in the Pohick Stream Valley connecting Burke Village Shopping Center and Burke Lake Road to the Burke Station VRE.	VA	Fairfax County Park Authority

149	Nebel Street extended	Randolph Road	Chapman Avenue	<p>This project provides a 1,300-foot extension of Nebel Street from its existing terminus at Randolph Road to a terminus at the Target store site. The proposed roadway improvements include: a 4-lane closed section roadway with a typical cross section that includes four 12-foot travel lanes; a 5-foot concrete sidewalk adjacent to a 7-foot tree panel along the west side of the road; an 8-foot asphalt bike path adjacent to a 7-foot wide tree panel along the east side of the road, streetlighting and landscape trees provided on both sides of the roadway; improvements at the intersection of Nebel Street and Randolph Road; and modification of the existing traffic signal at the intersection of Chapman and Bou Avenues</p>	MD	MCDOT
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817	Robey Road	Greencastle Road	Briggs Chaney Road	<p>This project provides for design and reconstruction of Robey Road from the north end of the Greencastle Elementary School site to Greencastle Road (approximately 3,400 feet). The right-of-way will be 70 feet wide from the school site to Ballinger Drive and 60 feet wide from Ballinger Drive to Greencastle Road. The improved roadway will be a two-lane residential roadway with concrete curb and gutter. The roadway will be 36 feet wide from Briggs Chaney Road to Ballinger Drive and 26 feet wide from Ballinger Drive to Greencastle Road. An 8-foot wide bikeway will be constructed along the west side of Robey Road and a 5-foot wide concrete sidewalk will be constructed along the east side of the road. Approximately 620 feet of Greencastle Road, east of the Robey Road intersection, will be widened to provide a leftturn lane onto Robey Road. Appropriate landscaping and stormwater management facilities are included.</p>	MD	MCDOT
825	Travilah Road	Darnestown Road	Dufief Mill Road	Road with side path and sidewalk	MD	MCDOT

828	Woodfield Road Extended	Main Street	Ridge Road	<p>This project provides a 3,000-foot extension of Woodfield Road from 1,200 feet north of Main Street, (MD 108), to Ridge Road, (MD 27).</p> <p>The scope of work includes the design, land acquisition, and construction of a 1,450 foot segment of Ridge Road from 450 feet south of the existing Ridge Road / Faith Lane intersection to 300 feet north of the Ridge Road / Gue Road intersection. The roadway improvements include: extension of Woodfield Road as a 28-foot wide closed-section roadway with two 14-foot wide traffic lanes; provision of auxiliary leftturn lanes on Woodfield Road at Faith Lane and Ridge Road; realignment of Faith Lane to intersect Woodfield Road at a point 350 feet south of Ridge Road; construction of a separated 8-foot wide bikeway along the eastern side of Woodfield Road Extended from Main Street to Ridge Road; widening Ridge Road to provide two 12-foot wide travel lanes, two 4-foot wide paved shoulders, an auxiliary left turn lane at the proposed intersection with Woodfield Road; streetlighting; and landscaping. Woodfield Road Extended and Ridge Road improvements will be constructed within an 80-foot wide right-of-way.</p>	MD	MCDOT
848	Black Hill Regional Park Trails			<p>Since 2010, M-NCPPC Montgomery Parks has built just over 5 miles of new hard surface park trails, all within Black Hill Regional Park.</p>	MD	M-NCPPC, Montgomery County
111	Anacostia River Trail	Bladensburg Marina	Wash. D.C. line	<p>The segment of the Anacostia River Trail has been completed by the M-NCPPC Department of Parks and Recreation from Bladensburg Waterfront Park to the vicinity of New York Avenue, where it will connect to the DC Riverwalk Project.</p>	MD	M-NCPPC, Prince Georges County

850	Rhode Island Avenue Trolley Trail Ext. Phase I	Queensbury Road	US 1	Hyattsville, Riverdale Park		MD	M-NCPPC, Prince Georges County
852	WB&A Spur Trail					MD	M-NCPPC, Prince Georges County
634	Prince William Parkway Trail	Prince William Parkway	Signal Hill Road	Multi Use Path from NVTA 2030 Plan		VA	NVTA
839	Evarts Street Bike Lanes	I-495	Ruby Lockhart Boulevard	Designated bike lanes and continuous sidewalks were provided as part of the road construction for Woodmore Town Center. These bike lanes connect to longer bike lanes along Ruby Lockhart Boulevard.		MD	Prince Georges County
840	Ruby Lockhart Boulevard	Evarts Street	St. Joseph's Drive	Designated bike lanes, wide sidewalks, traffic calming, and decorative crosswalks were provided as part of the road construction for Woodmore Town Center.		MD	Prince Georges County
851	Black Branch Stream Valley Trail - Oak Creek Club			(Oak Creek Club development) – 1.74 miles (developer built)		MD	Prince Georges County
11	Main Street	Town of Hamilton (Improvements)		Construct curb ramps, perform pavement striping, landscape, and erect gateway signage on Main Street in the Town of Hamilton. Pedestrian and Bicycle Facilities.		VA	VDOT
14	Walker Road Trail	Columbine Street	Colvin Run Road	Construct a 4' natural surface path from Columbine Street to Colvin Run Road and a 6' stone dust path from the G.F. School to Beach Mill Road.		VA	VDOT
71	Woodrow Wilson Bridge Project	Md State Line	Telegraph Road	Bicycle Pedestrian Facility on the bridge connecting VA and MD bicycle networks. Pedestrian Improvements to Route 1 and Telegraph road interchanges. Pedestrian Bridge included in Telegraph Road Interchange		VA	VDOT

102	VA 234 Bike Trail Phase I	Prince William Parkway	Country Club Drive	Construct bike trail along Route 234	VA	VDOT
189	VA 193 - Georgetown Pike Trail	Innsbruck Road	River Bend Road	Construct a 4.5 mile trail from Innsbruck Road to River Bend Road and Applewood Lane to Seneca Road.	VA	VDOT
193	NoVi (Northern Vienna) Trail	Phase I		Engineering & design for Phase I of Northern Vienna Trail. Study being conducted by Fairfax County	VA	VDOT
226	Multiple Sidewalk Enhancements	Purcellville		Various Location (6)	VA	VDOT
248	Pedestrian/Bicycle Plaza & Pathways	Town of Clifton	- Phase II	Pedestrian/Bicycle Plaza & Pathways - Phase II in Town of Clifton	VA	VDOT
254	PURCELLVILLE - BICYCLE ACCESS TO HIGH SCHOOL & W&O	Main Street	W&OD Trail	Access to Loudoun Valley High School	VA	VDOT
271	PACIFIC BOULEVARD (MPO PROJECT)	AUTOWORLD DRIVE (NORTHERN TERMINUS)	SEVERN WAY		VA	VDOT
305	US 29 Widening	WEST MERRILEE DRIVE	ROUTE I-495	US 29 widening	VA	VDOT
306	Bus 234 Add Signalized Crosswalks	All Major Intersections	All Major Intersections	Add signalized crosswalks to all major intersections of Business Route 234 in Prince William County	VA	VDOT



307	Bus 234 Sidewalk/Ramps Improvements	Balls Ford Road	Godwin Drive	Spot improvements to all intersections(curb ramps, crosswalks, etc.)	VA	VDOT
308	234 Off-Road Multi Use Trail	Lake Jackson Drive	PW Parkway		VA	VDOT
514	Glebe Road Bridge Replacement	500' south of Route 50	500' north of route 50	Replace bridge with new structure that will include shared use path and sidewalk	VA	VDOT
516	Gallows Road On Road Bicycle Facility	Lee hwy	Old Courthouse Road	retro fitting of bike lanes on existing pavement	VA	VDOT
518	Glebe Road Pedestrian Crossings	Fairfax Drive	North Carlin Springs Road		VA	VDOT
522	Old Bridge Road Sidewalk	Titania	Crickett	curb ramps, crosswalks, etc.	VA	VDOT
526	Route 7 Sidewalk	NORTH SIDE OF WEST MAIN STREET; NORTH 28TH STREET;	NORTH 33RD STREET		VA	VDOT
527	Route 50 Intersection Improvements @ Patrick Henry				VA	VDOT
528	Atlantic Blvd	Church Road (Rt. 625)	Magnolia Road (Rt. 1525)		VA	VDOT

548	I-495 HOT Lanes	Hemming Avenue	Old Dominion Road	High Occupancy Toll Lanes with the reconstruction of several bridges. 10 bridge crossings with new or widened bike/ped facilities. One overpass with space for path and bike lanes underneath.	VA	VDOT
631	Herndon Downtown Elden Streetscape	Elden St / Center St intersection	Elden St / Monroe St intersection	<p>The project consists of streetscape, sidewalk, and Washington and Old Dominion(W&amp;OD)trail bike/ped enhancements, landscaping, traffic-calming, roadway median and turning lane improvements, intersection realignment and intermodal circulation improvements within downtown Herndon's heritage district.</p> <p>Streetscape improvements in the form of underground/relocated utilities, ADA accessible curbing, brick sidewalks and paver crosswalks, bike/ped signalization, improved drainage, landscaped planters, street trees, benches, bus shelter/bus stops, and heritage-street lighting/traffic signalization will greatly enhance the safety and physical environment of downtown.</p> <p>The purpose of this downtown revitalization project is to facilitate access, improve intermodal circulation and bike/pedestrian safety along the W&amp;OD regional park trail, while retaining the historic and small town attributes within the downtown through surface transportation improvements as well as landscaping and streetscape enhancements.</p>	VA	VDOT
768	Pacific Blvd 4 lane reconstr.- new alignment			reconstruction to 4 lanes with a 5' sidewalk and a 10' path	VA	VDOT
769	Pacific Blvd Loudoun 1036 widen to 4 lanes			Widen road to 4 lanes, add 5' sidewalk, add 10 trail	VA	VDOT
773	Rt. 95 Jones Point Reforestation - w/ trails	0.4 miles east of Rt. 1	0.8 miles east of Rt. 1	re-construction of park paths to and around ball fields, gardens, fishing pier, historic site and woods. Landscaping and beautification.	VA	VDOT

778	I-66 Corridor Multimodal study	I-495	Theodore Roosevelt Bridge	A review of how to increase capacity in this corridor via bus on shoulders, expand HOV, improve adjacent bike volumes with physical improvements on Custis TRail or on trails feeding into the W&OD. Adding some connecting trails were considered.	VA	VDOT
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## Appendix D

### 2013 Cordon Counts

Potomac River Bridges	Cordon Count Volumes	DDOT Count Volumes	Other trails and streets in D.C.	Cordon Count Volumes	DDOT Count Volumes
14th Street (Inbound to D.C.)	592		Capital Crescent and C&O Canal Towpath	229	
14th Street (outbound from D.C.)	172		Rock Creek	130	
Arlington Memorial (inbound to D.C.)	160		Connecticut Avenue, N.W.	197	
Arlington Memorial (outbound from D.C.)	64		14th Street, N.W.	274	
Key (Inbound to D.C.)	103	337	11th Street, N.W.	161	
Key (outbound from D.C.)	99	235	Eckington Place, N.E. (Metropolitan Branch)	15	222
			East Capitol Street	275	
			Anacostia Trail (M Street, S.E.)	12	
Other trails and streets in Arlington County, Va.			11th Street Bridge, S.E. (local span)	12	
Mount Vernon Trail	332				
Custis Trail	349				

**Notes:**

*(1) Cordon Count Volumes taken any day between March and June 2013*

*(2) DDOT Count Volumes taken in late May or June 2013*

***(3) One day count at each location***

Potomac River Bridges	Cordon Count Volumes	DDOT Count Volumes	Other trails and streets in D.C.	C C Vo
14th Street (Inbound to D.C.)	592		Capital Crescent and C&O Canal Towpath	
14th Street (outbound from D.C.)	172		Rock Creek	
Arlington Memorial (inbound to D.C.)	160		Connecticut Avenue, N.W.	
Arlington Memorial (outbound from D.C.)	64		14th Street, N.W.	
Key (Inbound to D.C.)	103	337	11th Street, N.W.	
Key (outbound from D.C.)	99	235	Eckington Place, N.E. (Metropolitan Branch)	
			East Capitol Street	
Other trails and streets in Arlington County, Va.			Anacostia Trail (M Street, S.E.)	
			11th Street Bridge, S.E. (local span)	
Mount Vernon Trail	332			
Custis Trail	349			

*Notes:*

*(1) Cordon Count Volumes taken any day between March and June 2013*

*(2) DDOT Count Volumes taken in late May or June 2013*

***(3) One day count at each location***

**Appendix E**  
**Metrorail Origin Station by All Day Walk and Bike Mode of Access**





	Bicycle (all day)	Walked (all day)
2013 WMATA Passenger Survey		
Capitol South	0.6%	95.0%
Federal Center SW	0.2%	94.4%
Judiciary Square	0.2%	93.0%
Waterfront-SEU	0.0%	91.6%
U Street/African-Amer Civil War Memorial/Cardozo	1.0%	90.9%
Navy Yard	0.1%	90.2%
Mt. Vernon Square 7th St-Convention Center	0.8%	90.0%
Farragut North	0.3%	89.9%
Metro Center	0.3%	89.7%
Court House	0.6%	89.5%
Federal Triangle	0.1%	89.3%
Archives-Navy Memorial-Penn Quarter	0.1%	89.2%
Smithsonian	0.3%	88.2%
Gallery Place-Chinatown	0.2%	87.9%
Farragut West	0.1%	87.6%
Foggy Bottom-GWU	0.5%	87.4%
Shaw-Howard University	0.2%	86.9%
Virginia Square-GMU	0.4%	86.6%
McPherson Square	0.6%	86.3%
Woodley Park-Zoo/Adams Morgan	1.5%	85.9%
New York Ave-Florida Ave-Gallaudet U	1.6%	85.9%
Cleveland Park	0.7%	85.8%
Dupont Circle	0.8%	84.4%
Eastern Market	2.5%	84.2%
Van Ness-UDC	0.3%	83.8%
Clarendon	1.1%	81.3%
L'Enfant Plaza	0.3%	77.7%
Columbia Heights	1.6%	76.8%
Crystal City	0.7%	76.3%
Bethesda	1.3%	72.2%
Arlington Cemetery	0.0%	71.5%
Medical Center	1.6%	71.0%
Rosslyn	0.4%	70.8%
Friendship Heights	0.6%	70.7%
Stadium-Armory	0.0%	69.7%
Georgia Avenue-Petworth	0.3%	69.5%
Eisenhower Avenue	0.5%	69.4%
King Street	0.5%	68.4%
Ballston-MU	1.0%	67.5%
Ronald Reagan Washington National Airport	0.6%	66.6%
Grand Total	<b>0.7%</b>	<b>62.2%</b>
White Flint	1.8%	61.2%
Tenleytown-AU	0.7%	60.9%

Union Station	0.8%	60.0%
Silver Spring	0.5%	59.9%
Potomac Avenue	0.3%	59.6%
Braddock Road	3.2%	58.0%
Benning Road	0.0%	55.3%
Takoma	1.9%	55.3%
Pentagon City	0.6%	55.2%
Brookland-CUA	0.7%	53.1%
Twinbrook	2.3%	50.4%
Deanwood	0.0%	48.2%
Congress Heights	0.9%	43.1%
Forest Glen	2.2%	42.1%
Prince George's Plaza	2.3%	42.1%
West Hyattsville	1.5%	41.6%
Minnesota Avenue	0.0%	39.4%
East Falls Church	3.6%	39.3%
Rhode Island Ave-Brentwood	0.0%	38.2%
Pentagon	0.2%	37.5%
Suitland	0.0%	37.5%
Rockville	0.9%	35.4%
Grosvenor-Strathmore	0.8%	35.1%
Wheaton	0.9%	33.9%
Capitol Heights	0.0%	32.9%
Dunn Loring-Merrifield	2.6%	31.1%
Fort Totten	0.0%	29.3%
Morgan Boulevard	0.0%	24.9%
Huntington	0.2%	23.1%
Anacostia	0.0%	19.6%
College Park-U of MD	2.0%	19.0%
Cheverly	1.6%	18.2%
Naylor Road	0.5%	18.2%
Van Dorn Street	0.3%	14.4%
Glenmont	0.4%	12.9%
Southern Avenue	0.0%	12.9%
Vienna/Fairfax-GMU	0.8%	11.4%
Largo Town Center	0.0%	10.8%
Addison Road-Seat Pleasant	0.0%	9.7%
New Carrollton	0.2%	8.2%
Greenbelt	2.0%	7.7%
Branch Ave	0.3%	7.6%
West Falls Church-VT/UVA	0.7%	6.9%
Shady Grove	0.4%	6.2%
Landover	0.0%	5.8%
Franconia-Springfield	1.2%	5.7%

# Appendix F

## Links and Resources

**ADC Regional Bicycle Map**  
[www.adcmap.com](http://www.adcmap.com)

**Alexandria Rideshare**  
[www.alexride.org](http://www.alexride.org)

**BikeArlington**  
[www.bikearlington.com](http://www.bikearlington.com)

*Arlington bicycle information.*

**BikeWashington**  
[www.bikewashington.org](http://www.bikewashington.org)

*Bike trails and routes in the Washington region, clubs, and organized rides.*

**Capital Bikeshare**  
[www.capitalbikeshare.com/](http://www.capitalbikeshare.com/)

*Regional self-service bicycle rental.*

**Coalition for Smarter Growth**  
[www.smartergrowth.net](http://www.smartergrowth.net)

*An advocacy group for transit-oriented development in the Washington region.*

**College Park Area Bicycle Coalition**  
[www.cpabc.org](http://www.cpabc.org)

*Advocacy group for bicycling in the College Park, MD area.*

**Fairfax Advocates for Better Bicycling**  
<http://www.fabb-bikes.org/>

*Advocacy Group for bicycling in Fairfax County, VA.*

**League of American Bicyclists**  
1612 K Street NW, Suite 800  
Washington, D.C. 20006  
(202) 822-1333  
[www.bikeleague.org](http://www.bikeleague.org)

*LAB is a national cycling advocacy group founded in 1880.*

**National Center for Bicycling and Walking**  
[www.bikewalk.org](http://www.bikewalk.org)

*A national advocacy group for walking and bicycling.*

**Metropolitan Washington Council of Governments**

777 North Capitol Street NE, Suite 300  
Washington, D.C. 20002  
(202) 962-3200

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

*Metropolitan planning organization. Offers ridematching and Guaranteed Ride Home services through its Commuter Connections program, publishes a Bike to Work Guide.*

**National Association of City Transportation Officials**  
[www.nacto.org/](http://www.nacto.org/)

*An association of big city transportation officials oriented towards “smart growth” principles.*

**National Complete Streets Coalition**  
[www.completestreets.org/](http://www.completestreets.org/)

*Advocacy group for “complete streets”, or provision of pedestrian and bicycle facilities as part of all transportation projects.*

**Pedestrian and Bicycle Information Center**  
[www.bicyclinginfo.org](http://www.bicyclinginfo.org)  
[www.walkinginfo.org](http://www.walkinginfo.org)

*National clearinghouse for information on walking and bicycling.*

**Ride the City**

[www.ridethecity.com/dc](http://www.ridethecity.com/dc)

*A bicycle route finding web site.*

**Safe Routes to School**

[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

*The Safe Routes to School programs enables community leaders, schools and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely walk and bicycle to school.*

**United States Access Board**

[www.access-board.gov](http://www.access-board.gov)

*A federal agency dedicated to design that is accessible to persons with disabilities.*

**Virginia Bicycling Federation**

[www.vabike.org](http://www.vabike.org)

*Advocacy group for Virginia bicycling.*

**WalkArlington**

[www.walkarlington.com](http://www.walkarlington.com)

*Arlington walking information.*

**Washington Area Bicyclist Association**

2599 Ontario Rd. NW

Washington, DC 20009 (202) 518-0524

[www.waba.org](http://www.waba.org)

*Advocacy group for cycling in the Washington region. Runs a pedestrian and bicycle safety education program.*

## Appendix G

### Glossary of Terms

BIKE-ON-RAIL PERMIT	Permit issued by the Washington Metropolitan Area Transit Authority permitting transportation of bicycles on Metrorail trains during night and weekend service periods. (no longer required)
BICYCLE LANE (BIKE LANE)	A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Consists of a 4'-6' lane in each direction, with bicycle traffic moving in the same direction as motorized traffic.
BICYCLE PATH (BIKE PATH)	A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way.
BICYCLE PARKING	An area dedicated and designed specifically for storing and locking a bicycle. Includes bicycle racks and bicycle lockers.
BICYCLE ROUTE (BIKE ROUTE)	A segment of a system of bikeways designated by the jurisdiction with appropriate directional and informational markers, with or without specific bicycle route numbers.
BIKE CORRAL	A bike corral transforms a standard parking lane or curbside zone into bike parking, typically by placing bike racks in the space, and using with flexiwands and curb stops to discourage conflicts with automobiles. Often used in areas with narrow and/or busy sidewalks.
BIKE SHARING	Short-term bicycle rental available at a network of unattended locations.
BIKE STATION	A staffed, enclosed bicycle parking facility, usually located at a transit center, which may offer such services as bicycle repair, rental, lockers, and showers.

BIKEWAY	Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
BUFFERED BIKE LANE	Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
COMPLETE STREETS	Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street
CYCLE TRACK (Protected Bike Lane)	A bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes.
CLASS I, II or III BIKEWAY	Terms sometimes used to describe different types of bicycle facilities. Class I is a shared-use path, Class II a bicycle lane, and Class III a shared roadway. However, Since there is some disagreement on the exact meaning of these terms, the AASHTO terms (listed above) should be used.
GREENWAY	A linear park or recreation facility of limited width, located along the length of an existing or former public utility or railroad right-of-way, or along a stream bed.
HIKER-BIKER TRAIL	A paved path designed for use by both pedestrians and bicyclists, which is completely separated from vehicular traffic.
METROPOLITAN STATISTICAL AREA	A core area containing a substantial population nucleus, together with adjacent communities having a high degree of social and economic integration with that core. Metropolitan statistical areas comprise one or more entire counties. They are used by the United States Census for the purpose of tabulating, enumerating and publishing data.
RAILS-TO-TRAILS CONSERVANCY	A national membership organization that works to facilitate the acquisition of abandoned railroad lines for use in creating bicycle and pedestrian trails and linear

parks.

RAIL-TRAIL	A Shared-Use Path, either paved or unpaved, built within the right-of-way of an existing or former railroad.
REGIONAL ACTIVITY CENTER	A set of locations within the National Capital Region Transportation Planning Board planning area identified by the Council of Government's Planning Director's Technical Advisory Committee as employment centers of regional significance. Five types of Regional Activity Center have been designated, with different employment and residential density criteria for each.
REGIONAL ACTIVITY CLUSTER	An employment center adjacent to a Regional Activity Center, with a lower density than a Regional Activity Center
ROAD DIET	A road diet is a technique whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements. An example of a road diet would be the conversion of two travel lanes in each direction to a 3-lane section with one travel lane in each direction, optional bicycle lanes, and a two-way turn lane in the middle.
SHARED ROADWAY	A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.
SHARED-USE PATH	A bikeway, at least 8' in width, physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Also called a multi-use path.
SHARROW	A shared-lane marking or sharrow is a street marking used to indicate the recommended position and direction of travel for the bicyclist.
SIDE-PATH	A shared-used path built within the right-of-way of a non limited-access highway.
SIDEWALK	The portion of a street or highway right-of-way, at least 4' in width, designed for preferential or exclusive use by pedestrians.

SIGNED SHARED ROADWAY	A shared roadway that has been designated as a preferred route for bicycle use using warning, directional, and informational signage.
TRAFFIC CALMING	<b>Traffic calming is a way to design streets, using physical measures, to encourage people to drive more slowly.</b>
TRAVELED WAY	The portion of a roadway for the movement of vehicles, exclusive of shoulders.
UNIFORM VEHICLE CODE	The standards for traffic regulations recommended for adoption by state and local jurisdictions, as prepared by the National Committee on Uniform Traffic Laws and Ordinances.
WASHINGTON AREA BICYCLIST ASSOCIATION	A regional membership organization devoted to improving bicycling opportunities and promoting bicycle usage in the metropolitan Washington area.



## Appendix H

### Glossary of Acronyms

AASHTO	American Association of Highway Transportation Officials
ADA	Americans with Disabilities Act
AFA	Access for All Advisory Committee
CLRP	Financially Constrained Long-Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COG	Metropolitan Washington Council of Governments
DDOT	District of Columbia Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTA	Maryland Transit Administration
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NCPC	National Capital Planning Commission
NVTC	Northern Virginia Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users
MDSHA	Maryland State Highway Administration
SOV	Single-Occupant Vehicle
SRTS	Safe Routes to School
TCSP	Transportation and Community and System Preservation Pilot Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPB	National Capital Region Transportation Planning Board
US DOT	U.S. Department of Transportation
VDOT	Virginia Department of Transportation
VMT	Vehicle-Miles Traveled
WABA	Washington Area Bicyclist Association
WMATA	Washington Metropolitan Area Transit Authority

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# Appendix I

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# **Item 9: Update on the Bicycle and Pedestrian Plan for the National Capital Region**

Michael Farrell  
DTP

Presentation to the  
National Capital Region Transportation Planning Board

January 21st, 2015

# Changes Since December Briefing

- TPB was briefed on the draft Plan on December 17<sup>th</sup>
- Comments received
  - From TPB, TPB Technical Committee, Citizens Advisory Committee, and a number of other jurisdictions and agencies.
  - Technical corrections made
- On-line Interactive Map & Visualization Under Development

Bicycle and Pedestrian Plan for the National Capital Region



DRAFT January 14, 2015

National Capital Region Transportation Planning Board



# Today

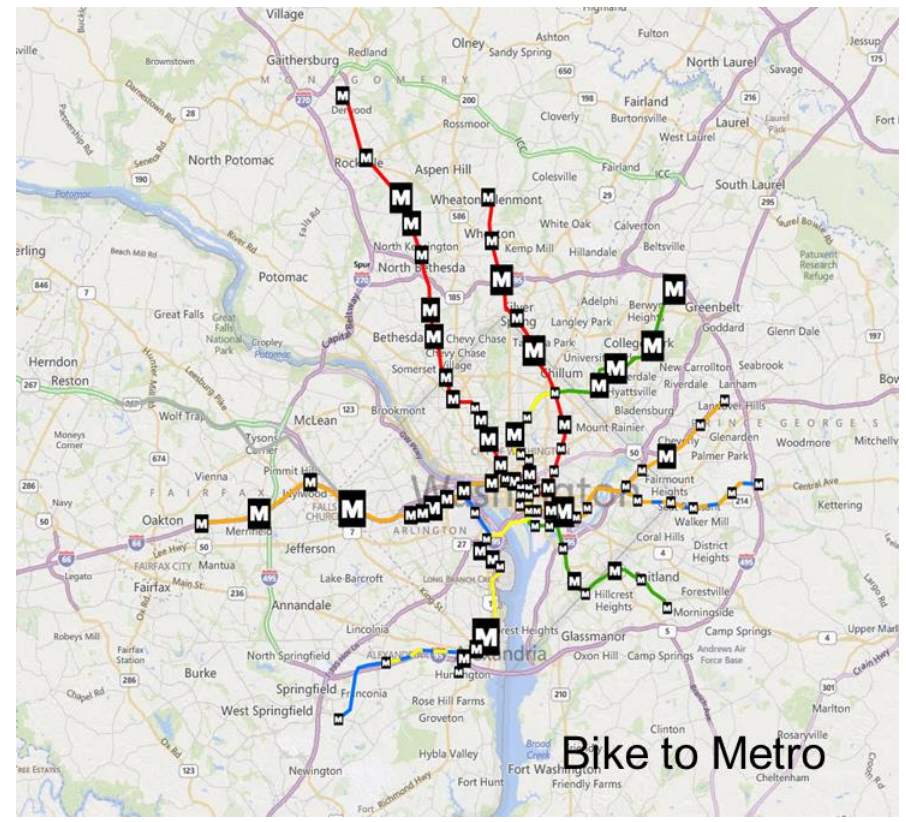
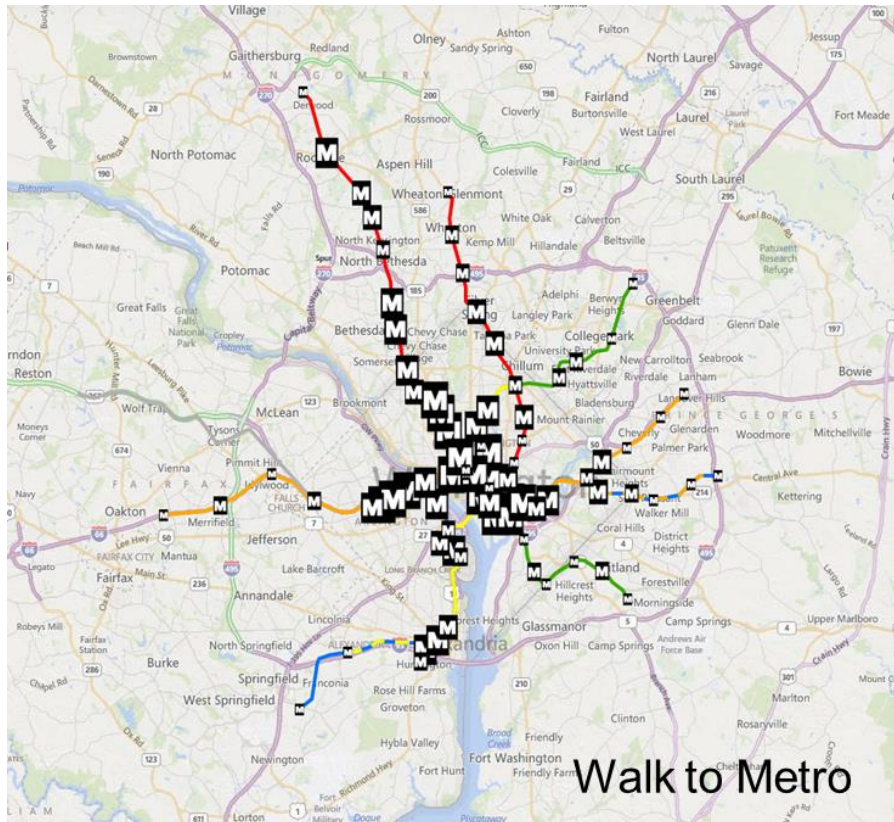
Request that TPB adopt the revised Bicycle and Pedestrian Plan for the National Capital Region

# On-Line Mapping and Visualization of the Plan

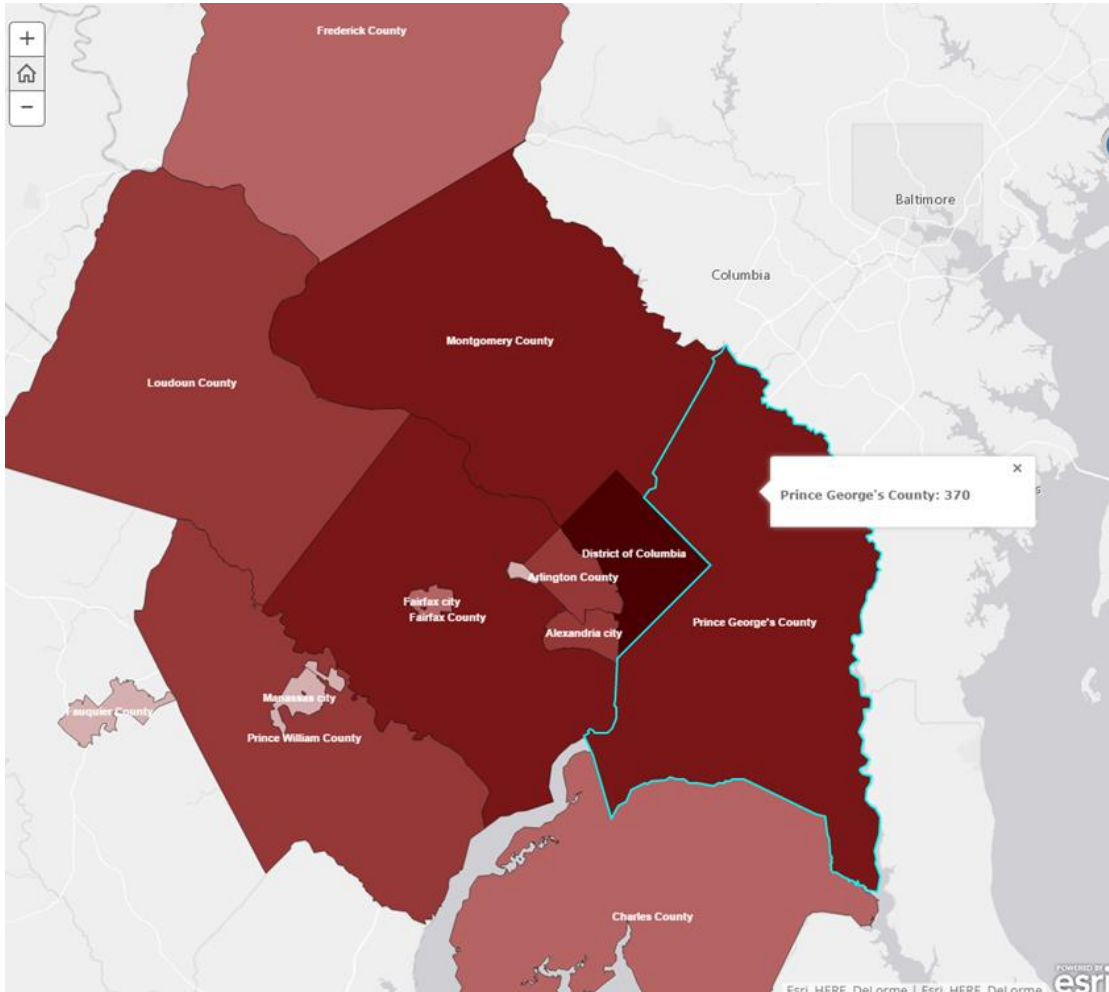
- GIS-based Maps
  - Convey information from the plan Interactively
    - State, Jurisdictional, and Agency Plans
    - Bicycle and Pedestrian Projects
      - » Linked to the project database
    - Mode share
    - Bike counts
    - Safety
- Include relevant features from other programs
  - US Census Explorer
  - Capital Bikeshare
  - Street Smart

# On-Line Mapping and Visualization of the Plan

## Examples: Access to Metro



# Pedestrian Injuries in 2012

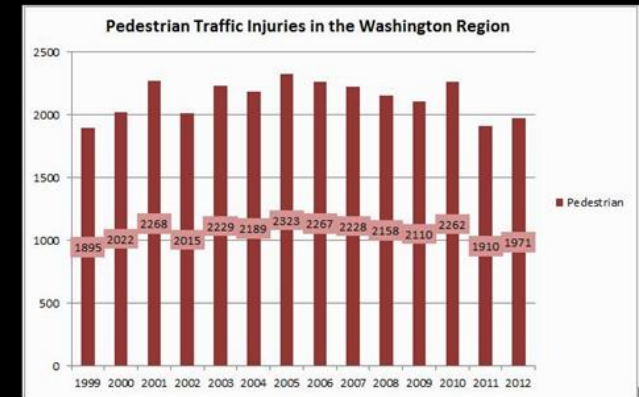


TPB Bicycle & Pedestrian Subcommittee  
 2014 Bicycle and Pedestrian Plan  
 For the National Capital Region



## Pedestrians Injuries: by jurisdiction

Pedestrian injuries exact a steep toll as well. Of the approximately 3000 persons hit by motor vehicles every year in the region, 90% suffer some sort of injury. Approximately 500 injured pedestrians every year require more than 24 hours of hospitalization, which at an average cost of about \$25,000 leads to more than \$12 million in hospitalization charges alone. This is probably only a fraction of the total financial costs, which would include costs for those hospitalized for less than 24 hours, further medical care, disability, and lost time at work. Many of the people being hit can ill afford such a setback.



Source: Bicycle and Pedestrian Plan 2014; Northern Virginia Injury Prevention Prevention Center, INOVA Regional Trauma Center (2005). *Pedestrian Injury in the Washington, D.C. metropolitan Region*

## Bicyclist Injuries: by jurisdiction

After many years of stability, bicycling injuries jumped from 687 in 2010, to 902 in 2012. The increase in bicycling injuries is likely related to the rapid increase in bicycling in the urban core jurisdictions. Bicycling is increasing faster than bicycling injuries, so the estimated injury rate per trip has declined.

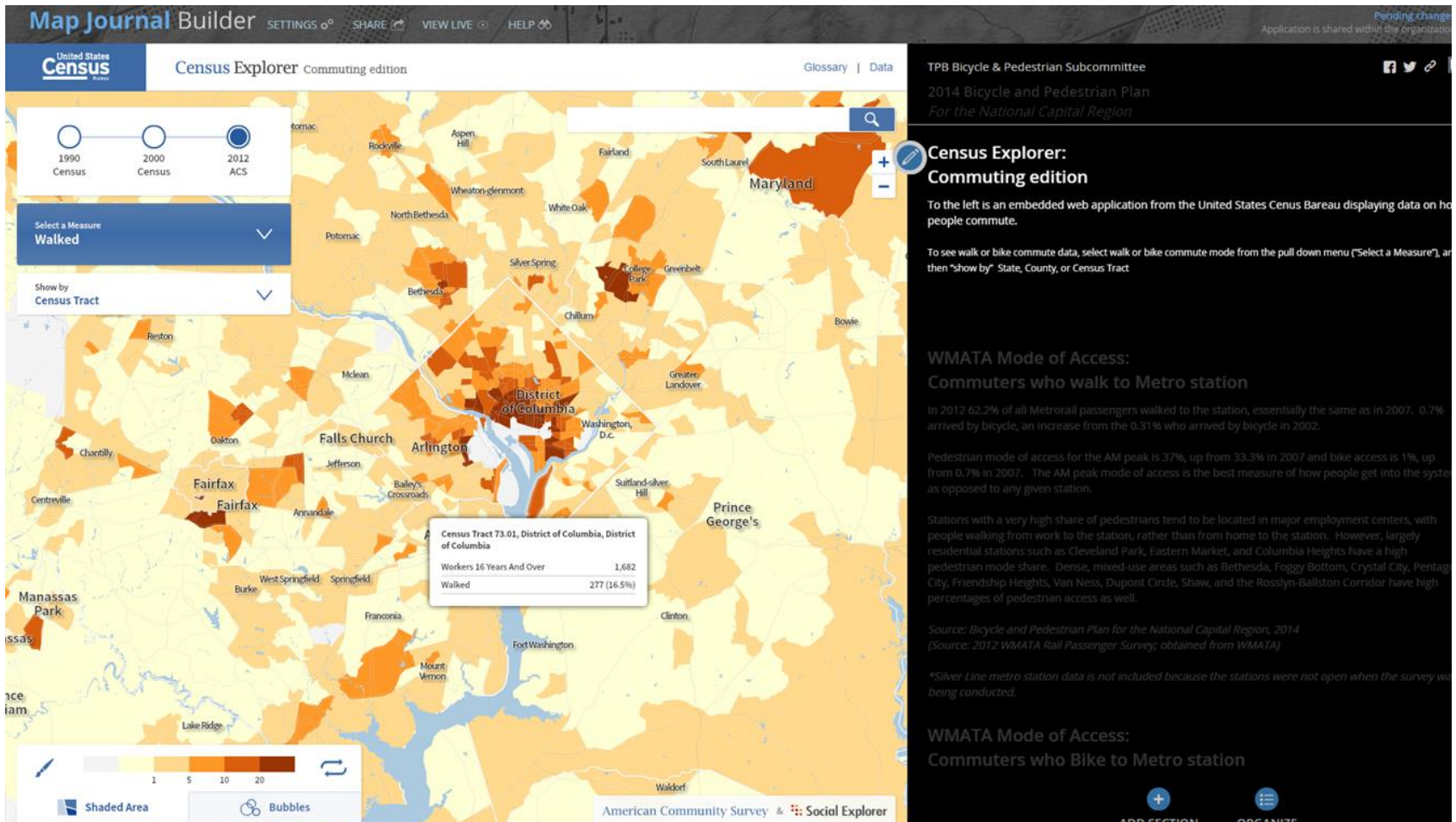


ADD SECTION

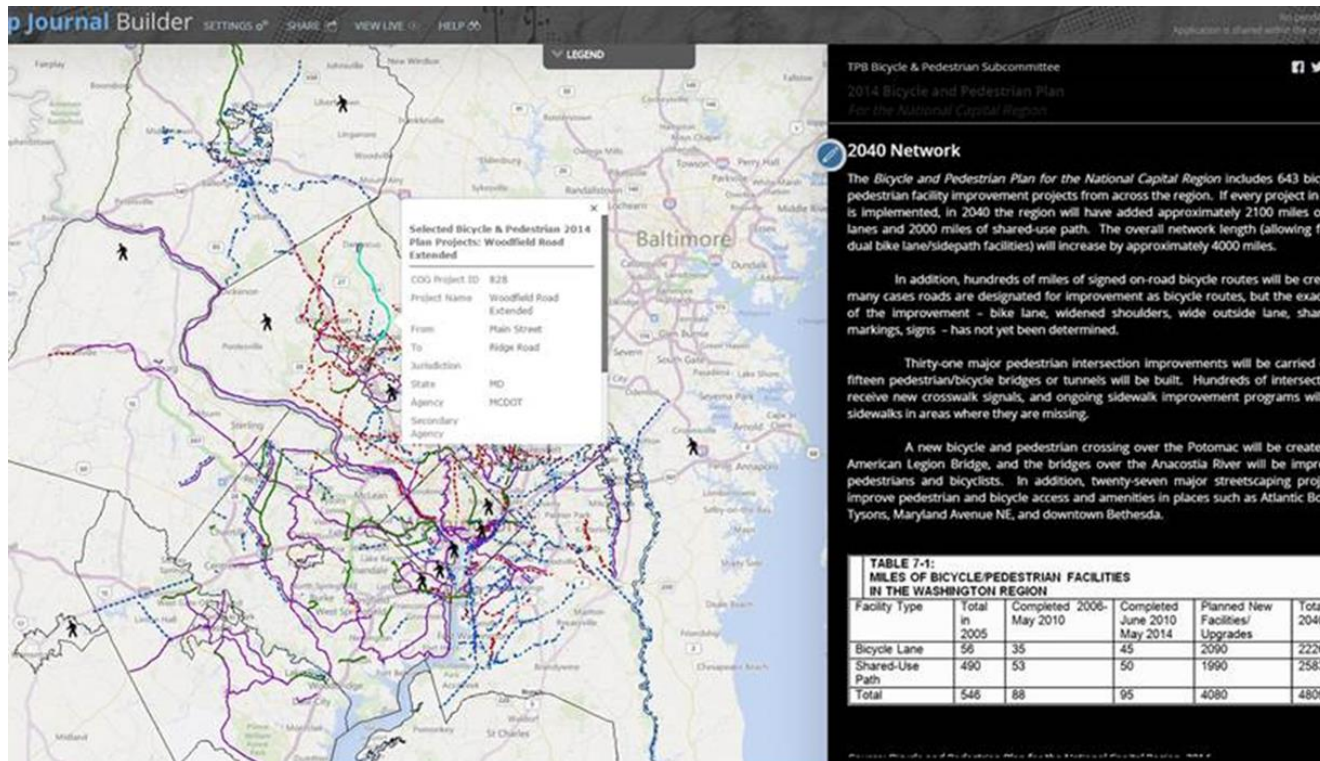


ORGANIZE

# Census Explorer: Mode Share by Census Tract



# 2040 Network



# Ongoing

- **Maintain and Enhance the On-Line Mapping and Visualization**
  - Maps linked to project database
  - Other information can be added
  - More accessible to the public
  - Updates as information becomes available
- **Full Project Database Update**
  - Every 2 years
- **Plan Update**
  - Every 4 years

# Bicycle and Pedestrian Planning Activities Upcoming in 2015

- Bicycle Beltway Work Group
  - Identify a circumferential bicycle route or routes around the Washington region
- National Park Service Regional Trails Plan
- Hold two or more training workshops
  - at least one on pedestrian issues
- Identify a short list of top priority unfunded bicycle or pedestrian projects



# Thank You



1/21/2015

**ITEM 10 - Action**  
January 21, 2015

Approval of CY 2014 Projects for Funding Under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program and an Amendment of the FY 2015-2020 Transportation Improvement Program (TIP) to Include the Projects

**Staff**

**Recommendation:** Receive briefing on the recommended projects for funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility program.

Adopt Resolution R13-2015 to approve the projects for funding and to amend the FY2015-2020 TIP to include the projects.

**Issues:** None

**Background:** COG/TPB is the designated recipient for the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. To prepare for the implementation of the Enhanced Mobility program, the TPB adopted an Update to the Coordinated Human Service Transportation Plan on November 19, 2014. The Coordinated Plan includes the competitive selection process for Enhanced Mobility grants. A grant solicitation was conducted from August 28 to October 24, 2014. A selection committee, chaired by Mr. Lovain, reviewed the grant applications and recommended projects to be presented to the TPB for funding approval.



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

**RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE SECTION  
5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES  
PROGRAM OF THE FEDERAL TRANSIT ADMINISTRATION (FTA) FOR CY 2014  
AND TO AMEND THE FY2015- 2020 TIP TO INCLUDE THE PROJECTS**

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

**WHEREAS**, MAP-21 created the Enhanced Mobility program which provides capital and operating grants to eligible subrecipients to “improve mobility for seniors and individuals with disabilities ... by removing barriers to transportation services and expanding the transportation mobility options available”;

**WHEREAS**, under MAP-21, projects funded by the Enhanced Mobility program must respond to strategies in a “locally developed, coordinated public transit-human services transportation plan”; and

**WHEREAS**, the TPB created the Human Services Transportation Coordination Task Force in July 2006 to oversee the development of a Coordinated Human Service Transportation Plan (“Coordinated Plan”) and a competitive selection process for the SAFETEA-LU Job Access and Reverse Commute (JARC) and New Freedom programs;

**WHEREAS**, in June 2013 the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated COG, as the administrative agent for the TPB, the recipient of the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area; and

**WHEREAS**, the Task Force oversaw the update to the Coordinated Plan to prepare for the implementation of the Enhanced Mobility program and approved the update in May 2014;

**WHEREAS**, the Task force includes representatives from public, private and non-profit transportation and human services providers, as well as members of the public who provided insight into local transportation needs and strategies for improvement; and

**WHEREAS**, the Coordinated Plan also includes the selection criteria to be used in the selection of Enhanced Mobility projects; and

**WHEREAS**, the TPB adopted an Update to the Coordinated Human Service Transportation Plan at its regular meeting on November 19, 2014 (R9-2015); and

**WHEREAS**, a solicitation for Enhanced Mobility grant applications was conducted from August 28 to October 24, 2014, during which approximately 1,200 organizations and agencies received an announcement of the grant opportunity; and

**WHEREAS**, four pre-application conferences were conducted during the solicitation period for interested organizations and agencies to receive technical assistance on the application process and FTA requirements; and

**WHEREAS**, a selection committee comprised of local and national experts in transportation and human services familiar with special needs populations, met in November and December 2014 to review the applications and evaluate them against the selection criteria; and

**WHEREAS**, the selection committee recommended funding nine projects described in the attached memorandum; and

**WHEREAS**, the attached FY2015-2020 TIP amendment includes the project information for these projects;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the nine projects for funding described in the attached memorandum and TIP amendment under the Section 5310 Enhanced Mobility program of the Federal Transit Administration and amends the FY2015-2020 TIP to include the projects.



# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Timothy Lovain, Selection Committee Chair  
TPB 1<sup>st</sup> Vice Chair  
Human Service Transportation Coordination Task Force Chair

**SUBJECT:** Funding Recommendations for the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program

**DATE:** January 15, 2015

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I am pleased to present to the TPB for approval nine endorsed grant recommendations for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities program of the Federal Transit Administration (FTA). These grant recommendations are the result of deliberations of an independent Selection Committee, which I chaired. The TPB Officers concurred with these recommendations for presentation to and approval by the TPB at the January 21, 2015 meeting.

The Enhanced Mobility program provides funding for transportation for people with disabilities and older adults. The Enhanced Mobility Program is a new program under MAP-21, and is a combination of the old Section 5310 vehicle purchase program and the New Freedom program. The federal funds must be matched: 20 percent for capital or mobility management and 50 percent for operating projects.

The TPB issued a solicitation for Enhanced Mobility on August 28, 2014 with a deadline in late October. Approximately 1,200 organizations received notice of the available grant funding. At the conclusion of the solicitation, 11 complete applications were submitted. The recommendations provided in his memorandum would fund 8 out of the 11. Additionally, the Selection Committee recommends awarding a block grant to the Maryland Transit Administration to support vehicle purchase for non-profits serving the Maryland portions of the [Washington DC-VA-MD Urbanized Area](#). The remaining three applications not recommended for Enhanced Mobility funding have unspent funds from existing Job Access Reverse Commute (JARC) or New Freedom grants for the same purpose. These applicants will receive a letter with recommendations for expending the available funds as well as ways to improve their applications for the next Enhanced Mobility Solicitation. Applicants will be offered a debrief about their application with TPB staff.

This round of awards would expend a little more than half of the \$5,070,000 available in FY13 and FY14 federal Enhanced Mobility funds available for the 2014 solicitation. With the TPB approval of these grant recommendations, all of the FY13 funds and a portion of the FY14 funds would be expended in the amount of approximately \$2.69 million. The remaining \$2.38 million will be available to applicants in the next Enhanced Mobility solicitation which is scheduled to occur between August and October 2015.

The funding recommendations are summarized below. Additional information on the projects and the selection process are provided in the Background section of this memorandum.

1. **Columbia Lighthouse for the Blind**

**Project:** Audible maps of key Metrorail stations for people with visual impairments

**Geographic Focus:** Regional

**Federal:** \$200,000 **Total:** \$250,000

2. **Northern Virginia Mobility Access Project**

**Project:** Fairfax County will lead a multi-jurisdictional mobility management effort to coordinate services in Northern VA and train neighborhood groups to provide travel navigation support

**Geographic Focus:** Arlington, Fairfax and Loudoun Counties, and the City of Alexandria

**Federal:** \$540,000 **Total:** \$675,000

3. **Jewish Council for the Aging**

**Project:** Strengthen the “Connect-a-Ride” transportation information program with an improved database and a bi-lingual mobility specialist

**Geographic Focus:** Primarily Montgomery County, but services available in Prince George’s, Fairfax and Arlington Counties and D.C.

**Federal:** \$178,862 **Total:** \$223,577

4. **Montgomery County Department of Health and Human Services**

**Project:** Increase coordination between the transportation and human service agencies within the County; Outreach and marketing about existing transportation services and volunteer driver recruitment

**Geographic Focus:** Montgomery County, MD

**Federal:** \$138,902 **Total:** \$196,247

5. **Yellow Transportation LLC**

**Project:** 7 Wheelchair Accessible Taxis available to the general public with priority to customers in wheelchairs

**Geographic Focus:** D.C.

**Federal:** \$235,900 **Total:** \$297,500

6,7,8. **Virginia Department of Rail and Public Transportation (DRPT)**

**Project:** Three applications from Northern Virginia were combined into a single block grant to be awarded to the Virginia Department of Rail and Public Transportation (DRPT) for administration purposes. Vehicle purchase for three non-profits primarily serving people with intellectual disabilities in Northern Virginia: ECHO (Loudoun), Arc of Greater Prince William County and Fairfax County Human Services Transportation

**Geographic Focus:** Fairfax, Loudoun and Prince William Counties

**Federal:** \$700,000 **Total:** \$875,000

**Additional Recommendation: Supplemental Agreement**

9. **Maryland Transit Administration**

**Project:** A block grant for vehicle purchase for Suburban MD non-profits serving the Washington DC-VA-MD Urbanized Area; non-profit agencies will apply directly to MTA

**Geographic Focus:** Montgomery and Prince George's Counties, portions of Charles and Frederick Counties

**Federal:** \$700,000 **Total:** \$875,000

**Next Steps**

The TPB would conduct another solicitation for the remaining \$2.38 million in Federal Enhanced Mobility funds between August and October 2015. The TPB's Human Service Transportation Coordination Task Force will develop priority projects for the 2015 solicitation, as was done for this year.



## **Background Information: Funding Recommendations for Enhanced Mobility Program**

The following section provides information about the framework the Enhanced Mobility selection process is built upon and additional detail about the process and grant recommendations.

### **Previous Experience with JARC and New Freedom**

Since 2006 the TPB has served as the Designated Recipient for the Job Access Reverse Commute (JARC) and New Freedom programs. The TPB has conducted seven solicitations and awarded 66 JARC and new Freedom grants totaling over \$25 million in Federal and matching funds. These grants included travel training on how to use the bus and rail system, wheelchair-accessible taxis, low-interest car loan programs, reverse commute bus services and door-through-door transportation services. A complete list of the 66 grants awarded between 2007 and 2013 is available [here](#). Of the 66 projects, 28 are not yet complete, with approximately \$6.3 out of the \$25 million yet to be expended. TPB staff will continue to manage these remaining 28 grants. The TPB's experience with JARC and New Freedom were used to update the federally required Coordinated Human Service Transportation Plan ("Coordinated Plan") and support the first Enhanced Mobility Program solicitation and selection process.

### **Enhanced Mobility Program**

MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) made significant changes to the JARC and New Freedom programs: it eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities". The Enhanced Mobility program is an entirely new program, with additional requirements than the JARC or New Freedom programs. The Enhanced Mobility program provides funding for transportation for people with disabilities and older adults, beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Federal rules require that at least 55% of the Enhanced Mobility funds be spent on Capital projects for non-profit agencies. The federal funds must be matched: 20 percent for capital or mobility management projects and 50 percent for operating projects.

COG/TPB was designated by the Governor of Maryland, Virginia and the Mayor of the District of Columbia to serve as the recipient of the new Section 5310 Enhanced Mobility program in 2013.

### **Coordinated Plan Adopted by the TPB in November**

The Human Service Transportation Coordination Task Force was established by the TPB in July 2006 to oversee the development of the Coordinated Human Service Transportation Plan ("Coordinated Plan"). TPB member Tim Lovain chairs the Task Force which includes local jurisdictional

representation from human service and transportation agencies, transit providers and consumers with disabilities and older adults. The six selection criteria from the Coordinated Plan were used to score and rank applications; a copy of the selection criteria is attached. The Coordinated Plan was recently updated and approved by the TPB on November 19, 2014.

The updated Coordinated Plan, in response to the FTA guidelines under MAP-21, put more emphasis on multiple agencies and jurisdictions working together to coordinate programs that provide transportation for people with disabilities and older adults. The Coordinated Plan also included priority projects, listed below, as the types of projects that the Task Force identified as having the greatest potential to help the greatest number of people. Most of applications recommended for funding responded to the call for greater coordination, and all addressed one or more of the priority projects.

### **2014 Solicitation for Enhanced Mobility Projects**

The first TPB solicitation for Enhanced Mobility funds was conducted from August 28 through October 24, 2014. The Human Service Transportation Coordination Task Force identified the following twelve priorities for the update for the Coordinated Plan and the 2014 solicitation. Applicants could submit proposals that did not address the priorities, and the proposals that did respond to these priorities did not receive extra points when scored.

1. Mobility Manager Positions at the Local Government Level
2. Challenge Grant for Coordinated Planning Efforts
3. Personal Mobility Counseling Services
4. Travel Training
5. Door-through-Door or Escorted Transportation Service
6. Expanded and On-Going Sensitivity and Customer Service Training for Taxi, Bus & Paratransit Drivers
7. Shuttle or Taxi Service to Bus Stops and Rail Stations
8. Bus Stop and Sidewalk Improvements
9. Deviated or Feeder Service for Targeted Area or Population Groups
10. Pilot Programs that Expand the Use of Taxis for Medical Trips
11. Volunteer Driver Programs
12. Tailored Transportation Service for Clients of Human Service Agencies

Approximately 1,200 organizations or agencies received an announcement of the availability of grant funds. TPB staff conducted four pre-application conferences for interested applicants and provided an overview of the online application, project eligibility and Federal requirements. Conferences were held in Tysons Corner, Silver Spring and at COG. Over 20 different organizations and agencies attended. At the conclusion of the solicitation period, 11 complete applications were received for Enhanced Mobility funding.

## Selection Committee and Selection Process

Tim Lovain chaired the Selection Committee, which was comprised of six people from national and local organizations representing aging, disability, transit and human service transportation coordination. The Selection Committee members were:

1. Cynthia Porter-Johnson, Potomac and Rappahannock Transportation Commission (PRTC); Prince William County, VA
2. Mac Ramsey, Arc of Prince George’s County, MD
3. Spring Worth, District of Columbia Department of Transportation,
4. Sheryl Gross-Glaser, Community Transportation Association of America, National Resource Center for Human Service Transportation Coordination
5. Brian Footer, District of Columbia Office on Aging
6. Kathy Porter, Former TPB and Task Force Chair, WMATA board member, former Mayor of Takoma Park

Each member reviewed and scored the applications using the TPB-approved selection criteria (attached). The Selection Committee convened twice, once in person and once via conference call, and after a thoughtful and deliberative process, made the following recommendations. All of the recommended projects address one or more of the priority projects. The chart at the back of the memo describes the applications that are not recommended for funding.

## Funding Recommendations

The following projects were recommended for funding by the Enhanced Mobility Selection Committee.

- 1. Columbia Lighthouse for the Blind: Audible Maps Project:** This is a continuation of a pilot mapping project which will provide detailed narrative and audio mapping routes in to and out of key Metrorail stations for people with impairments requiring extra assistance to navigate Metrorail. The project uses Click & Go Technology (searchable text and low vision map database) and the funding would allow the completion of three to four Metrorail stations. The project was scaled down to allow the applicant to demonstrate success and results from the existing New Freedom grant for audible maps of 11 Metrorail stations. The project serves the entire region.

Recommended	
Federal Funds	\$200,00
Required Match	\$ 50,000
Total Project	\$250,000

**2. Northern Virginia Mobility Access Project:** Fairfax County will lead a multi-jurisdictional mobility management effort to coordinate services in Northern Virginia to increase transportation options and reduce barriers to access for older adults and people with disabilities. Neighborhood groups will be trained on how to provide travel navigation support. Recommendation is scaled up from original request with confirmed match from Loudoun County. The project includes Arlington, Loudoun and Fairfax Counties and the City of Alexandria in Virginia.

Recommended	
Federal Funds	\$540,000
Required Match	\$135,000
Total Project	\$675,000

**3. Jewish Council for the Aging:** Funding to increase capacity for Mobility Management Programs through a new Information & Assistance transportation provider database sponsored Connect-a-Ride, hiring of a bilingual mobility information specialist and additional staff to conduct travel trainings and outreach programs throughout the region. Recommendation is scaled down to accommodate flexibility in purchase price of database. Project serves primarily Montgomery County but would also serve Prince George’s County in Maryland, Fairfax and Arlington Counties in Virginia, and the District of Columbia.

Recommended	
Federal Funds	\$178,862
Required Match	\$ 44,715
Total Project	\$223,577

**4. Montgomery County Department of Health and Human Services:** Funding to support mobility management efforts already began by the county, and increase the visibility of existing specialized transportation resources through targeted outreach and marketing. The project also includes focused recruitment of volunteer drivers to supplement existing volunteer driver programs in the County. The project serves Montgomery County.

Recommended	
Federal Funds	\$138,902
Required Match	\$ 57,345
Total Project	\$196,247

**5. Yellow Transportation LLC:** Funding for the purchase of 7 wheelchair accessible cabs to expand rollDC. rollDC, sponsored by the TPB, is a pilot project funded under a New Freedom grant that brought 20 wheelchair accessible cabs to D.C. for the first time. Taxis are available to the general public with priority to customers in wheelchairs. Since the service was launched in 2011, the demand for the service has been steadily increasing. The project serves the District of Columbia.

Recommended	
Federal Funds	\$235,900
Required Match	\$ 61,600
Total Project	\$297,500

**6,7,8. Virginia Department of Rail and Public Transportation (DRPT) :** Three applications from Northern Virginia were combined into a single block grant to be awarded to the Virginia Department of Rail and Public Transportation for administration purposes. The three applications are for vehicle purchase to provide transportation to clients participating in agency programs for people with intellectual disabilities. Recommended projects are ECHO Works (3 vehicles) in Loudoun County, Fairfax County Human Services Transportation (5 vehicles) and Arc of Greater Prince William County, Inc. (7 vehicles). COG and DRPT would enter into a Supplemental Agreement for the funding recommendation below.

Recommended	
Federal Funds	\$ 700,000
Required Match	\$ 175,000
Total Project	\$ 875,000

**Additional Recommendation: Supplemental Agreement**

**9. Maryland Transit Administration (MTA):** A block grant would be given to MTA to support non-profit agency vehicle needs serving Montgomery and Prince George’s Counties, and portions of Frederick and Charles County in the Washington D.C.-VA-MD Urbanized Area. Non-profit agencies would apply through MTA, as was done under the previous 5310 program. COG and MTA would enter into a Supplemental Agreement for the funding recommendation below.

Recommended	
Federal Funds	\$ 700,000
Required Match	\$ 175,000
Total Project	\$ 875,000

### ***Supplemental Agreements Provide Continuity for Non-Profit Agencies***

To provide continuity to non-profit agencies accustomed to obtaining vehicles under the old Section 5310 program through their respective State agency, arrangements with the Maryland Transit Administration (MTA) and the Virginia Department of Rail and Public Transportation (DRPT) were developed. The District Department of Transportation (DDOT) was offered funds for vehicle procurement for non-profit agencies, but chose not to participate in such an arrangement because DDOT still has previous Section 5310 funds remaining to continue vehicle support.

Due to differing solicitation timeframes, the arrangements with MTA and DRPT differ somewhat. Applicants have been recommended in Northern Virginia because non-profits applied through COG/TPB, as the block grant arrangement had not yet been confirmed. MTA will conduct the solicitation and selection of non-profits serving the Maryland portions of the [Washington DC-VA-MD Urbanized Area](#) because an arrangement was in place before the TPB solicitation.

The Supplemental Agreements also help COG/ TPB meet the Federal requirement that 55% of the Enhanced Mobility funds be spent on capital projects for non-profit agencies.

### **Applications Not Recommended for Funding**

The following table shows that three out of the eleven applications were not recommended for funding and one was recommended for partial funding (Columbia Lighthouse for the Blind). The Selection Committee rationale for not funding the other applications includes:

- The applicant has an existing JARC or New Freedom grant for a similar project with at least nine months of funding remaining;
- The Selection Committee was concerned about providing additional funds when the results of the current project have not been realized;
- Applications were low-scoring and need to be strengthened based on lessons learned from the existing grant and ensure project objectives are consistent with Enhanced Mobility program goals.

**Applications Not Recommended for Funding**

<b>Applicant</b>	<b>Geographic Focus</b>	<b>Proposed Project</b>	<b>Proposed Activity</b>	<b>Federal Funds Requested</b>
Boat People SOS, Inc.	Northern Virginia	Senior Transportation	Travel training and navigation services for Vietnamese older adults	\$195,460
Columbia Lighthouse for the Blind	Located in MD but serves the region	Travel Training and Maps for All People	Travel Training, Orientation & Mobility Internships and Audible Maps. Audible Maps portion of application partially funded.	\$823,293
Columbia Lighthouse for the Blind:	Located in MD but serves the region	Children's Enhanced Mobility	Purchase van transportation to provide service to select special events for youth who are visually impaired	\$71,429
The Arc of Northern Virginia	Northern Virginia	Travel Training in Northern Virginia	Train the Travel Trainer Program offered to staff in four Public School districts to provide travel training to students with intellectual disabilities	\$300,002



## Enhanced Mobility of Seniors and Individuals with Disabilities Program - Selection Criteria

Criterion	Description	Maximum Points
<b>1. Responsiveness to strategies in the Coordinated Plan</b>	In addition to how well the application responds to the strategies, points will be awarded based on how many strategies in the Coordinated Plan the project application addresses.	20
<b>2. Coordination Among Agencies</b>	Coordination can include providing service to clients of multiple agencies, coordinated purchasing, joint project planning and operation.	25
<b>3. Institutional Capacity to Manage and Administer an FTA Grant</b>	This criterion considers the availability of sufficient management, staff and resources to implement an FTA grant, and stable and sufficient sources of funds to provide required match.	20
<b>4. Project Feasibility</b>	Proposed activities that are consistent with the objectives of funding, applications that clearly spell out how a project will be implemented with defined roles and responsibilities, and include an action plan with milestones and timelines.	15
<b>5. Regional Need</b>	Projects that serve more than one jurisdiction will be awarded more points than a project that includes only one jurisdiction.	10
<b>6. Customer Focus</b>	To what extent does the applicant demonstrate an awareness of the needs of a targeted population group and how will customers be involved in the development and implementation of the proposed activity.	10
<b>Total Maximum Points</b>		<b>100</b>



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>Human Service Transportation Coordination</b>									
<b>Enhanced Mobility of Seniors and Individuals with Disabilities</b>									
TIP ID: 6366	Agency ID:	Title: <b>Enhanced Mobility of Seniors and Individuals with Disabilities</b>						Complete:	

Facility:	Sect. 5310	100/0/0	5,638 e	2,805 e	2,832 e	2,832 e	2,832 e	2,832 e	2,832 e	16,965
From:										
To:	<b>Total Funds: 16,965</b>									

Description: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

These funds are for the Washington DC-MD-VA Urbanized Area.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Columbia Lighthouse for the Blind	Audible maps of key Metrorail stations for people with visual impairments.	\$250	\$200	Regional
Montgomery County Department of Health and Human Services (Capital)	Increase coordination between the transportation and human service agencies within the County; outreach and marketing about existing transportation services.	\$136	\$109	Montgomery County, MD
Montgomery County Department of Health and Human Services (Operating)	Outreach and marketing for volunteer driver recruitment and background checks for volunteers.	\$60	\$30	Montgomery County, MD
Yellow Transportation LLC	Seven Wheelchair Accessible Taxis available to the general public with priority to customers in wheelchairs.	\$298	\$236	DC
Virginia Department of Rail and Public Transportation (DRPT)	Vehicle purchase for three non-profits primarily serving people with intellectual disabilities in Northern Virginia: ECHO (Loudon), Arc of Greater Prince William County and Fairfax County Human Services Transportation.	\$875	\$700	VA
Maryland Transit Administration (MTA)	A block grant for vehicle purchase for Suburban MD non-profits serving the Washington DC-VA-MD Urbanized Area; non-profit agencies will apply directly to MTA	\$875	\$700	MD
Northern Virginia Mobility Access Project	Fairfax County will lead a multi-jurisdictional mobility management effort to coordinate services in Northern Virginia and train neighborhood groups to provide travel navigation support.	\$675	\$540	Arlington, Fairfax and Loudon Counties, City of Alexandria
Jewish Council for the Aging	Strengthen the "Connect-a-Ride" transportation information program with an improved database and a bi-lingual mobility specialist.	\$224	\$179	Primarily Montgomery County, but services available in Prince George's, Fairfax and Arlington Counties and D.C.

<b>Amendment: Update Funding and Project Description</b>	<b>Requested on: 1/21/2015</b>
Reprogram FY 2015 to include \$2.693 million in Section 5310 funding carried over from FY 2013 and 2014 combined. Modify project description to include 2014 sub-recipients.	



# National Capital Region Transportation Planning Board

## Approval of Enhanced Mobility Projects and Amendment to the TIP

Item 10

January 21,  
2015





# 2014 Solicitation Details

- **Solicitation Details**

- August 28 through October 24
- New Web-based application
- Federal Funding Available: \$5.07 million
- Matching Funds required (20% capital; 50% operating)

- **Outreach**

- Approximately 1,200 organizations received notice
- Four pre-application conferences
  - 1 in MD, 1 in VA, 2 in DC



# Recommended Projects

## 1. Columbia Lighthouse for the Blind:

Audible maps of key Metrorail stations for people with visual impairments

Recommended Funding	
Federal Funds	\$200,000
Required Match	\$50,000
Total Project	\$250,000

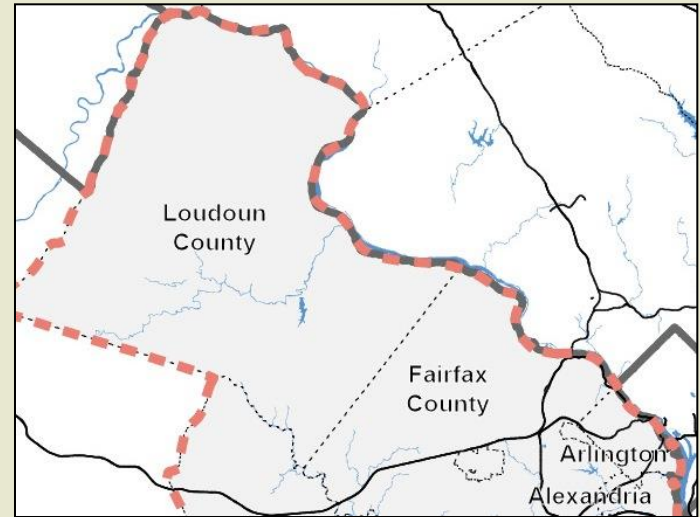




# Recommended Projects

## 2. Northern Virginia Mobility Access Project

Fairfax County will lead a multi-jurisdictional effort to increase local collaboration and coordinate services; and train neighborhood groups to provide travel support. Includes Arlington, Fairfax and Loudoun Counties, and the City of Alexandria



Recommended Funding	
Federal Funds	\$540,000
Required Match	\$135,000
Total Project	\$675,000



# Recommended Projects

## 3. Jewish Council for the Aging

Strengthen the “Connect-a-Ride” transportation information program with an improved database and a bi-lingual mobility specialist. Serves Primarily Montgomery County but also Prince George’s, Fairfax and Arlington and D.C.



Recommended Funding	
Federal Funds	\$178,862
Required Match	\$44,715
Total Project	\$223,577



# Recommended Projects

## 4. Montgomery County Dept. of Health & Human Services

Increase coordination between the transportation and human service agencies within the County; Outreach and marketing about existing transportation services and volunteer driver recruitment

Recommended Funding	
Federal Funds	\$138,902
Required Match	\$57,345
Total Project	\$196,247





# Recommended Projects

## 5. Yellow Cab of D.C.

7 wheelchair accessible taxis to expand the rollDC fleet; taxis are available to the general public with priority to customers in wheelchairs

Recommended	
Federal Funds	\$235,900
Required Match	\$ 61,600
Total Project	\$297,500







# Recommended Projects

## 6,7,8. Virginia Department of Rail and Public Transportation (DRPT):

Block grant for administration of vehicle purchase for three non-profits primarily serving people with intellectual disabilities in Northern Virginia: ECHO (Loudoun County), Arc of Greater Prince William County and Fairfax County Human Services Transportation

Recommended Funding	
Federal Funds	\$700,000
Required Match	\$175,000
Total Project	\$875,000



# Recommended Projects

## 9. Maryland Transit Administration (MTA):

Block grant for vehicle purchase for MD non-profits serving the Washington DC-VA-MD Urbanized Area: non-profit agencies will apply directly to MTA

Recommended Funding	
Federal Funds	\$700,000
Required Match	\$175,000
Total Project	\$875,000



# Next Steps

- Task Force develops priority projects for next solicitation
- Next Solicitation between August and October 2015



# Questions?

## **ITEM 11 - Information**

January 21, 2015

### Briefing on Project Submissions for the 2015 CLRP

#### **Staff**

#### **Recommendation:**

Receive briefing on the major projects submitted for the 2015 CLRP by transportation agencies to date. A VDOT representative will brief the Board on the proposed comprehensive improvements for I-66.

#### **Issues:**

None

#### **Background:**

On January 15, the project submissions are scheduled to be released for a 30-day public comment period that will end February 14. At the February 18 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2015 CLRP.





# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

January 15, 2015

To: Transportation Planning Board

From: Andrew Austin  
Department of Transportation Planning

Re: Additions and Changes to Projects Proposed for Inclusion in the  
2015 Financially Constrained Long-Range Transportation Plan (CLRP)

The project submissions for inclusion in the Air Quality Conformity Analysis of the 2015 Update to the CLRP were released for public comment on January 15. The attached materials present a summary of the major new projects or changes to existing major projects included in the project submissions. Comments may be submitted:

- online at [mwcog.org/TPBcomment](http://mwcog.org/TPBcomment),
- via email at [TPBcomment@mwcog.org](mailto: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 public comment period ends on February 14 and the TPB is scheduled to approve the project submissions on February 18.

### Summary of Major Additions and Changes to Projects

In the **District of Columbia**, DDOT proposes to add ten dedicated bike lane projects to its existing bicycle network. These projects will remove one or more lanes for vehicular traffic on approximately 9 miles of streets throughout the city. DDOT also proposes to remove the Benning Road Streetcar Spur project.

No new major projects are proposed this year in **Maryland**.

In **Virginia**, VDOT proposes to add two new projects on I-66. The first project inside the Capital Beltway would convert I-66 to a managed Express Lanes facility, with dynamic, congestion-based tolling in both directions during the morning and evening peak periods. The second project would reconfigure I-66 outside the Beltway between I-495 and US Route 15 to have

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

777 North Capitol Street NE, Suite 300, Washington, DC 20002-4290

Web: [www.mwcog.org/tpb](http://www.mwcog.org/tpb) Phone: (202) 962-3200 TDD: (202) 962-3213

three general-purpose lanes and two managed Express lanes in each direction. At the request of Arlington County, VDOT proposes to remove the Columbia Pike Streetcar and Crystal City Streetcar projects due to the recent withdrawal of funding support for these two projects by Arlington County.

No new major additional capacity projects are proposed by **WMATA** at this time.

Please see the following Summary of Major Additions and Changes for more information on these projects. A complete listing of proposed additions and changes to all projects in the CLRP can be found in the Air Quality Conformity Inputs for the 2015 CLRP and the FY 2015-2020 TIP document which was also released for public comment on January 15<sup>th</sup>. These documents can be found online at [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015)

### Regional Policy Framework for Development of the CLRP

The Call for Projects document for the 2015 Update to the CLRP encouraged agencies to consider regional goals, priorities and needs as they developed and selected projects to submit for inclusion. The CLRP project description forms asked agencies to explain how their new projects support goals like providing a comprehensive range of transportation options or promoting mobility in and around regional Activity Centers. The agencies' responses to these questions can be found in Attachment A – Project Description Forms and Supplemental Materials.



# Summary of Major Additions and Changes for the 2015 Financially Constrained Long-Range Transportation Plan



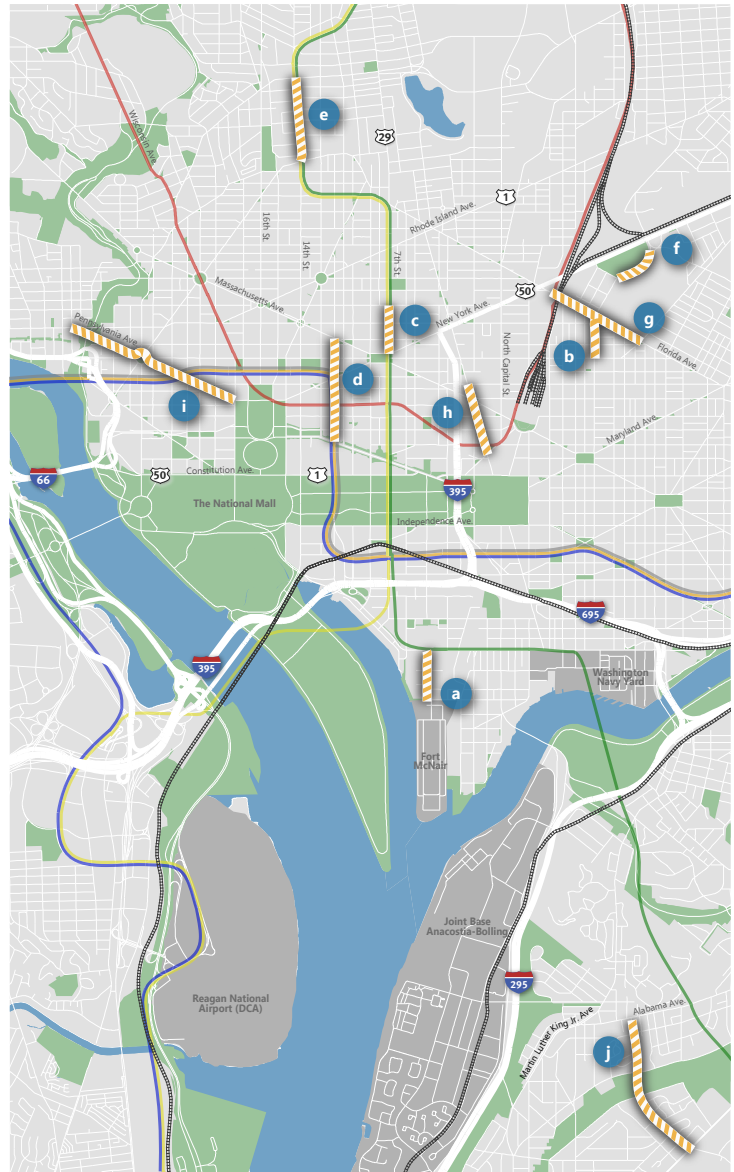
## DISTRICT OF COLUMBIA

### Dedicated Bike Lanes, Citywide

Length:	9 miles
Complete:	2015
Cost:	\$470,000

The District Department of Transportation (DDOT) proposes to add a series of dedicated bike lane projects that will remove one or more lanes for vehicular traffic on 10 different roadways by reducing lanes as follows:

- 4th St. SW, M St. to P St.  
4 to 2 lanes
- 6th St. NE, Florida Ave. to K St.  
2 to 1 lane
- 7th St. NW, New York Ave. to N St.  
4 to 2 lanes
- 12th St. NW, Pennsylvania Ave. to Massachusetts Ave.  
4 to 3 lanes
- 14th St. NW, Florida Ave. to Columbia Rd.  
4 to 2 lanes
- Brentwood Pkwy. NE, 6th St./Penn St. to 9th St.  
4 to 2 lanes
- Florida Ave. NE, 2nd St. to West Virginia Ave.  
6 to 4 or 5 lanes
- New Jersey Ave. NW, H St. to Louisiana Ave.  
4 to 2 lanes
- Pennsylvania Ave. NW, 17th St. to 29th St.  
4/6 to 2 or 4 lanes
- Wheeler Rd. SE, Alabama Ave. to Southern Ave.  
4 to 2 lanes



### Remove: Benning Road Streetcar Spur

The 2014 Update to the CLRP included the addition of a streetcar spur line running from Benning Rd. along Minnesota Ave. to the Minnesota Ave. Metro Station. This project is being withdrawn from the CLRP.

# Summary of Major Additions and Changes for the 2015 CLRP



## VIRGINIA

### I-66 Corridor Improvements inside the Capital Beltway US Route 29 in Rosslyn to I-495

Length: 10 miles  
Complete: 2017, 2040  
Cost: \$75-100 million



The Virginia Department of Transportation (VDOT) proposes to convert I-66 inside the Capital Beltway into a managed express lanes facility with dynamic, congestion-based tolling for all vehicles with less than three occupants, in both directions during the morning and evening peak periods. VDOT plans to implement this conversion by 2017. VDOT also proposes widening I-66 from 2 to 3 lanes in both directions between Fairfax Dr. and I-495 (and from 3 to 4 lanes on eastbound I-66 from the Dulles Toll Road to Washington Blvd.) The widening is projected to be complete by 2040.

VDOT also proposes to implement a number of multimodal improvements, including enhanced bus service and completion of elements of the bicycle and pedestrian network around the corridor. Tolls from the managed express lanes will be used to fund further transit enhancements.

The currently approved CLRP includes an assumption that the existing HOV requirement on I-66 inside the Beltway would increase from 2 to 3 occupants in 2020. This proposed project would advance that requirement to 2017 inside the Beltway. The CLRP also currently includes two spot improvement projects that provide additional lanes on westbound I-66 between Westmoreland Dr./Washington Blvd. and Haycock Rd./Dulles Access Highway (complete in 2015), and between Lee Highway/Spout Run and Glebe Rd. (complete in 2020).

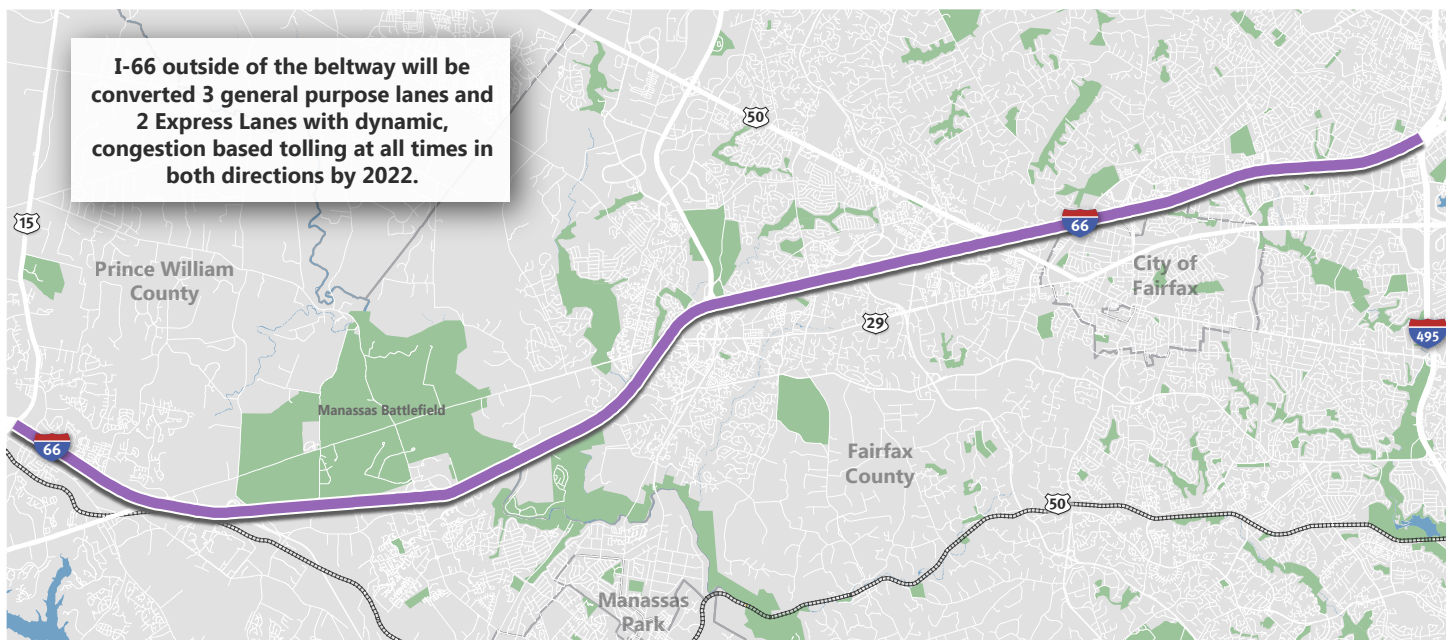
See the CLRP Project Description Form and supplemental materials provided by VDOT in Attachment A for more information.

# Summary of Major Additions and Changes for the 2015 CLRP



## I-66 Corridor Improvements outside the Capital Beltway I-495 to US Route 15 in Prince William County

Length: 25 miles  
Complete: 2022  
Cost: \$2-3 billion



VDOT proposes to reconfigure I-66 outside the Capital Beltway to have two managed express lanes and three general purpose lanes in each direction. Please see the 2015 CLRP Air Quality Conformity Inputs table for further details on lane configurations. The managed express lanes would use dynamic, congestion-based tolling for vehicles with less than 3 occupants at all times to maintain free-flow conditions.

VDOT has proposed two alternative sets of access and egress points between the express lanes and the general purpose lanes. Both alternatives (A and B) are detailed in the Air Quality Conformity Inputs table and will be analyzed separately.

Multimodal aspects of the proposed project include implementation of a new high-frequency bus service and the construction of new, and expansion of existing commuter park-and-ride lots.

See the CLRP Project Description Form and supplemental materials provided by VDOT in Attachment A for more information.

## Remove: Columbia Pike Streetcar and Crystal City Streetcar Projects

The Columbia Pike Streetcar project between Skyline Center and Pentagon City was added to the CLRP in 2008 and was scheduled to be complete in 2017. The Crystal City Streetcar from the Pentagon City Metro Station to Four Mile Run at the Alexandria city line was added in 2011 and was projected to be complete by 2019. Due to recent policy and funding changes in Arlington County, both projects are proposed for removal.



# **Attachment A**

**Project Description Forms  
and Supplemental Materials**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

**CHARLES A. KILPATRICK, P.E.**  
COMMISSIONER

January 15, 2015

The Honorable Phil Mendelson, 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: I-66 Corridor Improvements Project (Outside the Beltway) and I-66 Multimodal Improvement Project (Inside the Beltway)

Dear Chairman Mendelson:

As part of the Virginia Department of Transportation's (VDOT) submission of projects for the National Capital Region Transportation Planning Board's 2015 Constrained Long Range Plan (CLRP) and the 2015 CLRP Air Quality Conformity Assessment, we would like to provide additional information to the TPB on two key projects: the I-66 Corridor Improvements Project (Outside the Beltway) and the I-66 Multimodal Improvement Project (inside the Beltway).

The I-66 Corridor Improvement Project (Outside the Beltway) extends from U.S. Route 15 in Prince William County to I-495 in Fairfax County. In addition to roadway widening and multimodal elements, VDOT has submitted two alternative versions of the access points to be included in the TPB's analysis. The completion date for the Outside the Beltway project is 2022.

The I-66 Multimodal Improvement Project (Inside the Beltway) extends from I-495 in Fairfax County to U.S. Route 29 in Arlington County. There are two major components to the Inside the Beltway project. The first component involves multimodal improvements, with the peak-period tolling component starting in 2017. The second component involves widening of some sections of the corridor to provide three lanes in each direction, to be completed after 2025.

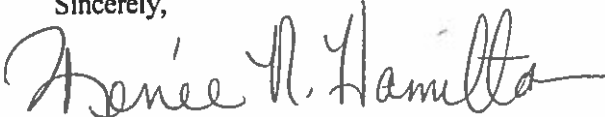
In order to provide background information on the two multimodal projects in advance of the Board meeting, the attached documents provide an overview of the project development for the I-66 multimodal corridor:

- Executive Summary of the I-66 Transit/TDM Study Final Report, December 31, 2009
- Executive Summary of the I-66 (Outside the Beltway) Tier I Environmental Study
- Executive Summary of the I-66 (Inside the Beltway) Multimodal Study Final Report, June 2012
- Executive Summary of the I-66 (Inside the Beltway) Multimodal Study Supplemental Report, August 2013

Mr. Phil Mendelson  
January 15, 2015  
Page 2

VDOT will make presentations on both projects at the January 21, 2015 Board meeting. Thank you for your consideration of these two very important projects.

Sincerely,

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

cc: Ms. Renée Hamilton, VDOT-NoVA  
Ms. Jennifer Mitchell, VDRPT  
Ms. Susan Shaw, VDOT-NoVA  
Mr. Norman Whitaker, VDOT-NoVA



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



## BASIC PROJECT INFORMATION

1. Submitting Agency: VDOT
2. Secondary Agency:
3. Agency Project ID: UPC 97586
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: I-66 Multimodal Improvement Project, inside the Beltway

	Prefix	Route	Name	Modifier
7. Facility:	I	66		
8. From ( <input type="checkbox"/> at):	I	495		Fairfax County
9. To:	US	29		near Rosslyn

## 10. Description:

The June 2012 Final Report of the I-66 Multimodal Study recommended various multimodal improvements in the corridor that were further refined in the August 2013 Supplemental Report. The conversion to Express lanes and implementation of initial multimodal improvements will be the first step to mitigate congestion and improve mobility along the I-66 corridor inside the Beltway.

The I-66 Multimodal Improvement Project ("Project") includes conversion of the existing I-66 facility inside the Capital Beltway to an Express Lanes facility with the following characteristics:

- Dynamic tolling in both directions during the peak periods only;
- HOV-3+ vehicles ride free at all times;
- Facility free to all traffic during off-peak periods;
- Consistent with current policy, heavy trucks will be prohibited.

In addition to tolling, a set of baseline multimodal assumptions and an initial series of additional multimodal improvements as identified in the I-66 Multimodal Study will be further refined and prioritized for implementation and may include:

- Baseline 2040 CLRP/CLRP+ multimodal improvement assumptions
- Enhanced bus service
- Completion of the elements of bicycle and pedestrian network
- Addition and enhancement of existing operational strategies to maximize the use, operations, and safety of the multimodal network within the study corridor
- Addition and enhancement of Transportation Demand Management (TDM) programs

# CLRP PROJECT DESCRIPTION FORM

The environmental study will also include consideration of a later phase to widen I-66 from I-495 to Fairfax Drive as identified in the I-66 Multimodal Study. A horizon year of 2040 will be evaluated and a potential interim year of 2025 will be tested.

## **Tolling Policy**

As on the other Express Lane facilities in the region, tolls would be congestion-based. To use this section of I-66 inside the Beltway during the peak periods in either direction, motorists would have the choice of forming a 3+ carpool, taking transit, or paying a toll. Carpools of three or more persons, buses, motorcycles, and emergency response vehicles will ride free. Other vehicles not meeting the occupancy requirement will be required to pay a toll, using electronic toll collection equipment, at a rate that will vary based on the level of congestion, to ensure free-flow conditions as specified by Federal and State regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3 vehicles to ride free is consistent with this policy change, and will also match the occupancy requirement on I-495 and I-95 Express Lanes. The Project provides a seamless network of Express lanes by connecting to adjacent Express facilities.

It is envisioned that VDOT will operate and maintain the facility. Toll revenues will be used to offset design, construction, operating and maintenance costs of the project. Excess revenues will provide a funding source to help to offset cost for the baseline multimodal assumption and additional multimodal improvements identified in the Description section for this project.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum.

## **Incident Management**

The existing incident management system which provides 24/7 monitoring and surveillance of the facility with dedicated equipment will be evaluated and enhanced as needed. An Incident Management Plan for the project will be developed.

## **Schedule**

Project development and procurement will take place in 2015, followed by construction starting in 2016. The facility is expected to enter operations in 2017.

## **Federal Environmental Review ("NEPA") Process**

Project scoping is currently underway and will result in the appropriate level of NEPA documentation in coordination with FHWA and FTA as appropriate.

## **Coordination with Other Projects**

The Project will be coordinated closely with other initiatives such as the Active Traffic Management (ATM) project and the potential I-66 Express Lanes project outside the Beltway. The Project will also be coordinated with future improvements that may be underway in the corridor.

# CLRP PROJECT DESCRIPTION FORM

## Financial Plan

The total cost for the tolling element is estimated to be approximately \$75M - \$100M (in year of expenditure dollars) plus the annual cost of operations and maintenance. This construction estimate includes the cost of ITS equipment, static signs, and other incidental infrastructure. The capital and operating costs of the refined transit package as defined in the 2013 Multimodal Supplemental Report is expected to be approximately \$5M - \$10M and \$28M respectively. The widening is estimated to cost \$20M per mile and is not included in the project estimate.

## Stakeholder Outreach

VDOT will work closely with Arlington County, Fairfax County, the City of Falls Church, transit providers, and other stakeholders to implement a comprehensive outreach program. The outreach program will provide the opportunity for direct engagement with various groups along the corridor, including the local political leadership, transit service providers, various other special interest groups, and business and community leaders. There will also be opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

11. Projected Completion Year: 2017 (tolling, multimodal), 2040 (widening)
12. Project Manager: Ms. Susan Shaw, P.E.
13. Project Manager E-Mail: susan.shaw@vdot.virginia.gov
14. Project Information URL: TBD
15. Total Miles: 10 miles (approximately)
16. Schematic: <uploaded>
17. Documentation:
18. Jurisdictions: Fairfax County, Arlington County
19. Baseline Cost (in Thousands): \$75,000 - \$100,000 cost estimate as of 01/15/2015
20. Amended Cost (in Thousands):
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## Regional Policy Framework

### 22. Provide a Comprehensive Range of Transportation Options

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

- |   |  |   |   |
|---|--|---|---|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV          |   |   |
| <input checked="" type="checkbox"/> Metrorail     | <input type="checkbox"/> Commuter Rail                   | <input type="checkbox"/> Streetcar/Light Rail |   |
| <input type="checkbox"/> BRT                      | <input checked="" 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?)  Yes  No

### 23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center?  Yes  No

Does this project connect two or more Activity Centers?  Yes  No

Does this project promote non-auto travel within one or more Activity Centers?  Yes  No

### 24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?  Yes  No

# CLRP PROJECT DESCRIPTION FORM

## 25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?  Yes  No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?  Yes  No

## 26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants?  Yes  No

Is this project expected to contribute to reductions in emissions of greenhouse gases?  Yes  No

## 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

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

## MAP-21 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.

## 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

## CLRP PROJECT DESCRIPTION FORM

- 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 26.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.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:



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



**BASIC PROJECT INFORMATION**

1. Submitting Agency: VDOT
2. Secondary Agency:
3. Agency Project ID: 0066-96A-297, P101 UPC#105500
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: I-66 Corridor Improvements Project

	Prefix	Route	Name	Modifier
7. Facility:	I	66		
8. From ( <input type="checkbox"/> at):	US	15		Prince William County
9. To:	I	495	Capital Beltway	Fairfax county

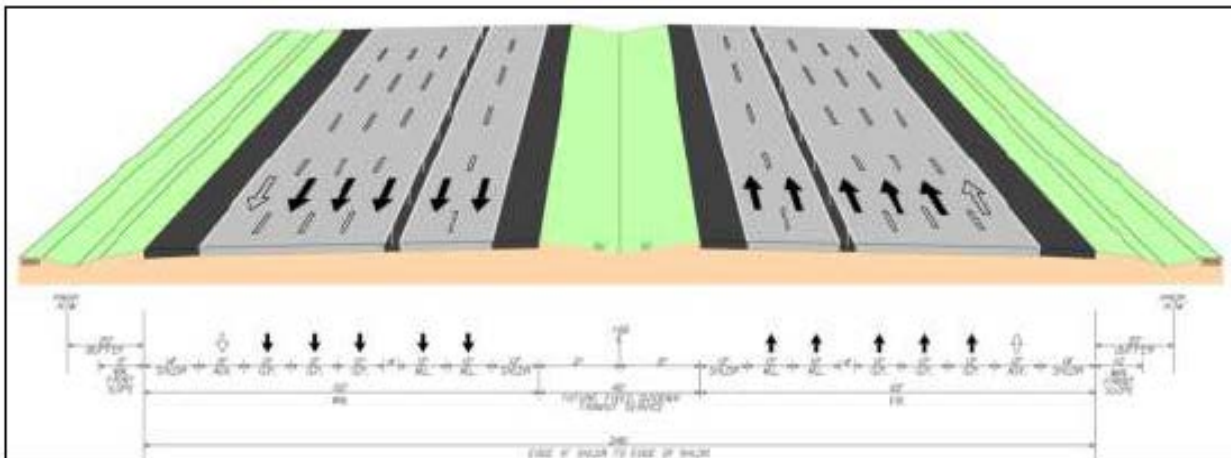
10. Description:

The Commonwealth’s I-66 Corridor Improvements Project (“Project”) includes:

- Three general purpose lanes in each direction (with auxiliary lanes where needed);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- New high-frequency bus service with more predictable travel times;
- Direct access ramps to and from the managed lanes;
- New or expanded commuter park and ride lots in the corridor.

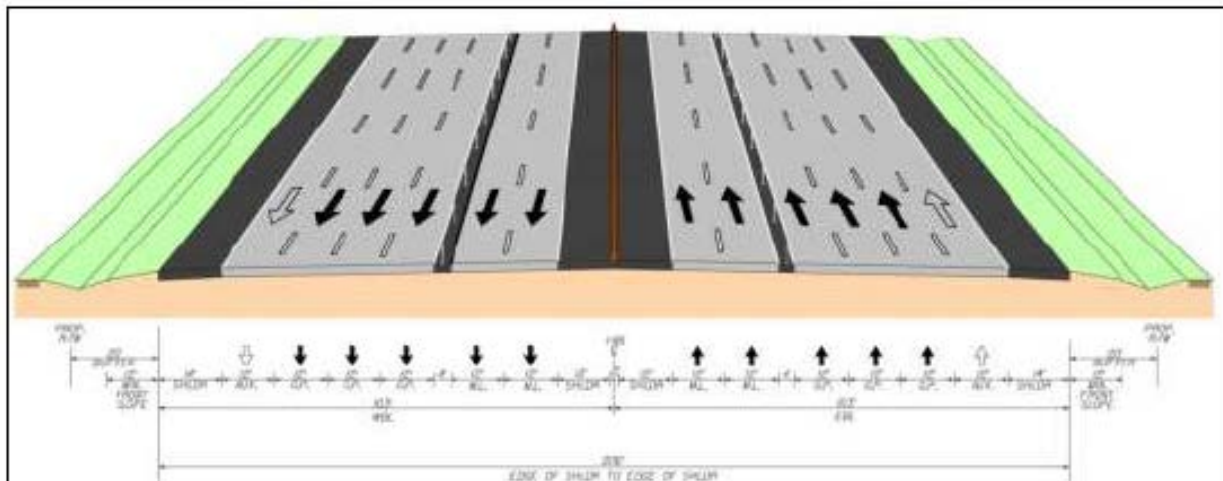
Below are two alternative typical sections being considered, depending on anticipated transit needs and impacts along the corridor.

Alternative 2A – Flexible Barrier with Buffer & Median reserved for Future Center Transit



# CLRP PROJECT DESCRIPTION FORM

## Alternative 2B – Flexible Barrier with Buffer and No Median



As on the I-495 and I-95 Express Lanes, access to the I-66 Express Lanes will be available to automobiles, motorcycles, light-trucks, emergency vehicles, buses and transit vehicles only. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the

Commonwealth of Virginia and Federal law. The facility will be operated and HOV occupancy and toll payment enforced in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of 3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on 495 and 95.

The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("Concessionaire"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

### **Tolling Policy**

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

### **Schedule**

Construction for the Project is projected to begin in 2017, with an estimated construction completion time of 4-5 years. The facility is expected to enter operations in early 2021-2022. The current schedule calls for environmental review in



# CLRP PROJECT DESCRIPTION FORM

compliance with Federal (NEPA) and state regulations. FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program (“TIP”) and Constrained Long Range Plan (“CLRP”) for construction.

## **Federal Environmental Review (“NEPA”) Process**

The Tier 2 Environmental Assessment scope builds upon and includes a combination of concepts identified in the Tier 1 Environmental Impact Statement. It will evaluate site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. FHWA is the ‘Lead Agency’ for the NEPA document and will provide document review / approval and issuance of FONSI at the conclusion of the process.

## **Transportation Management Plan**

As a matter of policy, practice and a reflection the agency’s commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the Concessionaire will similarly implement a robust Transportation Management Plan for this Project.

## **Coordination with Other Projects in the Corridor**

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements
- Active Traffic Management (ATM) project
- Route 28 / I-66 interchange improvements
- US 15 / I-66 interchange improvements
- HOV lane project from Gainesville to US 15

## **Financial Plan**

The total cost for the proposed Project is estimated to be approximately \$2 –3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, VDOT will explore all avenues of funding to ensure the lowest cost of capital for the Project.

The Concessionaire will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with the selected Concessionaire, which will authorize the Concessionaire to raise the necessary funds to construct the Project.

## **Stakeholder Outreach**

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) is also actively engaged in project development. There are opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items.

# CLRP PROJECT DESCRIPTION FORM

11. Projected Completion Year: 2022
12. Project Manager: Ms Susan Shaw, P.E.
13. Project Manager E-Mail: susan.shaw@vdot.virginia.gov
14. Project Information URL: <http://transform66.org/>
15. Total Miles: 25 miles
16. Schematic: see description
17. Documentation: <uploaded>
18. Jurisdictions: Fairfax County, Prince William County
19. Baseline Cost (in Thousands): \$2-3 billion cost estimate as of 01/15/2015
20. Amended Cost (in Thousands):
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## Regional Policy Framework

### 22. Provide a Comprehensive Range of Transportation Options

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

- |   |  |   |   |
|---|--|---|---|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" 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 checked="" 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?)  Yes  No

### 23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center?  Yes  No

Does this project connect two or more Activity Centers?  Yes  No

Does this project promote non-auto travel within one or more Activity Centers?  Yes  No

### 24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?  Yes  No

### 25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?  Yes  No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?  Yes  No

### 26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants?  Yes  No

Is this project expected to contribute to reductions in emissions of greenhouse gases?  Yes  No

### 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

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

# CLRP PROJECT DESCRIPTION FORM

## MAP-21 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.

## 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 26.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.

**2015 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(transit)**

DRAFT 1/15/2015

ConID	Project ID	Improvement	Facility	From	To	Projected Complete
<b>DDOT</b>						
614		Construct	Anacostia Streetcar Extension	Howard Road Firth Sterling	Good Hope Road SE	2016
615		Construct	Benning Rd. Streetcar Spur	Benning Rd.	Minnesota Ave. Metro Station	2015
613		Construct	Benning Road Streetcar	Oklahoma Avenue NE	45th Street/Benning Road Metro	2016
668		Implement	DC Circulator	National Mall Area Route		2015
664		Implement Study	DC Circulator Expansion	Phase I TDP Routes Wisconsin/Woodley	National Cathedral	2017 Not Coded
		Implement Study	DC Circulator Expansion	Phase I TDP Routes Navy Yard/ M Street SE	Waterfront / Maine Ave. SW	2017 Not Coded
616		Construct	DC Streetcar - Anacostia Initial Line (AIL)	Defense Blvd. and S. Capitol St. SE	Howard Rd. and Firth Sterling	2015
582		Study	H St. NW Peak Period Bus-Only Lanes	17th St. NW	New York Ave. NW	Not Coded
544		Construct	H Street/Benning Road Streetcar	3rd Street NE (near Union Station)	Oklahoma Avenue, NE	2015 2014
583		Study	I St. NW Peak Period Bus Only Lanes	13th St. NW	Pennsylvania Ave. NW	Not Coded
612		Construct	M Street SE/SW Streetcar	Good Hope Road SE	Maine Avenue SW	2020
610		Construct	Union Station/Georgetown Streetcar	K St. / 34th St. NW Wisconsin Ave. under Whitehurst Freeway NW	3rd/H St. (near Union Station)	2020
<b>MDOT/MTA</b>						
587		Implement	Brunswick - Additional Access Point			2029
588		Implement	Brunswick - New Station			
617		Implement	Brunswick Line Service Improvements			2029
618		Implement	Camden Line Service Improvements			2029
481		Construct	Corridor Cities BRT	Shady Grove	Comsat	2020
619		Implement	Penn Line Service Improvements			2029
479		Construct	Purple Line Transitway	Bethesda	New Carrollton	2020
480		Construct	Silver Spring Transit Center	Phase II		2017
482		Construct	Takoma/Langley Park Transit Center	Intersection New Hampshire Ave. and University Blvd.	Takoma/Langley Park	2015
<b>MDOT/SHA</b>						
692		Study	MD 355 Bus Rapid Transit	MD 410	Redgrave Place	Not Coded
693		Study	MD 586 Bus Rapid Transit	MD 97	MD 355	Not Coded
741		Study	MD 97 Georgia Ave. Busway	MD 586	MD 108	Not Coded
486		Study	MD 97 Georgia Avenue Bus Rapid Transit	MD 586	MD 108	Not Coded

**2015 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(transit)**

DRAFT 1/15/2015

ConID	Project ID	Improvement	Facility	From	To	Projected Complete
694		Study	US 29 /MD 384 Bus Rapid Transit	MD 410	MD 198	Not Coded
<b>Montgomery County</b>						
669		Study	Countywide BRT	various corridors		Not Coded
483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2015
485		Study	Veirs Mill Bus Rapid Transit	Rockville Metrorail Station	Wheaton Metrorail Station	Not Coded
487	MCT22	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2020
<b>WMATA</b>						
514		Modify	Revised Metrorail Operating Plan			
462		Implement	Anacostia/Congress Heights Bus Improvements			2012
466		Implement	Eastover/Addison Bus Improvements			2014
461		Implement	East-West Highway (Prince George's County) Bus Improvements			2012
460		Implement	Greenbelt/Twinbrook Bus Improvements			2012
463		Implement	Little River Turnpike/Duke Street Bus Improvements			2015
467		Implement	North Capitol Street Bus Improvements			2015
465		Implement	Rhode Island Avenue (DC) Bus Improvements			2013
468		Implement	Silver Line Corridor Bus Service			2013
459		Implement	U Street/Garfield Bus Improvements			2011
464		Implement	University Boulevard/East-West Highway Bus Improvements			2013
<b>VDOT</b>						
Needs Record		Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2035
511		Construct	Crystal City/Potomac Yard Busway (2 lane-dedicated)	Vicinity of Glebe Road Extended (City/County Line)	Crystal City Metro Station	2015 2014
676		Construct	<del>Crystal City Streetcar</del>	<del>Vicinity of Glebe Rd. Ext. City/County Line</del>	<del>Pentagon City Metro Station</del>	2019
488		Construct	Potomac Yard Transit Bus Lanes (2 lanes)	Four Mile Run	Braddock Road	2014
677		Study	US 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Road	Not Coded
489		Construct	Metro Station (Proposed)	Potomac Yard		2021
490		Construct	<del>Columbia Pike Streetcar</del>	<del>Skyline Center</del>	<del>Pentagon City</del>	2017
493		Construct	Park-and-Ride Lot	Springfield CBD	vic. I-95 & Old Keene Mill Road	2015

## 2015 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (transit)

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ConID	Project ID	Improvement	Facility	From	To	Projected Complete
670		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	2014
495		Construct	Park-and-Ride Lot	US 50 at Stone Ridge 150 spaces		2015
671		Construct	Park-and-Ride Lot	US 50 Dulles at East Gate	200 Spaces	2015
498		Construct	Park and Ride Lot	Brambleton 100 space expansion		2015
499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2015
500		Construct	Park and Ride Lot	at EPG		2015
502		Construct	Dulles Corridor Metrorail	East Falls Church Metrorail Station	Wiehle Avenue	Complete
503		Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	VA 772	2016
629		Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	2017
504		Implement	VRE Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		2020
630		Construct	VRE 3rd Track	Arkendale, Stafford Co.	Powell's Creek, Prince William County	2015
506		Implement	West End Transitway (TIGER Grant) <del>Van Dorn - Pentagon BRT</del>	Van Dorn Street Metro	Pentagon	2015
505		Construct	West End Transitway (City Funded) <del>Van Dorn - Pentagon BRT</del>	Van Dorn Street Metro	Pentagon	2019
507		Construct	Landmark Transit Center	Duke Street and Van Dorn Street		2023
508		Implement	DASH Service Expansion	citywide		2019
Needs Record		Construct	Van Dorn Metro Station Access Improvements	Van Dorn St. Metro		2017
509		Construct	<del>Duke Street BRT Transitway</del>	King Street Metro	Fairfax County Line	2024
672		Construct	Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 Spaces	2018
673		Construct	Sterling Park and Ride Lot		200 Spaces	2014
674		Construct	One Loudoun Park and Ride Lot	VA 7 & Loudoun County Parkway	200 Spaces	2019
675		Study	Western Loudoun Park and Ride Lot		250 Spaces	Not Coded
		Implement	I-66 Corridor Enhanced Bus Service	Inside the beltway		2017
		Implement	I-66 Corridor Enhanced Bus Service	Outside the beltway		2022
Needs Record		Expansion	Fairfax Connector Bus Service Expansion	Countywide		2021
Needs Record		Construct	Bus Rapid Transit (BRT)	US 1 Richmond Highway	N. Kings Highway at Huntington Metro - Fort Belvoir	2030

**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
<b>DDOT</b>											
550		MRR08 A	Study	Long Bridge	Alexandria	L'Enfant					Not Coded
539	DI10		Downgrade	Southeast Boulevard	11th Street SE	Pennsylvania Ave. SE Barney Circle	1	3			2015
600			Study	I 395 14th Street/Rochambeau Bridge	conversion to HOV/HOT						Not Coded
601			Study	I 395 Southeast/Southwest Freeway managed lanes (convert or construct HOV/HOT lanes)	Case Bridge	11th Street Bridge					Not Coded
602			Study	I 295 managed lanes (convert or construct HOV/HOT lanes)	11th Street Bridge	Maryland state line					Not Coded
603			Remove/Close	I 395 SB Exit Ramp	SB to the 400 block of 3rd St. NW				1	0	2014
604			Construct	F Street NW	2nd Street NW	3rd Street NW			0	2	2016 2014
605	DI9		Reconstruct	I 295 Interchange at Malcolm X Blvd.	Add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Road						2014
541	DP9A	AW011, AW024 A, AW001 A, AW025 A, CKTB6	Widen	South Capitol Street Corridor: Frederick Douglas Bridge	Independence Avenue	Martin Luther King, Jr. Blvd.	2	2	5	6	2015
542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						2015
543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2016
606	DP10		Construct	St. Elizabeth's Access Road (along West Campus Boundary)	Firth Sterling	Malcolm X			0	3	2014
584	DS3		Construct	Southern Ave. SE	Branch Ave. SE	Naylor Rd. SE			0	2	2018
639	DS5		Reduce Capacity	M Street NW - add bike lane	Connecticut Avenue NW	14th Street NW			4	3	2014
638	DS5A		Reduce Capacity	M Street NW - add bike lane	29th Street NW	Connecticut Avenue NW			5	4	2014
546	DP11		Widen	Wisconsin Ave. NW	Garfield Street NW	34th St. NW			4	4/6	2014
449	DP12	SR071A	Reduce Capacity	17th Street NE/SE	Benning Avenue NE	Potomac Avenue SE			2	1	2015 2014

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
582			Study	H St. NW Peak Period Bus-Only Lanes	17th St. NW	New York Ave. NW					Not Coded
583			Study	I St. NW Peak Period Bus Only Lanes	13th St. NW	Pennsylvania Ave. NW					Not Coded
558		EDOC2A	Reduce Capacity	C Street/N. Carolina Avenue	Oklahoma Avenue	14th Street NE			5	3	2016 2014
567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	2015
585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2015
608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2015
609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4	2015
663			Reduce Capacity	Adams Mill Rd. NW	Kenyon	Klinge			3	2	2014 2015
637	DP19		Reduce Capacity	4th Street SW	Pennsylvania Avenue SW	Virginia Avenue SW			4	2	2014
636	DP20		Reduce Capacity	Reno Road NW	36th Street NW	Tilden Street NW			4	2	2015
700			Reduce Capacity	4th Street SW	M Street	P Street			4	2	2015
701			Reduce Capacity	6th Street NE	Florida Avenue	K Street			2	1	2015
702			Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2015
703			Reduce Capacity	12th Street NW	Pennsylvania Avenue	Massachusetts Avenue			4	3	2015
704			Reduce Capacity	14th Street NW	Florida Avenue	Columbia Road			4	2	2015
705			Reduce Capacity	Brentwood Parkway NE	6th Street/Penn Street	9th Street			4	2	2015
717			Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2015
710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2015
707			Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	2	2015
713			Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2015
712			Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2015
715			Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2015
716			Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2015
714			Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street			6	4	2015
709			Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	2015

**MDOT/State Highway Administration**

Interstate											
126	MI2Q	MO839 1	Construct	I 270 Interchange	at Watkins Mill Road Extended		1	1	8	8+2	2018 2016
125	MI2SHO V MI2S	FR1921	Construct	I 270 /US 15	Shady Grove Metro Station	North of Biggs Ford Road	1	1		Varies	2030
202	NRS		Reconstruct	I 270	at MD 121		1	1	1	2	2016
697			Study	I 270	at Gude Drive		1	1			Not Coded

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2020
151	MI4a	FR5801	Reconstruct	I 70	at Meadow Road		1	1			2020
121	MI1F	PG4191	Construct	I 95	at Contee Road with C/D lanes		1	1	8	8+4	Complete
108	MI1P	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8+2	2020
439	MP12a		Construct	MD 200 (ICC)	I 95	US 1	0	1	0	4	Complete
696			Study	I 495 / I 270Y / I 270	Potomac River (American Legion Bridge)	I 370					Not Coded
<b>Primary</b>											
139	MP10A	PG2531	Reconstruct	US 1	College Avenue	Sunnyside Avenue	2	2	4	4	2020
370	MP9	CA4131	Widen	MD 2/4 Solomons Island Road	South of MD 765A	North of Stoakley Road	2	2	4	6	2035
645	NRS		Reconstruct	MD 4	MD 2	MD 235	2	2	2	2	2040
644	MP9B		Widen	MD 4	Thomas Johnson Bridge at Patuxent River		2	2	2	4	2040
127	MP2C	AT1981	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2030
355	NRS	PG9171	Construct	MD 4	at Westphalia Road		2	5	4	6	2020
393	NRS	PG6181	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		2	5	4	6	2019 2016
212	MP3A	PG9171	Widen/Upgrade	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	2	1	4	6	2035
394	MI1K	PG4941	Construct	MD 5	I-95/I-495	Branch Ave. Metro Station	1	1	8	8	2017 2020
440	NRS		Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2025
205	MP4F	PG3916	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2025
354	NRS	PG1751	Construct	MD 5	at MD 373 and Brandywine Road Relocated		2	5	4	6	2017 2018
441	NRS		Construct	MD 5	at Surratts Road		2	5	4	6	2025
358	MP15	FR5711	Construct	US 15 Catoctin Mountain Highway	at Monocacy Blvd.		2	2	6	6	2017 2016
357	MP16		Construct	US 15 / US 340	Jefferson Tech Park		1	1	4	4	2015 2016
211	NRS	MO891 1	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	2025
551			Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030

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## 2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (highway)

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
552			Study	US 29 Columbia Pike	at Stewart Lane, Greencastle Road, & Blackburn Road		5	5	6	6	Not Coded
647	MP5e		Study	US 29 Columbia Pike	North of MD 650 New Hampshire Avenue	Howard County Line	2	5	6	6	Not Coded
111			Construct	MD 75 Relocated	South of MD 80		0	4	0	4	2020
391	FP2	FR3881	Widen	MD 85 Buckeystown Pike	English Muffin Way	north of Grove Road	2	2	2/4	4/6	2020
387	MP14	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2025
353	NRS	PG7001	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		2	5	6	6	2019 2020
124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2030
110	MP8E	PG2881	Study	US 301	North of Mount Oak Road	I-595 / US 50	2	5	4/6	6+2	Not Coded

### Secondary

209	MS33		Widen	MD 27	MD 355	Snowden Farm Parkway A-305	2	2	4	6	2020
206	MS2F	MO886 1	Widen	MD 28 Norbeck Road /MD 198 Spencerville Road	MD 97	I 95	2	2	2/4	4/6	2025
137	MP12C	MO746 1	Construct	MD 97 Brookeville Bypass	Gold Mine Road South of Brookeville	North of Brookville	0	2	0	2	2018 2020
392	NRS	MO852 1	Upgrade	MD 97 Georgia Avenue	at MD 28 Norbeck Road		2	2	6	6	2030 2020
135	NRS	MO854 1	Upgrade	MD 97 Georgia Avenue	at Randolph Road		2	2	6	6	2016 2015
115	MS32		Widen	MD 117 Clopper Road	I270	West of Game Preserve Road	2	2	2	4	2025
698			Study	MD 119	at Sam Eig Highway						Not Coded
665	MS34		Study	MD 121	I 270	West Old Baltimore Road	3	3	4	6	Not Coded
118	MS6B	MO632	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2020
1	MS6D	MO632 3	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2020
356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450 Relocated	Kenhill Drive	2	2	2	4/5	2025
648		FR5491	Study	MD 180 /MD 351	Greenfield Drive	Corporate Drive					Not Coded
359	MS10b		Study	US 1 / MD 201	I 95/495 Capital Beltway	North of Muirkirk	2	2	4	6	Not Coded
516	NRS	MO344 1	Construct	Montrose Parkway <del>MD 355</del>	Randolph Road	East of Parklawn Drive CSX Railroad	2	2	6	6	2020

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2020
152	BRAC nrs	MO593 1	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda							2020 2012

**MDOT/Maryland Transportation Authority**

**Primary**

384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2030
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**Frederick County**

**Secondary**

651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2017
691		F3	Study	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	4	4	0	2	Not Coded

**Montgomery County**

**Secondary**

170	MC11C		Construct	A 305 Snowden Farm Parkway	MD 355	MD 27 Stringtown Road	0	3	0	4	2015
208	NRS		Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
597	NRS		Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2020
198	NRS		Construct	Chapman Avenue	Randolph Road	Old Georgetown Road			0	2	2016
199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2020
112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2025
172	MC11A		Construct	M 83 MidCounty Highway Extended	MD 27 Ridge Road	Middlebrook Road	0	2	0	4-6	2025
204	MC11D	509337-1	Construct	M 83 Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	2025
113	MC12F		Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
161	MC14G		Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2025
214	MC15B		Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2022
428			Construct	Platt Ridge Drive Extended	Its terminus at Jones Bridge Road	Montrose Driveway			0	2	2016
119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2016

**Urban**

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
421		501204-1	Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2020
422			Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2020
424		501116-6	Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2020
425		501116-1	Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2020
423		501116-5	Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2020

**Prince George's County**

<b>Secondary</b>											
361	PGS3a		Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2019
362	NRS		Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2014
386	PGS5		Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2025
365	PGS73	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2015
388	PGS9a		Widen	Bowie Race Track Road	MD 450 Annapolis Road	Old Chapel Road	4	4	2	4	2015
389	PGS9b		Widen	Bowie Race Track Road	MD 197 Laurel-Bowie Road	Old Chapel Road	4	4	2	4	2015
390	PGS10		Widen	Brandywine Road	Piscataway Road (north of)	Thrift Road	4	4	2	4	2020
418	PGS12		Widen	Brinkley Road	MD 414 St. Barnabas Road	MD 337 Allentown Road	3	3	4	6	2020
134	PGS13		Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	2020
136	PGS14		Widen	Cabin Branch Drive	Columbia Park Road	Sheriff Road (north of)	4	4	2	4	2015
140	PGS16a		Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
138	PGS16b		Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
141	PGS17		Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019
142	PGS18		Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2011
144	PGS20b		Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2020
143	PGS20a		Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
145	PGS21a		Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2016
146	PGS22		Widen	Dangerfield Road	Cheltenham Avenue	MD 223 Woodyard Road	4	4	2	4	2020
147	PGS24b		Widen	Dower House Road	Foxley Road	MD 4 Pennsylvania Avenue	4	4	2	6	2015
155	PGS24a		Widen	Dower House Road	MD 223 Woodyard Road	Foxley Road	4	4	2	4	2025
156	PGS25		Widen	Fisher Road	Brinkley Road	Holton Lane	4	4	2	4	2025
157	PGS26		Construct	Forbes Boulevard Extended	south of Amtrak	MD 193 Greenbelt Road	0	4	0	4	2020
158	PGS27		Widen	Forestville Road	MD 337 Allentown Road	MD 4 Pennsylvania Avenue	4	4	2	2	2014
159	PGS29		Widen	Fort Washington Road	Riverview Road	MD 210 Indian Head Highway	4	4	2	4	2025
160	PGS30b		Widen	Good Luck Road	Cipriano Road	MD 193 Greenbelt Road	4	4	2	4	2025
162	PGS30a		Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
415	NRS4		Widen	Governor Bridge Road	US 301	Anne Arundel County	4	4	2	4	2020

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
164	PGS34a		Widen	Hill Road	MD 214 Central Avenue	MD 704 ML King Jr Highway	4	4	2	4	2016
163	PGS34b		Construct	Hill Road	MD 704 ML King Jr Highway	Sheriff Road	0	4	0	2	2015
416	PGS88		Construct	Iverson Street Extended	Wheeler Road	19th Avenue	0	4	0	4	2018
666	PGS35		Widen	Karen Boulevard	Walker Mill Road	MD 214 Central Avenue	4	4	2	4	2020
165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2020
417	PGS38a		Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2015
213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2012
166	PGS39b		Widen	Lottsford Vista Road	MD 704 ML King Jr Highway	Ardwick-Ardmore Road/Relocated	4	4	2	4	2020
360	PGP4a		Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
167	PGS42		Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2020
2	PGS42C		Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
169	PGS44b		Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
168	PGS44a		Widen	Metzerott Road	MD 650 New Hampshire Avenue	Adelphi Road	4	4	2	4	2020
667	PGS45a		Widen	Mitchellville Road	Atlantis/Northview Drive	Mount Oak Road	4	4	4	6	
171	PGS46		Widen	Murkirk Road	US 1 Baltimore Avenue (west of)	Odell Road	4	4	2	4	2020
173	PGS47		Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2020
174	PGS48		Widen	Old Alexandria Ferry Road	MD 223 Woodyard Road	MD 5 Branch Avenue	4	4	2	4	2015
192	PGS80		Construct	Old Baltimore Pike Extended	Muirkirk Road	Contee Road	0	4	0	2	2020
649	PGS50		Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2020
395	PGS90		Construct	Old Fort Road Extended	MD 223 Piscataway Road	Old Fort Road	4	4	0	4	2020
369	PGS51a		Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
363			Reconstruct	Oxon Hill Road	National Harbor Ent.	Fort Foote North	4	4	2	2	2015
364	PGS52		Reconstruct	Oxon Hill Road	Fort Foote Road North	MD 210 @ Livingston Sq.Shopping Center	4	4	2	2	2015
193	PGS81		Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2025
150	PGS54		Reconstruct	Rhode Island Avenue	MD 193	US Route 1	4	4	2	2	2016
176	PGS56a		Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	3	3	2	4	2020
153	PGS55b		Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2020
177	PGS57		Widen	Rollins Avenue	MD 214 Central Avenue	Walker Mill Road	4	4	2	4	2020
178	PGS58		Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
179	PGS60B		Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2016
109	PGS61		Widen	Springfield Road	Lanham-Severn Road	Good Luck Road	4	4	2	4	2020
194	PGS82		Construct	St. Joseph's Drive	MD 202	Ardwick-Ardmore Road	0	4	0	4	2015
122	PGP2		Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2025
180	PGS62a		Widen	Suitland Road	MD 337 Allentown Road	Suitland Parkway	3	3	2	4	2018
123	PGS62b		Widen	Suitland Road	Suitland Parkway	MD 458 Silver Hill Road	3	3	2	4	2018

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
181	PGS63		Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2020
182	PGS64		Widen	Surratts Road	Beverly Ave.	Brandywine Road	4	4	2	4	2015
183	PGS65		Widen	Temple Hill Road	MD 223 Piscataway Road	MD 414 St. Barnabas Road	3	3	2	4	2020
185	PGP5a		Construct	US 50 Columbia Park Road Ramp	US 50 Columbia Park Road Ramp Ramp						2025
187	PGS67a		Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
186	PGS67b		Construct	Van Dusen Road Interchange at	Contee Road						2025
188	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014
429	PGS69a		Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2020
154	PGS91		Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2020
189	PGS70		Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018
437	PGS71		Widen	White House Road	Ritchie-Marlboro Road	MD 202 Largo-Landover Road	3	3	2	6	2020
190	PGS72		Widen	Whitfield Chapel Road	MD 450 Annapolis Road	Ardwick-Ardmore Road	4	4	2	4	2020
436	PGS40b		Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2015
<b>Anne Arundel County</b>											
	AA1d		Widen	I-97	US 50/301	MD 32/3	1	1	4	6	2025
	AA15a		Widen	I-295	I-195	MD 100	1	1	4	6	2015
	AA15c		Widen	I-295	I-695	I-195	1	1	4	6	2015
	AA15b		Construct	I-295 (New Interchange)	Hanover Road						2015
	AA4e		Widen	MD 3	MD 32	St. Stephen's Church Rd.	2	2	4	6	2025
	AA6e		Widen	MD 100	Howard Co. Line	I-97		5/1	4	6	2025
	AA8b		Widen	MD 175	MD 170	BW Parkway		2	4	6	2015
	AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	2025
	AA34a		Widen	MD 713	MD 175	Arundel Mills Boulevard		2	2	4	2025
	AA34b		Widen	MD 713	Arundel Mills Boulevard	MD 176		2	4	6	2025
<b>Carroll County</b>											
	CA1B		Widen	MD 140	Sullivan Road	Market St.		1	4/6	8	2025
	CA1C		reconstruct	MD 140 (w/ intchg @ MD 191)	Baltimore County Line	Kays Mill Rd.			4	4	2020
	CA2a		Widen	MD 26	MD 32	Reservoir			2	4	2015
	in base		Widen	MD 32	MD 26	Howard County Line		2	2	4	2020
	CA5		Widen	MD 97	MD 140	Pleasant Valley Rd		2	2	4	2020
	nrns		Construct	Boxwood Dr. Ext	Dogwood Dr. Terminus	MD 43 Ext.			0	2	2015
<b>Howard County</b>											
	HW1b		Widen	I-70	US 29	US 40	1	1	4	8	2025
	HW20		Widen	US 1	MD 100	PG/ Howard Line			4	6	2025
	HW10b		Widen	US 29 NB	Seneca Dr.	Middle Patuxent River		5	4	6	2015
	HW3c		Widen	MD 32	Cedar Lane	Anne Arundel County Line		1	4/6	8	2025
	HW3d		Widen	MD 32	MD 99	Carroll County Line		2	2	4	2025

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(highway)**

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
	HW3e		construct/reconstruct	MD 32 (interchanges)	@ I-70/ MD 144	@					2014
	HW6d		Widen	MD 108	Woodland Rd.	1200' w. of Centennial Ln.	2	2	2	4	2014
	HW8b		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015
	nrs		Widen	Guilford Rd.	US 1	Dorsey Run Road			2	4	2017
	HW14c		Widen	Snowden River Parkway	MD 100	Broken Land Parkway		3	4	6	2020
<b>VDOT</b>											
<b>Federal Lands</b>											
433	FED3a		Construct	Manassas Battlefield Bypass	US 29 West of Centerville	East of Gainesville, via 234		1		4	2035
243	VP1A	VP1A	Widen	US 1 Jefferson Davis Highway	Telegraph Road	VA 235 South	2	2	4	6	2016
434	FED3b		Remove/Close	US 29 Lee Highway	Pageland Lane	Bridge over Bull Run			2/4	0	2035
435	FED3c		Remove/Close	VA 234 Sudley Road	Southern Park Boundary	Northern Park Boundary			2	0	2030 2020
652	FED2	77404	Widen	Old Mill Rd. (future Mulligan Rd.)	US 1	VA 611 Telegraph Road	4	4		4	2014
<b>Interstate</b>											
426	VI1w	93577	Widen	I 66 HOV and SOV	US 29 0.8 miles east of	US 15 (1.2 miles west of)	1	1	4	8	2016
268	VI1WA	100566	Reconstruct	I 66 (HOV during peak)	US 15 (includes intch. reconst.)	US 29 Gainesville	1	1	4	8	2017
399	VI1AJ	81009	Construct	I 66 Vienna Metro Station bus ramp	Transit Ramps- from EB & to WB	Saintsbury Dr.	1	1	0	2	2014
47	VI1AH		Widen	I 66 EB Auxiliary Lanes	Cedar Lane	Gallows Road (west of)	1	1	3+1	3+1+1	2030
48	VI1AI		Widen	I 66 WB Auxiliary Lanes	Gallows Road (west of)	Cedar Lane	1	1	3+1	3+1+1	2030
271	VI1AF	78828	Reconstruct	I 66 WB Operational/Spot Improvements	Westmoreland Dr. / Washington Blvd Exit	Haycock Rd /Dulles Access Highway	1	1	3	4	2015 2020
350	VI1AG	78827	Reconstruct	I 66 WB Operational/Spot Improvements	Lee Highway/Spout Run On-Ramp	Glebe Road Off-Ramp	1	1	2	3	2020
718		105500	Widen / Revise Operations	I-66	I-495	US 50	1	1	3 general purpose in each direction + 1 HOV in peak direction during peak period	3 general purpose + 2 HOT each direction	2022

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
718		105500	Widen / Revise Operations	I-66	US 50	US 15	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period	3 general purpose+ 2 HOT in each direction	2022
740		97586	Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOV 2 in peak direction during peak period	HOT 3 in both directions during peak period	2017
787			Construct/Widen	I 66 Eastbound	Virginia Lane Overpass	VA 267 DTR	1	1	2	3	2040
788			Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	2040
789			Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	Fairfax Drive	1	1	2	3	2040
786			Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	2040
747			Construct/Widen	I 66 Westbound	VA 267 DTR	I 495 Beltway	1	1	2	3	2040
748		Alt A	Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP EB Expr to SB GP NB GP to WB Expr SB GP to WB Expr SB Expr to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022
749		Alt A	Construct	I-66 General Purpose Lanes Interchange Ramps	EB GP to SB Expr EB GP to NB Expr NB Expr to WB GP	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022
750		Alt A	Relocate / Reconstruct	I-495 Interchange Ramp	Dual-lane loop ramp from NB I-495 GP to I-66 GP relocated to dual-lane flyover	@ I-66	1	1	2	2	2022

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(highway)**

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
751		Alt A	Reconstruct	I-495 Interchange Ramps	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP NB Expr to WB Expr SB GP to WB GP	@ I-66	1	1	1	1	2022
752		Alt B	Construct	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB Expr to SB GP NB GP to WB Expr SB Expr to WB Expr</i>	<i>I-495 Interchange (Capital Beltway GP and Express Lanes)</i>	0	1	0	1	2022
753		Alt B	Construct	<i>I-66 General Purpose Lanes Interchange Ramp</i>	<i>NB Expr to WB GP</i>	<i>I-495 Interchange (Capital Beltway GP and Express Lanes)</i>	0	1	0	1	2022
754		Alt B	<i>Relocate / Reconstruct</i>	<i>I-495 Interchange Ramp</i>	<i>Dual-lane loop ramp from NB I-495 GP to I-66 GP relocated to dual-lane flyover</i>	<i>@ I-66</i>	1	1	2	2	2022
755		Alt B	Reconstruct	I-495 Interchange Ramps	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP	@ I-66	1	1	—	—	2022
756		Alt B	Construct	<i>I-66 flyover ramp</i>	<i>EB general purpose to EB express lanes</i>	<i>.5 mile east of VA 243</i>	0	1	0	1	2022
757		Alt A	Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2022
758		Alt B	Reconstruct	<i>I-66 Interchange</i>	<i>Reconfigured interchange to replace EB to NB, NB to WB, SB to EB loop ramps with flyovers / direct ramps</i>	<i>@ Nutley Street (VA 243)</i>	1	1	—	—	2022
759		Alt A	Revise Operations	I-66 Express Lanes Interchange Ramps	EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Vaden Drive / Vienna Metro Station	1	1	Bus Only Operations	Bus / HOV-3 / HOT	2022
760		Alt B	<i>Revise Operations</i>	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB off-ramp, WB on-ramp to/from I-66 Express lanes</i>	<i>@ Vaden Drive / Vienna Metro Station</i>	1	1	<i>Bus Only Operations</i>	<i>Bus / HOV-3 / HOT</i>	2022
761		Alt A	Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & replace EB to NB loop ramp with flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2022

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
762		Alt B	Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & replace EB to NB loop ramp with flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2022
763		Alt B	Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2022
764		Alt A	Reconstruct	I-66 Interchange	Reconfigured interchange to replace NWB to WB loop ramp with flyover	@ Lee Jackson Mem Highway (US 50)	1	1	—	—	2022
765		Alt A	Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2022
766		Alt B	Reconstruct	I-66 Interchange	Reconfigured interchange to replace NWB to WB loop ramp with flyover	@ Lee Jackson Mem Highway (US 50)	1	1	—	—	2022
767		Alt A	Relocate / Reconstruct / Revise Operations	I-66 Interchange	Reconfigured interchange to shifted to the north of I-66; Conversion of existing HOV ramps to HOT; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movements in both directions 24 hrs/day	2022
768		Alt B	Relocate / Reconstruct / Revise Operations	I-66 Interchange	Conversion of existing HOV ramps to HOT; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movements in both directions 24 hrs/day	2022

**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
769		Alt A	Revise Operations	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes (reversible)	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Reversible by time of day	2022
770		Alt B	Relocate / Revise Operations	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes, relocated north of I-66	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movements in both directions 24 hrs/day	2022
771		Alt B	Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1 mile west of VA 286	0	1	0	1	2022
772		Alt B	Construct	I-66 slip ramp	EB general purpose to EB express lanes	1 mile west of VA 286	0	1	0	1	2022
773		Alt B	Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2022
774		Alt B	Construct	I-66 slip ramp	WB general purpose to WB express lanes	1 mile west of VA 286	0	1	0	1	2022
775		Alt A	Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP WB Expr to SB GP NB GP to EB Expr SB GP to EB Expr SB GP to WB Expr	Route 28 Interchange	0	1	0	1	2022
776		Alt B	Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr	Route 28 Interchange	0	1	0	1	2022
777		Alt A	Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road Connector .75 mile west of VA Bus 234	0	1	0	1	2022

**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
778		Alt B	Construct	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	<i>@ Balls Ford Road / Ashton Avenue Connector .5 mile west of VA Bus 234</i>	0	1	0	1	2022
779		Alt B	Construct	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	<i>@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass</i>	0	1	0	1	2022
780		Alt A	Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022
781		Alt B	Construct	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	<i>@ University Boulevard .75 mile east of US 29</i>	0	1	0	1	2022
782		Alt A	Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.85 mile east of US 15	0	1	0	1	2022
783		Alt A	Construct	I-66 flyover ramp	WB express lanes to WB general purpose	.7 mile east of US 15	0	1	0	1	2022
784		Alt B	Construct	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB on-ramp &amp; off-ramp, WB on-ramp &amp; off-ramp to/from I-66 Express lanes</i>	<i>@ New connector road between Heathcote Boulevard and VA 55 .4 mile west of US 15</i>	0	1	0	1	2022
785		Alt B	Construct	<i>I-66 Express Lanes Access Connector Road</i>	<i>Heathcote Boulevard Extension</i>	<i>John Marshall Highway (VA 55)</i>	0	1	0	1	2022
270	VI2AC		Reconstruct	I 95 Interchange	VA 613 Van Dorn Street		1	1			2015
3	VI2RB		Widen	I 395 HOV Lanes ramp	Eads Street Exit ramp		1	1	1	2	2014
4	VI2R	70849	Revise Operations	I 95 I-395 HOV/Bus/HOT	VA 294 Prince William Parkway	VA 234 Dumfries Road (south of)	1	1	2	2	Complete
149	VI2R	70849 VI3b	Widen/ Revise Operations	I 95 I-395 HOV/Bus/HOT	I 495 Approx. 2 miles north of	VA 294 Prince William Parkway	1	1	2	3	Complete
430	VI2s	70849	Construct	I 395 northbound Auxiliary Lane	.28 mi. n. of Duke street northbound on ramp	Sanger Avenue	1	1	3	4	2015
444	VI2T		Widen	I 395 southbound	VA 236 Duke Street (north of)	VA 648 Edsall Road (south of)	1	1	3	4	2018
5	VI2RA		Construct	I 95 I-395 HOV/Bus/HOT	VA 234 Dumfries Road (south of)	VA 610 Garrisonville Road in Stafford County	1	1	0	2	Complete
6	NRS		Reconstruct	Boundary Chanel Drive	Old Jefferson Davis Highway (off of I-395 Boundary Chanel Interchange)						2018 2016
378	BRAC	BRAC0005	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020

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(highway)**

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
9	VI2r11		Construct	I 95 HOV/Bus/HOT Ramp Between VA 648 (Edsall) and Turkeycock Run	I 395 NB HOV/HOT Lanes	I 395 NB GP Lanes	0	1	0	1	Complete
10	VI2r24		Construct	I 95 HOV/Bus/HOT Reversible Ramp	I 95 NB HOV/HOT Lanes	VA 7100 Fairfax County Parkway (Alban Road)	0	1	0	1	Complete
11	VI2r24		Construct	I 95 HOV/Bus/HOT Reversible Ramp	VA 7100 Fairfax County Parkway (Alban Road)	I 95 SB HOV/Bus/HOT Lanes	0	1	0	1	Complete
8	BRAC0004 / VI2ra		Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	I 95 NB HOV/BUS/HOT Lanes (Located N of Rte. 7100/I 95 I/C Phase II DAR)	EPG Southern Loop Road AM Only	<del>1</del> 0	1	0	1	2025 <del>2015</del>
379	BRAC0004 / VI2rb	BRAC0004	Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road PM Only Phase I DAR	I 95 SB HOV/BUS/HOT Lanes N of Rte. 7100/I-95 I/C	<del>1</del> 0	1	0	1	Complete
7	BRAC0004 / VI2rc		Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road PM Only Phase I DAR	I 95 NB GP Lanes	<del>1</del> 0	1	0	1	Complete
12	VI2r31		Construct	I 95 HOV/Bus/HOT Ramp SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between US 1 and VA 123		0	1	0	1	Complete
13	VI2r37		Construct	I 95 HOV/Bus/HOT Ramp SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Opitz Blvd. and Dalve Blvd.		0	1	0	1	Complete
14	VI2r34		Construct	I 95 HOV/Bus/HOT Ramp NB HOV/Bus/HOT to Gen. use lanes	Between VA 123 (Gordon Rd.) & VA 294 (Prince William Pkwy.)		0	1	0	1	Complete
15	VI2r43		Construct	I 95 HOV/Bus/HOT Ramp SB HOV/Bus/HOT lanes to SB Gen Purpose Lanes	Between Dumfries Rd. and Joplin Rd.		0	1	0	1	Complete
16	VI2r43a		Construct	I 95 HOV/Bus/HOT Ramp SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Dumfries Rd. and Joplin Rd.		0	1	0	1	2018
18	VI2r45a		Construct	I 95 HOV/Bus/HOT Ramp NB HOV/Bus/HOT lanes to NB Gen Purpose Lanes	Between Joplin Rd. and Russell Rd.		0	1	0	1	2018
19	VI2r44		Construct	I 95 HOV/Bus/HOT Ramp SB HOV/BUS/HOT lanes to SB GP lanes	Between VA 619 (Joplin Rd.) and VA 610 (Garrisonville Rd.)		0	1	0	1	Complete
17	VI2r45		Construct	I 95 HOV/Bus/HOT Ramp NB GP lanes to NB HOV/BUS/HOT Lanes	Between VA 619 (Joplin Rd.) and VA 610 (Garrisonville Rd.)		0	1	0	1	Complete
438	VI2R6A	UPC# 96261	Construct	I 395 NB HOV to Seminary & Seminary to SB HOV Ramps	Seminary Road Interchange		0	1	0	1	2015

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
20	VI4Iaux1		Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
21	VI4Iaux2		Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
22	VI4Iaux3		Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
24	VI4Iaux5		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
25	VI4Iaux6		Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
29	VI4Iaux10		Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
32	VI4Iaux13		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 7 On Ramp	I 66 Off Ramp to WB	1	1	4+2	5+2	2030
35	VI4Iaux16		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
38	VI4Iaux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2030
39	VI4Iaux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2030
40	VI4K		Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of)	1	1	8	8+2	2030
41	VI4KA		Construct	I 495 Capital Beltway HOT Lanes	George Washington Parkway (south of)	Old Dominion Drive (south of)	1	1	8	8+4	2025 <del>2015</del>
49	Part VI4IHOTa		Relocate	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	EB Dulles Airport Access Highway to NB General Purpose	at VA 267 Dulles Toll Road	1	1	1	1	2030
519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV & EB DTR to NB HOT movements	at VA 267 Dulles Toll Road	1	1			2030
517	Part VI4IHOTa		Widen	I 495 Capital Beltway Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP Lanes	1	1	1	2	2030
520	VI4Irmpl		Construct	I 495 Capital Beltway Interchange Flyover Ramp (Phase III)	I 495 Capital Beltway NB GP lanes	Dulles Airport Access Highway (DAAH) WB	0	1	0	1	2030
50	VI4IHOTb		Construct	I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH)	I 495 Capital Beltway SB	Dulles Airport Access Highway WB	0	1	0	1	2020
684	SHOULDER		Construct	I 495 HOT lanes shoulder NB peak period only (operating until HOT lanes extend northward)	Old Dominion Drive (south of)	George Washington Parkway					2015

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
536	VP21F		Construct	VA 267 Dulles Greenway Egress Ramp	at Hawling Farm Boulevard (Future)		0	1	0	1	2015
534	VP15A		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	2037
535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	2036
236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	2017
<b>Primary</b>											
549	VP1AH	90339	Widen	US 1 Jefferson Davis Highway	Fuller Road	Russell Road/Stafford County Line	2	2	4	6	2025
631	VP1AD	90339	Widen	US 1 Jefferson Davis Highway	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	2025
632	VP1ADA		Widen	US 1 Jefferson Davis Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	2030
383	VP1AE	PWC0013/ UPC# 100426	Widen	US 1	VA 638 Blackburn Dr/Neabsco Mills Rd	VA 636 Featherstone Rd	2	2	4	6	2016
84	VP1AF		Widen	US 1 Jefferson Davis Highway	Featherstone Road	Mary's Way	2	2	4	6	2020
239	VP1P		Widen	US 1 Jefferson Davis Highway (part of 1/123 interchange)	Mary's Way	Annapolis Way	2	2	4	6	2018
633	NRS		Reconstruct	US 1 Jefferson Davis Highway	at VA 123 Gordon Boulevard						2019 2018
634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1 Jefferson Davis Highway	Heron's View Way			0	4	2019 2018
85	VP1AG		Widen	US 1 Jefferson Davis Highway	Annapolis Way	Lorton Road	2	2	4	6	2035
322	VP1U	VP1U	Widen	US 1 Jefferson Davis Highway	VA 235 North	VA 235 South	2	2	4	6	2025
653	NRS		Study	VA 7 Interchange	VA 690				0	4	Not Coded
686	NRS	58599	Construct	VA 7 WB Truck Climbing Lane	VA 9	VA 7 Business West	5	1	4	5	2015
86	VP2JA	16006	Widen	VA 7 Bypass	VA 7 West	US 15 South King Street South	5	1	4	6	2040
299	VP2J		Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	1	4	6	2040
324	VP2MA			VA 7	Rolling Holly Drive	Reston Avenue	2	2	4	6	2015
221	VP2M		Widen	VA 7	Reston Avenue	West Approach to Bridge over Dulles Toll Road	2	2	4	6	2025
626	NRS	82135	Construct	VA 7 Leesburg Pike	Bridge over Dulles Toll Road		2	2	4	6	2030
627	VP2La		Widen	VA 7 Leesburg Pike	Dulles Toll Road	VA 123 Chain Bridge Road	2	2	6	8	Complete
628	VP2Lb		Widen	VA 7 Leesburg Pike	VA 123 Chain Bridge Road	I 495 Capital Beltway	2	2	6	8	2021
87	VP2N		Widen	VA 7 Leesburg Pike	I 495	I 66	2	2	4	6	2021
347	VP2B	TBD	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	2025
685	NRS	99256	Close	VA 7 /US 15 Bypass	Overpass at Sycolin Road		1	1	4	4	Complete
682	NRS	105584	Construct	VA 7 Overpass at	George Washington Boulevard		0	4	0	4	2022
680	NRS	100435	Construct	VA 7	Lexington Drive Overpass		4	4	6	6	2020
621	nr	99481	Construct	VA 7 Interchange	at VA 659 Belmont Ridge Road		2	2	6	6	2017

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(highway)**

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
654	NRS		Reconstruct	VA 7 Interchange	@ Ashburn Village Boulevard		1	1	6	4	2017
253	VP4E		Widen	US 15 James Madison Highway	US 29 Lee Highway	I-66 VA 55	2	2	2	4	2040
655	NRS		Widen	US 15 James Madison Highway	Monroe Glen Drive	Thoroughfare Road	3	3	2	4	2017
88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	2040
309	VP6kA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2016
90	VP6KB	92080	Widen	VA 28 Nokesville Road	VA 215 Vint Hill Road Relocated	VA 619 Linton Hall Road	3	3	2	6	2015
326	VP6MA	96721	Widen	VA 28	Godwin Drive	Manassas City limits (west)	3	2	4	6	2018
89	VP6K	105428	Widen	VA 28 Nokesville Road	Prince William Parkway	VA 619 Linton Hall Road	3	3	4	6	2020
310	VP6E		Widen/Upgrade	VA 28 PPTA Phase II	I 66	VA 7	1	1	6	8	2025
344	VP6EB	78906	Construct	VA 28 Interchange at	VA 209 Innovation Avenue		1	1	6	6	2015
656			Study	VA 28 Manassas Bypass /VA 411	VA 234 Sudley Road	I 66 Proposed Interchange					Not Coded
737			Widen	VA 28 Centreville Road	VA 898 Old Centreville Road	Prince William County Line	2	2	4	6	2025
730		105482	Study	VA 28	US 29	Liberia Avenue					Not Coded
620	VP7s		Widen	US 29 (add NB lane)	I 66	Entrance to Conway Robinson MSF	3	2	4	5	2030
622	VP7AG		Widen	US 29 (add NB lane)	Legato Road	Shirley Gate/Waples Mill Rd.	2	2	2	3	2017
623	VP7AF	59094	Reconstruct	US 29 Bridge Little Rocky Run	Pickwick Road (0.2 miles east of)	VA 659 Union Mill Road	2	2	4	5	2015
624	VP7AE	52326	Construct	US 29 Interchange	VA 55 Linton Hall VA 619						2015
349	VP7AA		Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	2025
625	VP7AB		Widen	US 29	Espana Court	I 495 Capital Beltway	2	2	4	6	2025
401	VSP57A		Construct	McGraws Corner Route 29 (Parallel)	US 29 Lee Highway (near US 15)	Sommerset Crossing Drive	0	4	0	4	2020
731			Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	2024
305	VP8Q	LDN001 5 VP8Q	Widen	US 50	VA 659 Relocated	VA 742 Poland Road	2	2	4/5	6	2025
316	VP8C	68757	Widen	US 50	VA 742 Poland Road	VA 609 Pleasant Valley	2	2	4/5	6	2015 2014
93	VP8R	68757	Widen	US 50	VA 609 Pleasant Valley	VA 28	2	2	4/5	6	2015 2014
319	VP8H		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	2025
273	VP8O	13531	Reconstruct	US 50 Interchange	VA 237 .223 miles East	VA 237 .424 miles East					Complete
94	NRS		Construct	US 50 Interchange	VA 606 Loudoun County Parkway		2	2	6	4	2025
657	NRS		Construct	US 50 Interchange	West Spine/Gum Springs Road		2	2	6	4	2035
658	NRS		Construct	US 50 Interchange	South Riding Boulevard		2	2	6	4	2035
659	NRS		Construct	US 50 Interchange	Tall Cedars Parkway		2	2	6	4	2035
245	VP10G	100938	Widen	VA 123	US 1	Annapolis Way	2	2	4	6	2019 2018
235	VP10H		Widen	VA 123 Ox Road	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	2025
337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2025
300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2025

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**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	2025
595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	2021
92	VP24A	92080	Construct	VA 215 Vint Hill Road Relocated	VA 28 Nokesville Road	Schaefer Lane	0	3	0	4	2015
590	VP24B		Widen	VA 215 Vint Hill Road	VA 655 Schaeffer Lane	1566 Sudley Manor Drive	4	4	2	4	2020
678		105420 /T143	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2020
660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2025
727			Construct	VA 234 Prince William Parkway Interchange at	VA 1566 Sudley Manor Dr.						2030
311	VP13A		Widen	VA 236	Pickett Road	I 395	2	2	4	6	2025
679			Reconstruct	VA 244/VA 27 Interchange	I 395 (.03 MI North)	VA 244 ( .29 MI North)					2015
264	VSF25aa	57167	Convert	VA 286 Fairfax County Parkway HOV	VA 267 Dulles Toll Road	Sunrise Valley Drive	5	5	6	4+2	2035
96	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway HOV	Sunrise Valley	West Ox Road	5	5	4	4+2	2035
97	VSF25e	57167	Convert	VA 286 Fairfax County Parkway HOV	West Ox Road	US 50	5	5	6	4+2	2035
98	VSF25y		Upgrade	VA 286 Fairfax County Parkway HOV	US 50	VA 7735 Fair Lakes Parkway	2	5	6	4+2	2035
101	VSF25z		Widen/Upgrade	VA 286 Fairfax County Parkway HOV	VA 7735 Fair Lakes Parkway	I 66	2	5	6	6+2	2035
320	VSF25g		Widen	VA 286 Fairfax County Parkway	US 29	VA 123 Ox Road	5	5	4	6	2025 2020
400			Construct	VA 286 Fairfax County Parkway Interchange	VA 7700 Fair Lakes parkway and Monument Drive		2	5	4	6	Complete
728			Study	VA 286 Fairfax County Parkway	US 29 Lee Highway	Rolling Road					Not Coded
729			Study	VA 286 Fairfax County Parkway	VA 267 Dulles Toll Road	Rugby Road					Not Coded
304	VSF26		Construct	VA 289 Franconia-Springfield Parkway HOV	VA 286 Fairfax County Parkway	VA 2677 Frontier Drive	5	5		2	2025
104	VSF26a		Construct	VA 289 Franconia-Springfield Parkway HOV Interchange	Neuman Street		1	1			2025
105	VSF26b		Upgrade	VA 289 Franconia-Springfield Parkway HOV	VA 638 Rolling Road	VA 617 Backlick Road	5	1	6+2	6+2	2025
408	VSP23d		Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040
375	VSP23f	PWC0008	Widen	VA 294 Prince William Parkway	VA 641 Old Bridge Road	VA 640 Minnieville Road	2	2	4	6	2014
739			Construct	VA 294 Prince William Parkway	VA 840 University Boulevard						2030

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## 2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (highway)

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
107	VP15CD		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 Wiehle Avenue	VA 684 Spring Hill Road	0		0	2	2036
106	VP15CD		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	VA 684 Spring Hill Road	VA 828 Wiehle Avenue	0		0	2	2037
286	VP12O	99482	Construct	VA 234 Manassas Bypass (Bi-County Parkway)	VA 234 Bypass@I-66	US 50		5		4	2030 2020
<b>Urban</b>											
313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020
52	VU30F	50100	Widen	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	2019
328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2016
553	VU55	104830	Widen	Evergreen Mills Road	US 15 S. King Street	South City Limits of Leesburg	3	3	2	4	2022
681	VU56		Construct	Farrington Avenue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2035
267	VU10B		Widen	Spring Street	Herndon Parkway East	Fairfax County Parkway	3	2	4	6	2020 2017
232	VU33	78853	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	3	3	2	4	2020
398	VU32	17687	Widen	US 15 South King Street	Evergreen Mills Road	SCL of Leesburg	3	2	2	4	2015
382		89890/LEES0001	Construct	US 15 Bypass Interchange	VA 773 Edwards Ferry Road and Fort Evans Road <del>Edwards Ferry Rd.</del>	0.2 Mi. S of East Market Street to 0.3 Mi. N. of Edwards Ferry Road 0.2 mi. north to 0.3 mi. south	2	2	4	4 2	2020
554		103999	Widen	US 15	Masons Lane	Greenway Dr	3	3	2	4	2015
290	VU45	15960 (PE & RW Only)	Widen	VA 234 Dumfries Road Business <del>VA-234 Dumfries Road</del>	South Corporate Limits	Hastings Drive	3	3	2	4	2018
594	NRS		Reconstruct	VA 234 Grant Avenue	Lee Avenue	Wellington Road	3	3	4	4	2020
53	nrs	8645	Construct	Intersection Improvement	King Street	Beauregard Street					2016
54	nrs		Construct	Ellipse	Seminary Road	Beauregard Street					2020
55	nrs	70580	Construct	Intersection Improvement	King/Quaker Lane	Braddock Road					2017
			Construct	Herndon Parkway (East): Transit Drop off/Pick-Up Access to Metrorail Station	East of Rte 666/van Buren Street (@ 593 Herndon Parkway)	West of Rte 675 / Spring Street (@ 575 Herndon Parkway)	2	2	4	4	2017
56	NRS	104328									
725		UPC # 89889	Construct	Herndon Parkway	Van Buren Street						2017
57	VU54		Construct	Southern Collector Road	VA 7 Main Street at VA 287	A Street (2,200 feet north of Yaxley)	0	2	0	2	Complete
687	NRS	76408	Reconstruct	VA 17 Intersection Improvements in Warrenton	South of Frost Ave.	South of Winchester St.					2021

### Secondary

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## 2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (highway)

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ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
<b>Arlington County</b>											
411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2017 2016
<b>Fairfax County</b>											
336	FFX2a	FFX2a	Construct	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr.	VA 606 Baron Cameron Avenue	2	2	4	6	2020
732			Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	2025
241	VSF4f	VSF4f	Widen	VA 611 Furnace Road	VA 123 Ox Road	VA 642 Lorton Road	3	3	2	4	2016 2014
60	VSF4c		Widen	VA 611 Telegraph Road	VA 613 Beulah St.	Leaf Road North	3	3	2	4	2014
218	VSF4ca		Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	2025
298	VSF4i		Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	VA 613 (Van Dorn St.)	3	3	2	4	2025
61		96509	Widen	VA 611 Telegraph Road	VA 633 S. Kings Highway	VA 613 S. Van Dorn	3	3	2	4	2015
62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	2025
63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2025
301	VSF8g	VSF8g	Widen	VA 620 Braddock Road	VA 7100 VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	2025
334	VSF8j		Construct/Widen	VA 620 New Braddock Rd.	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	2025
736			Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	2025
427	BRAC	10091	Widen	VA 638 Rolling Road NB off-ramp	NB Rolling Rd.	NB Fairfax Co. Pkwy	3	3	2	4	2015
302	VSF10a		Widen	VA 638 Rolling Road	VA 286 Fairfax County Parkway	VA 644 Old Keene Mill Road	3	3	2	4	2020
586	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Fullerton Drive	3	3	2	4	2022
377	VSF10c	16505	Widen	VA 638 Pohick Road	VA 1	I 95	3	3	2	4	2025
269	VSF13d	16505	Widen	VA 642 Lorton Road	VA 123 (Ox Road)	VA 600 Silverbrook Road	3	3	2	4	2016 2014
217	FFX11a		Widen	VA 645 Stringfellow Road	US 50	VA 286 Fairfax County Parkway	3	3	2	4	2020
287	VSF16G	60864	Widen	VA 645 Stringfellow Road	VA 7735 Fair Lakes Blvd.	US 50	3	3	2	4	2015
64	VSF37a		Widen	VA 650 Gallows Road	VA 7 Leesburg Pike	VA 299 699 Prosperity Ave.	2	2	4	6	2038
65	VSF33a		Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	2025
255	FFX12a		Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	0	3	0	4	2025
688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	2025
346	VSF18C	74749	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearen Road	3	3	4	6	2040
66	VSF42		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	2036
67			Construct	New Bridge/Road Crossing	Tysons Corner Center Ring Road	Old Meadow Road			0	4	2036
68	VSF43		Widen	Magarity Road	VA 7 Leesburg Pike	VA 694 Great Falls Street			2	4	2037
442	VSF41	103907	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018
69	NRS		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
724			Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road					2024
<b>Loudoun County</b>											
661	NRS		Construct	VA 606 Ramp	VA 606 Eastbound	Lockridge Road Northbound			0	2	2020
330	VSL1B	97529, 105064	Widen/Upgrade	VA 606 Old Ox Rd	VA 634 Moran Rd	VA 621 Evergreen Mills Rd	4	3	2	4	2017 2020

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DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
566	VSL10E		Widen	VA 607 Loudoun County Parkway	US 50	VA 606 at new Arcola Blvd.	3	3	4	6	2030
329	VSL10C		Construct	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd / VA 842 Arcola Rd	VA Ryan Rd / Loudoun County Parkway	0	3	0	4	2015
275	VSL10bb		Widen/Upgrade	VA 607 Loudoun County Parkway	W&OD Trail	Redskin Park Drive	4	3	4	6	2025
323	VSL10bf		Widen/Upgrade	VA 607 Loudoun County Parkway (dirt road)	Redskin Park Drive	Gloucester Parkway	4	3	2	4	2015 2014
689	VSL54		Widen	Farmwell Road	Smith Switch	Ashburn Road	4	4	2	6	2017
683	NRS		Construct	Waxpool Road/ Loudoun County Parkway Interchange					0	4	2019
335	VSL45	VSL45	Widen/Upgrade	VA 643 Dulles Greenway (Sycolin Road) Phase II	VA 643 - Leesburg Town Limits	Crosstrails Boulevard	4	3	2	4	2018 2035
72	VSL4ac	76244 & 99481	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	Dulles Greenway Crosron Lane	4	3	2	4	2018
746			Widen/Upgrade	VA 659 Belmont Ridge Road	Crosron Lane	Dulles Greenway	4	3	2	4	2025
372	VSL4E	LDN0005	Widen/Upgrade	VA 659 Gum Springs Road	VA 620 Braddock Road	US 50 John Mosby Highway	4	3	2	4	Complete
297	VSL4f		Widen/Upgrade	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	3	2	4	2035
641	VSL58		Construct	VA 772 Transit Station Connector Bridge	Dulles Greenway	VA 772 Transit Station			0	4	2019
662	NRS	69870	Construct	VA 868 Davis Drive	VA 606 Old Ox Road	VA 846 Sterling Boulevard		4	0	4	2025
333	VSL46	68767, 70760, 93144, 93899, 105331	Construct	VA 1036 Pacific Boulevard	VA 846 Sterling Boulevard	Richfield Way Gloucester Parkway	0	3	0	4	2016 2013
74	VSL52	104418	Construct	VA 2150 Cloucester Parkway	VA 607 Loudoun County Parkway	VA 1036 Pacific Boulevard	0	3	0	4	2016
573	VSL61		Construct	Arcola Boulevard (Southern Segment)	US 50	Loudoun County Parkway	0	4	0	4	2022
575			Construct	Arcola Boulevard (Center Segment)	Glascocock Road	Evergreen Mills Road	0	4	0	4	2022
574			Construct	Arcola Boulevard (Northern Segment)	Evergreen Mills Road	Loudoun County Parkway	0	4	0	4	2022
76	VSL40F	10858	Construct	Clairborne Parkway	Crosron Lane	Ryan Road	0	4	2	4	2015
577	VSL56		Construct	Crosstrail Boulevard	Sycolin Road	Kincaid Boulevard	0	4	0	4	2019
578	VSL62		Widen	Evergreen Mills Road (Eastern Segment)	Loudoun County Parkway	Belmont Ridge Road	4	4	2	4	2025
580			Construct	Evergreen Mills Road (Western)	Arcola Boulevard	Belmont Ridge Road		4	0	4	2025
564	NRS		Construct	Glascocock Road (Eastern Segment)	Arcola Boulevard	Loudoun County Parkway	0	4	0	4	2023

NOTE: Shaded areas represent changes from the 2014 CLRP. VDOT I-66 Alternatives (A and B) Identified with varied shading.

## 2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (highway)

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
565	NRS		Construct	Glascok Road (Western Segment)	Arcola Boulevard	Northstar Boulevard	0	4	0	4	2023
568	VSL57		Construct	Mooreview Parkway (Missing Link)	Amberleigh Farm Drive	Old Ryan Road	0	4	0	4	2019
569	VP12Q-		Construct	Northstar Boulevard (Missing Link #78)—MOVED TO PRIMARY PROJECTS PART OF VP12Q	US 50	Tall Cedars Parkway		5	0	4	2019
570	VP12R		Construct	Northstar Boulevard (Missing Link #79)	Shreveport Drive	US 50	0	3 2	0	3 4	2022
571	VP12P-		Construct	Northstar Boulevard (Missing Link #80)—MOVED TO PRIMARY PROJECTS PART OF VP12Q	Tall Cedars Parkway	Braddock Road		5	0	4	2017
572	VSL59		Construct	Prentice Drive (Western Segment)	Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	2019
556	VSL59		Construct	Prentice Drive Eastern Segment	Lockridge	Loudoun County Parkway	0	4	0	4	2019
75	VSL48A	91773	Construct	Riverside Parkway	River Creek Parkway	Upper Meadow Drive/Kingsport Dr.	4	4	2	4	2015 2014
557			Construct	Riverside Parkway	Rivercreekparkway	Kingsport Drive	0	4	0		2019
561	VSL49A		Construct	Russell Branch Parkway (Eastern Segment)	Ashburn Village Road	Ashburn Road	0	4	0	4	2017
559	VSL49B		Construct	Russell Branch Parkway (Western Segment)	Belmont Ridge Road	Tournament Parkway	0	4	0	4	2017
560	VSL55		Construct	Shreveport Drive (Eastern Segment)	Belmont Ridge Road	Loudoun County Parkway	0	4	0	4	2017
563			Construct	Shreveport Drive (Western Segment)	Evergreen Mills Road	Belmont Ridge Road	0	4	0	4	2017
562	VSL60	105783	Construct	Sterling Boulevard Extension	Pacific Boulevard	Moran Road	0	4	0	4	2019
77	VSL53		Construct	Tall Cedars Parkway	Pinebrook Road	Gum Springs Road			0	4	2015
576			Construct	Creighton Road (completion of eastern end)	Belmont Ridge Road	Evergreen Mills Road	0	4	0	4	2013
555			Widen	VA 2119 Waxpool Road	Demott Road	Ashburn Boulevard	4	4	2	4	2018
<b>Prince William County</b>											
643	VSP67	104802	Construct	VA 2190 Summit School Road Extension	Telegraph Road	VA 2190 Summit School Road (south end of existing)	4	4	2	4	2020
219	VSP25b	104802	Widen	VA 1781 New Telegraph Road/Summit School Road	Horner Road/Park'n'Ride Lot Access VA 849 Caton Hill Road	VA 2190 Summit School Road Extension	4	4	2	4	2020
257	VSP25c		Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	VA 849 (Caton Hill Rd.)	4	4	2	4	2020
81	VSP2h		Widen	VA 619 Joplin Road eastbound	I 95 ramp	US 1			2	3	2015
367	VSP3a		Widen/Upgrade	VA 621 Balls Ford Road	Miramar Drive VA 234 Sudley Road	Bethlehem Road Ashton Avenue	4	3	2	4	2030 2040
79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	Bethlehem Road Ashton Avenue	Doane Drive Groveton Road	4	3	2	4	2030 2025

NOTE: Shaded areas represent changes from the 2014 CLRP. VDOT I-66 Alternatives (A and B) Identified with varied shading.

**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
690	VSP64		Construct	VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	2020
596			Widen	VA 621 Balls Ford Road	VA 1600 Ashton Avenue	VA 622 Groveton Drive	3	3	2	4	2025
376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2017 2015
244	NRS	90499	Reconstruct	VA 643 Purcell Road	VA 234 Dumfries Rd.	Vista Brook Dr. VA-642 Headly Road	4	4	2	2	2017 2025
646	VSP17ba		Widen	VA 674 Wellington Road	VA 621 Devlin Road/Balls Ford Road	VA 234 Prince William Parkway Bypass	3	3	2	4	2025
338	VSP17b		Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	4	2035
581			Widen	VA 674 Wellington Road	Rt 294 Prince william Parkway	Rt 621 Balls Ford Road	3	3	2	4	2025
589			Widen	VA 674 Wellington Road	621 Devlin Road	234 Rte. 234 Bypass (Prince William Parkway)			2	4	2030
308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	2040
325	VSP20C	VSP20c	Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2040
738			Construct	VA 840 University Boulevard Extension	Devlin Road	Progress Court		3	0	4	2020
83	VSP47e	104896	Construct	University Boulevard/Devlin University Boulevard/Progress Ct.	Sudley Manor Drive	Devlin Road Wellington Rd/Progress Ct.	0	3	0	4	2020 2016
82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2016 2015
593	VSP65		Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	VA 784 Dale Boulevard			2	4	2020
642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2020
371	VSP62	90226 T6494	Construct	Rollins Ford Road	Songsparrow/Yellow Hammer Drive	VA 215 Vint Hill Road			0	4	Complete
591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2035
745			Construct	VA 234 Potomac Shores Parkway	US 1 Jefferson Davis Highway	VA 4700 River Heritage Boulevard	0	4	0	4	2020
743			Widen	VA 4700 River Heritage Boulevard	VA 234 Potomac Shores Parkway	Dominica Drive	4	4	2	4	2020
744			Construct	VA 4700 River Heritage Boulevard	Dominica Drive	VA 234 Potomac Shores Parkway	0	4	0	2	2020
742			Construct	VA 4700 River Heritage Boulevard	US 1 Jefferson Davis Highway	VA 234 Potomac Shores Parkway / Harbor Station	0	4	0	4	2020
<b>FAMPO</b>											
	VI2rf		Construct	I 95 : HOV / Bus / HOT Lanes	Rte. 610 (Garrisonville Rd. ) in Stafford County	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	SB GP Lanes to SB HOT Lanes	1	1	0	1	2025

NOTE: Shaded areas represent changes from the 2014 CLRP.  
VDOT I-66 Alternatives (A and B) Identified with varied shading.

**2015 CLRP and FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS  
(highway)**

DRAFT 1/15/2015

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
							Fr	To	Fr	To	
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	NB HOT Lanes to NB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	North of Garrisonville Road (south of Aquia Creek)	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonville Road and Courthouse Road	SB GP Lanes to SB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonville Road and Courthouse Road	NB HOT Lanes to NB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonville Road and Courthouse Road	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonville Road and Courthouse Road	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	SB GP Lanes to SB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	NB HOT Lanes to NB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 17 (North of Rappahannock River)	NB HOT Lanes to NB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just South of Rappahannock River	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just north of Rt 3	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Reconstruct	I-95 interchange	at Courthouse Rd. (exit #140)						2025
	FA11E		Upgrade	Inside I-95 shoulders for use as travel lanes in peak periods	1.3 mi. n. of Garrisonville Rd.	.4 mi. n. of Amleg Rd.					2020

NOTE: Shaded areas represent changes from the 2014 CLRP.  
VDOT I-66 Alternatives (A and B) Identified with varied shading.



Financially Constrained  
**Long-Range  
Transportation Plan**  
For the National Capital Region

**CLRPP**  
**2015**

**BRIEFING ON PROPOSED  
ADDITIONS AND CHANGES**  
Additions and Changes to Projects Proposed  
for Inclusion in the 2015 CLRPP Update

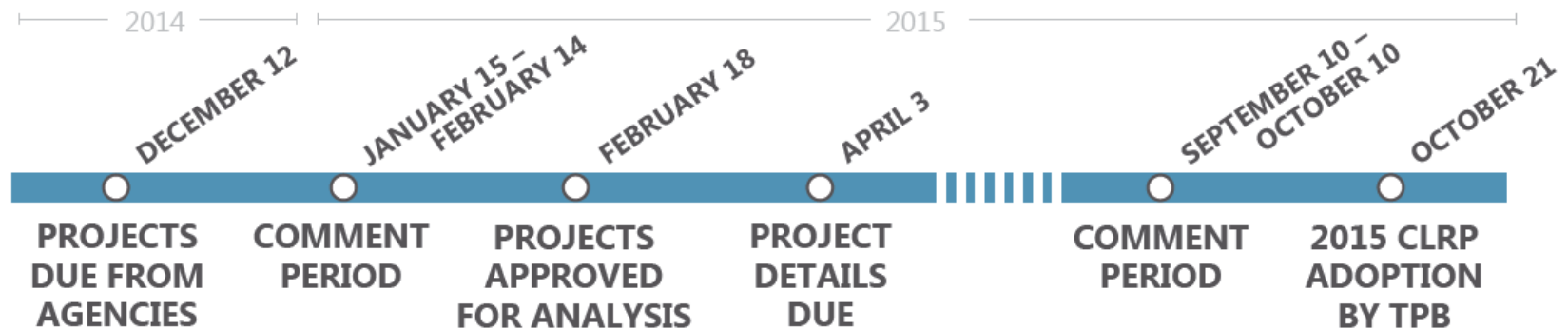
January 21, 2015



# The Annual CLRP Update

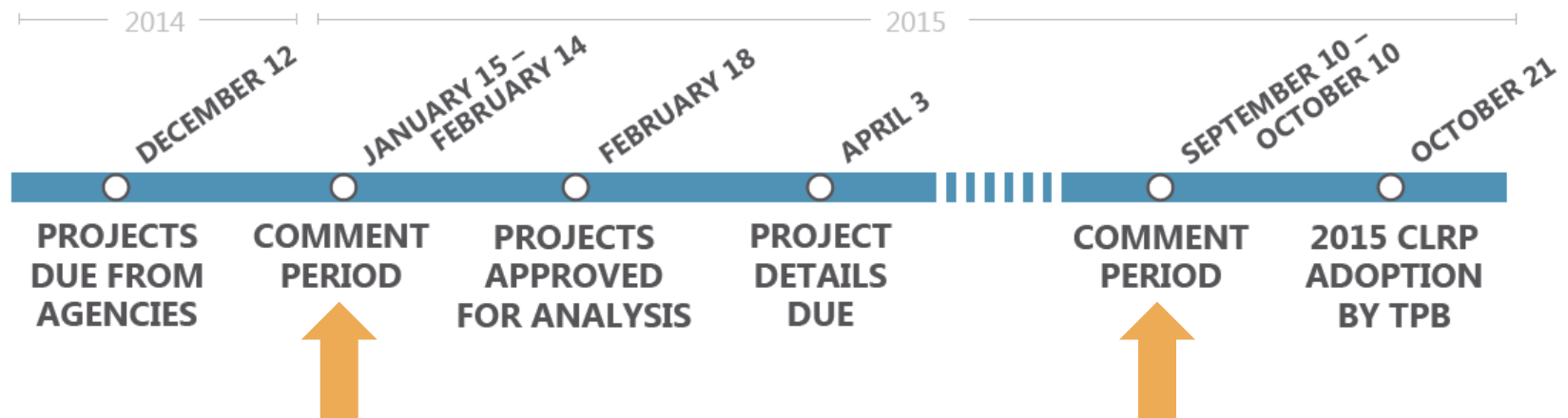
- Add new projects to the plan or make changes to projects already in the plan
- Conduct Air Quality Conformity Analysis and Performance Analysis prior to adoption by TPB

## SCHEDULE FOR DEVELOPMENT & ADOPTION OF THE 2015 CLRP UPDATE



# Public Involvement

- Additions and changes submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies with input from the public.
- Two 30-day comment periods during the annual CLRP update process provide additional opportunities for input:

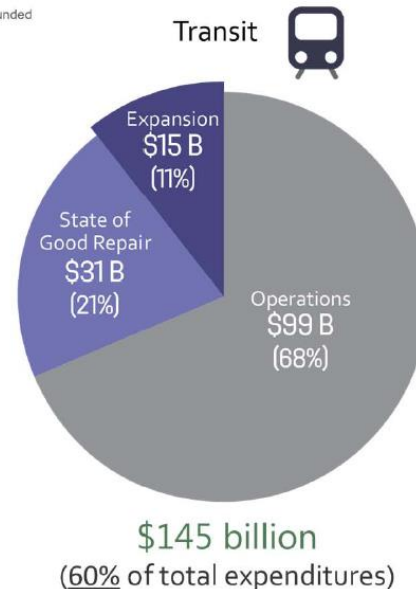
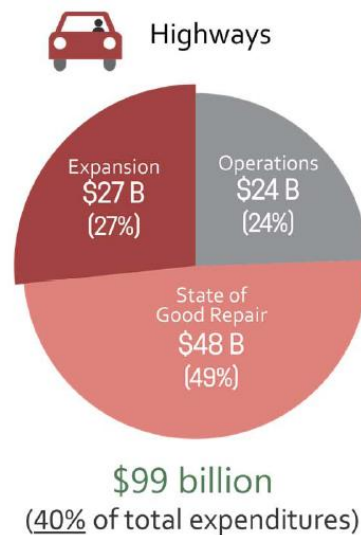


# What is the CLRP?

- Federally required long-range transportation plan
- Includes all regionally significant highway, bridge, and transit projects currently planned through 2040
- Funding must be “reasonably expected to be available” to build, operate, and maintain the planned system
- Must conform with federal air quality standards

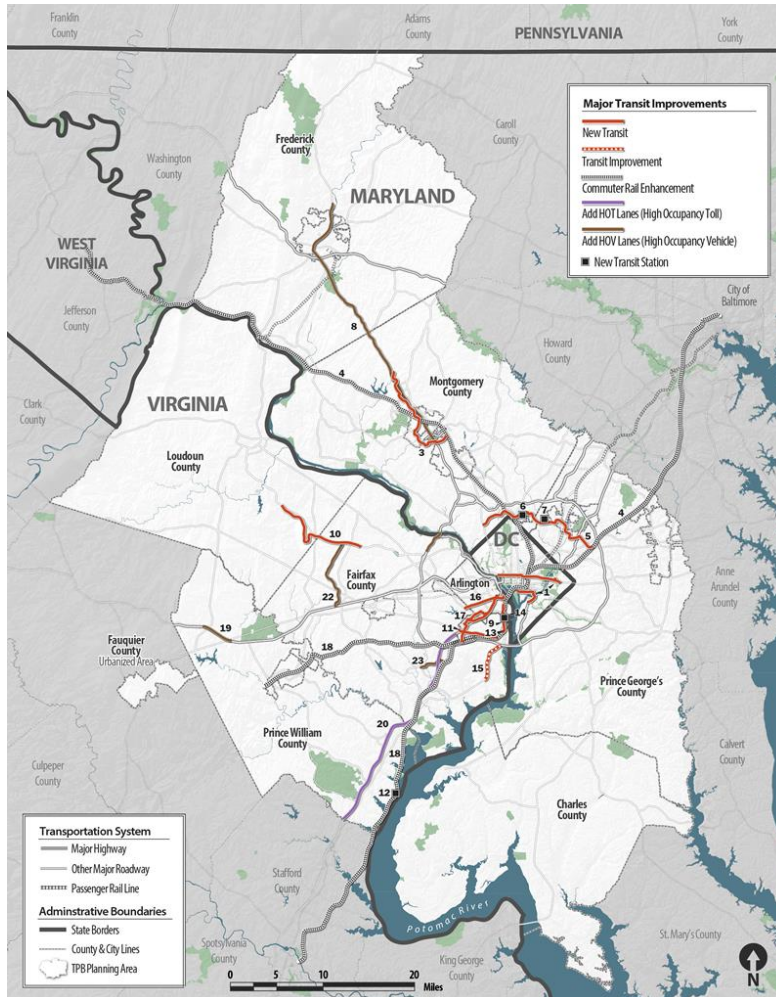
# What's Already in the CLRP?

- **500+** regionally significant highway, bridge, transit, bicycle, and pedestrian improvement projects
- **1,188 new lane-miles** of roadway (7% increase from today)
- **44 new miles** of rail transit (15% increase from today)
- **\$244 billion** in spending

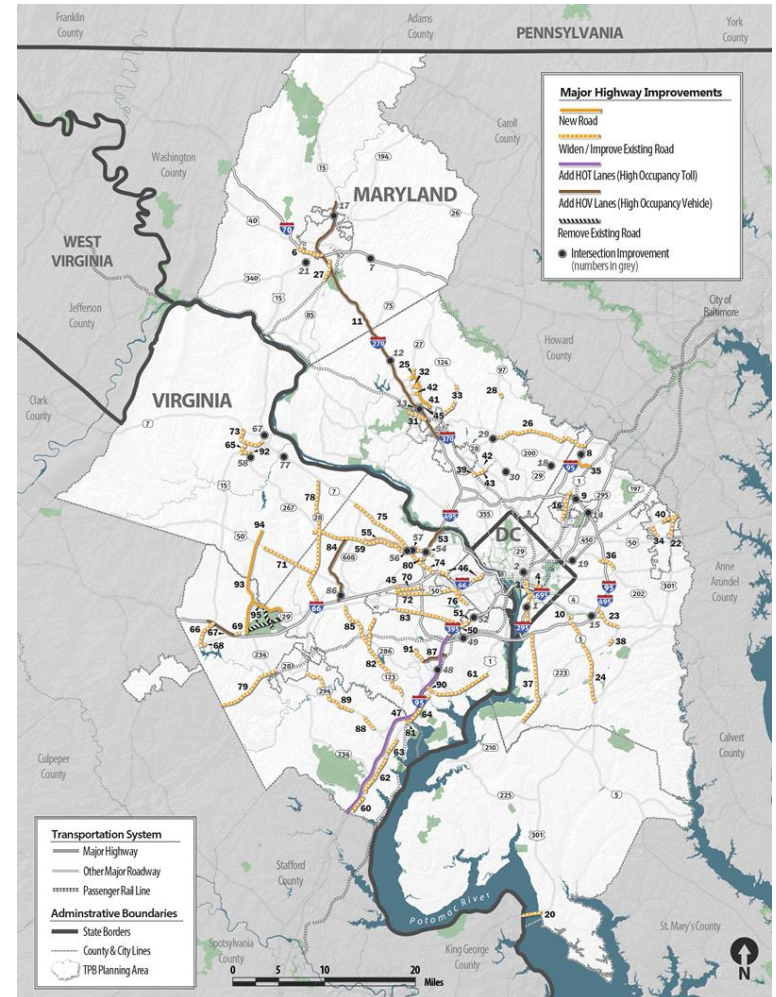


# What's Already in the CLRP?

## Major Transit Improvements

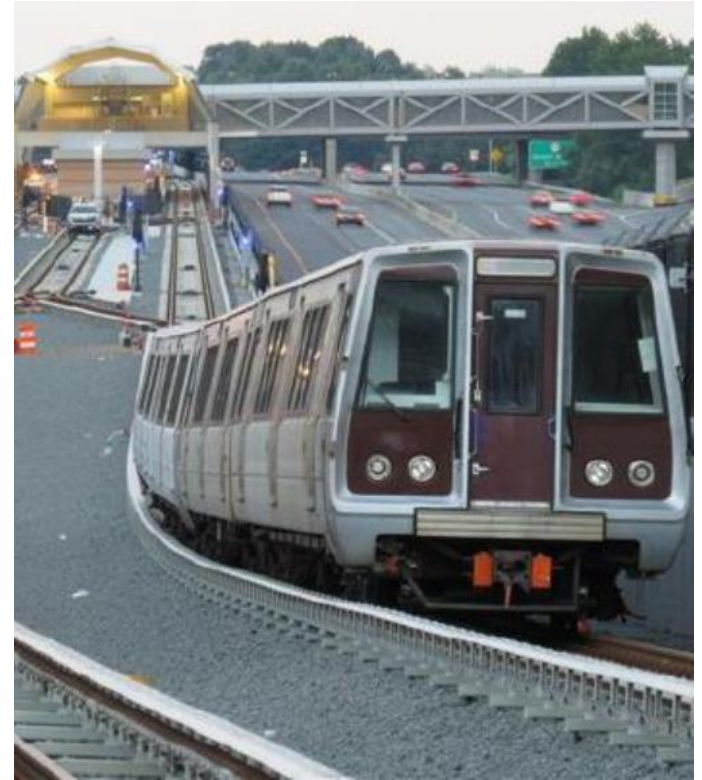


## Major Highway Improvements



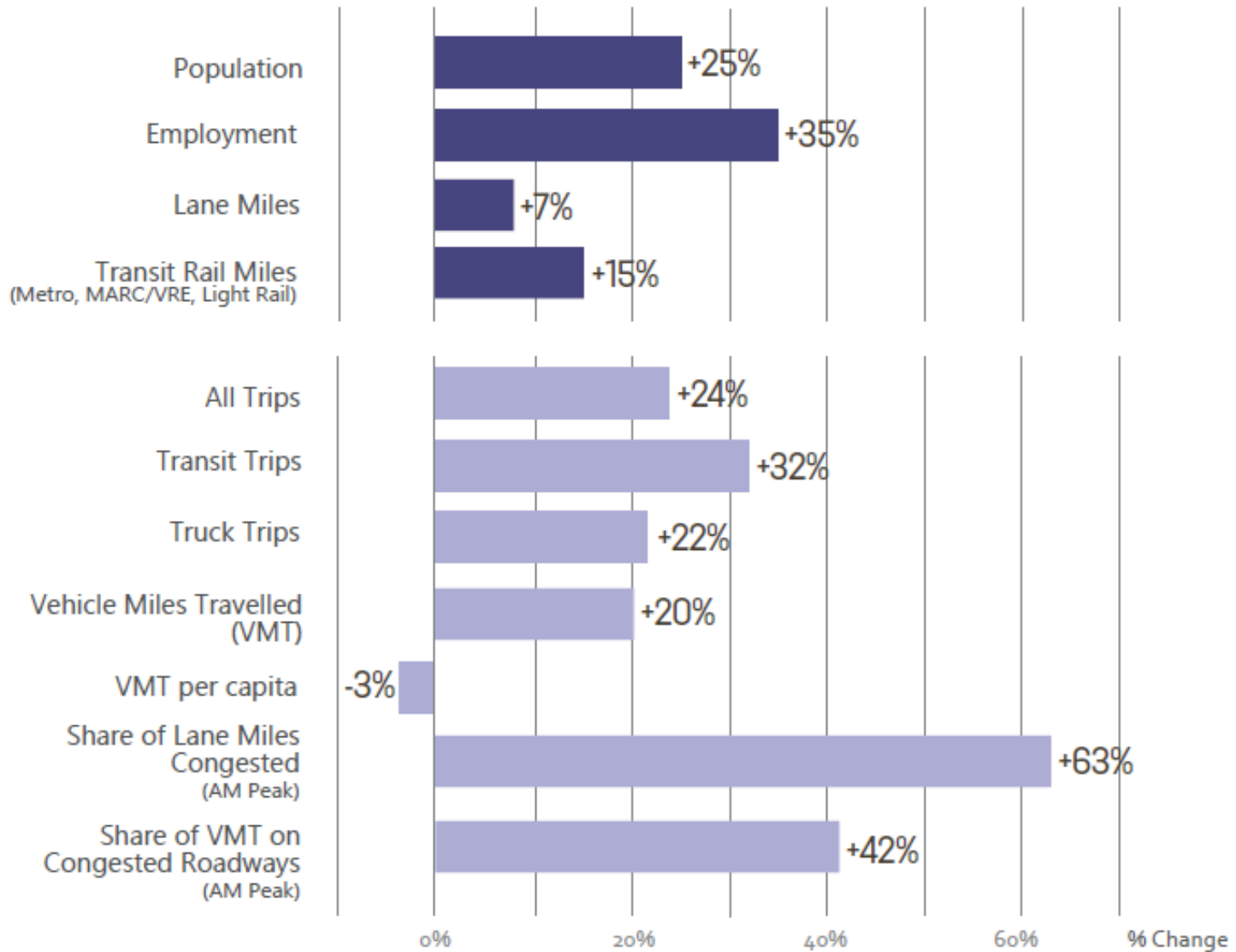
# What's Already in the CLRP?

- Silver Line, Phase II
- Corridor Cities Transitway (CCT)
- I-270/US 15 Corridor
- Purple Line
- DC Streetcars
- South Capitol Street Bridge



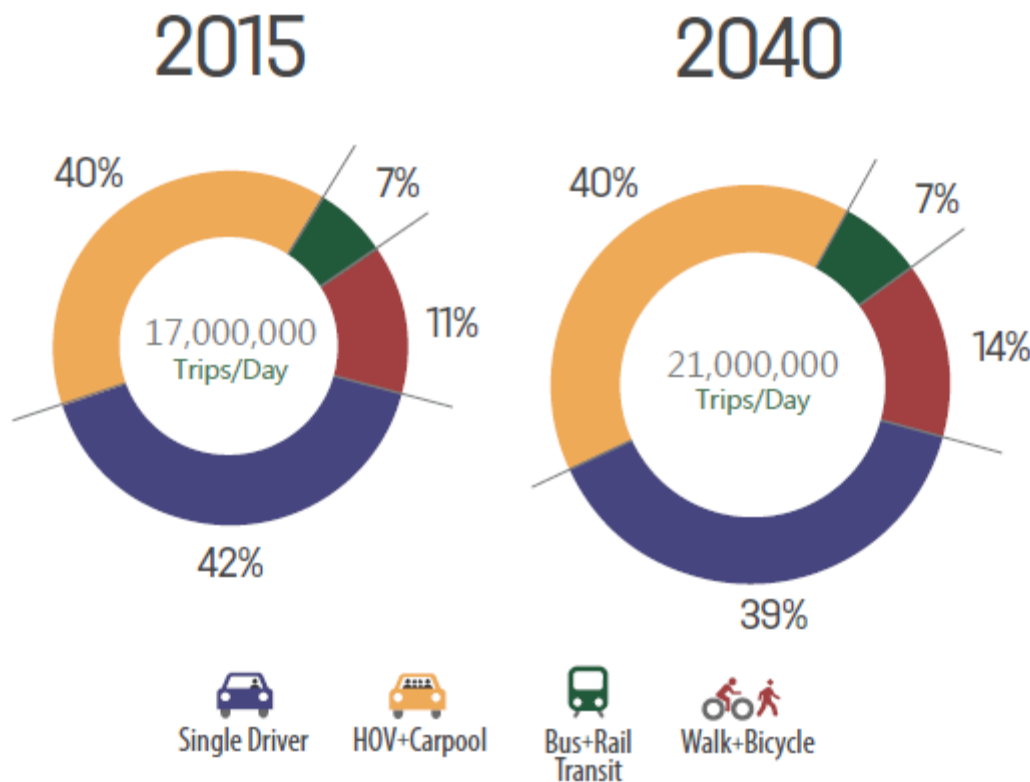
For a complete listing of projects, visit [www.mwcog.org/CLRP/projects](http://www.mwcog.org/CLRP/projects).





# Our Future Under the 2014 CLRP



# Our Future Under the 2014 CLRP

## Daily Travel – Mode Share and Trips by Mode (2015-2040)



957,000 more trips	 Walk+Bicycle	+49% From 2015
372,000 more trips	 Transit	+32% From 2015
1,690,000 more trips	 HOV+Carpool	+25% From 2015
1,076,000 more trips	 Single Driver	+15% From 2015

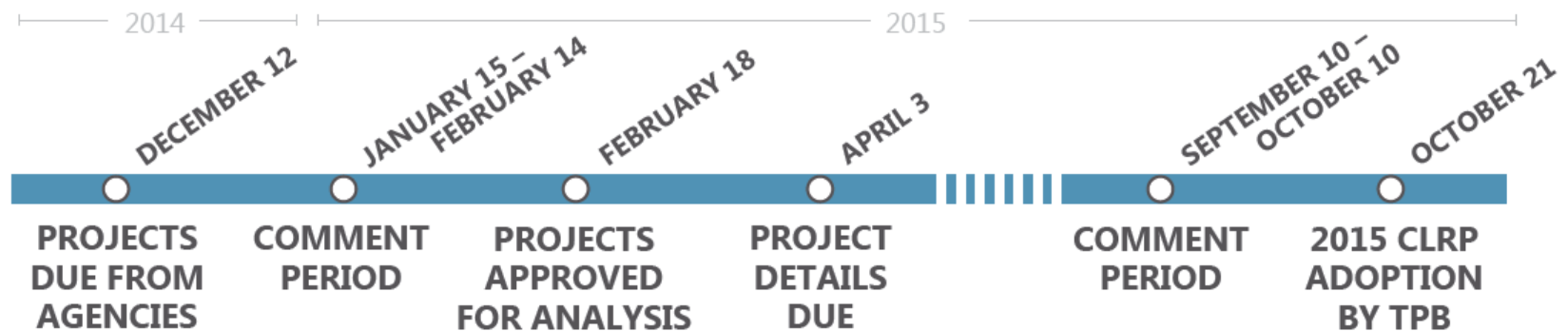
Find the full results of the 2014 CLRP Performance Analysis at [www.mwcog.org/CLRP2014](http://www.mwcog.org/CLRP2014).



# 2015 CLRP Update

- Six major new projects or changes to existing projects submitted by VDOT and DDOT
- Projects to be approved for Air Quality Conformity Analysis and Performance Analysis on February 18

## SCHEDULE FOR DEVELOPMENT & ADOPTION OF THE 2015 CLRP UPDATE



Find the complete 2015 CLRP update schedule at [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015).

# 2015 CLRP Update: Think Regionally, Act Locally

- 2015 CLRP Call for Projects: “Agencies should consider regional goals, priorities, and needs when developing and selecting projects to submit for inclusion in the CLRP.”
  - **TPB Vision: Goals, Objectives, Strategies**
  - **Regional Priorities: Maintenance, Fairness, Efficiency**
  - **Additional Policy Context**
    - National Capital Region Climate Change Report (2008)
    - Region Forward (2010)
    - CLRP Aspirations Scenario (2010)
    - “What Would It Take?” Scenario Study (2010)

# 2015 CLRP Update: Think Regionally, Act Locally

## THE REGION'S GREATEST NEEDS

- **Reduce congestion on the roadway and/or transit system**
- **Improve the operational efficiency of the existing roadway and/or transit system**
- **Provide high-quality transportation options between and/or within Activity Centers**
- **Reduce vehicle-miles traveled (VMT) per capita**
- **Reduce emissions of criteria pollutants**
- **Reduce emissions of greenhouse gases**
- **Increase use of travel modes other than driving alone**

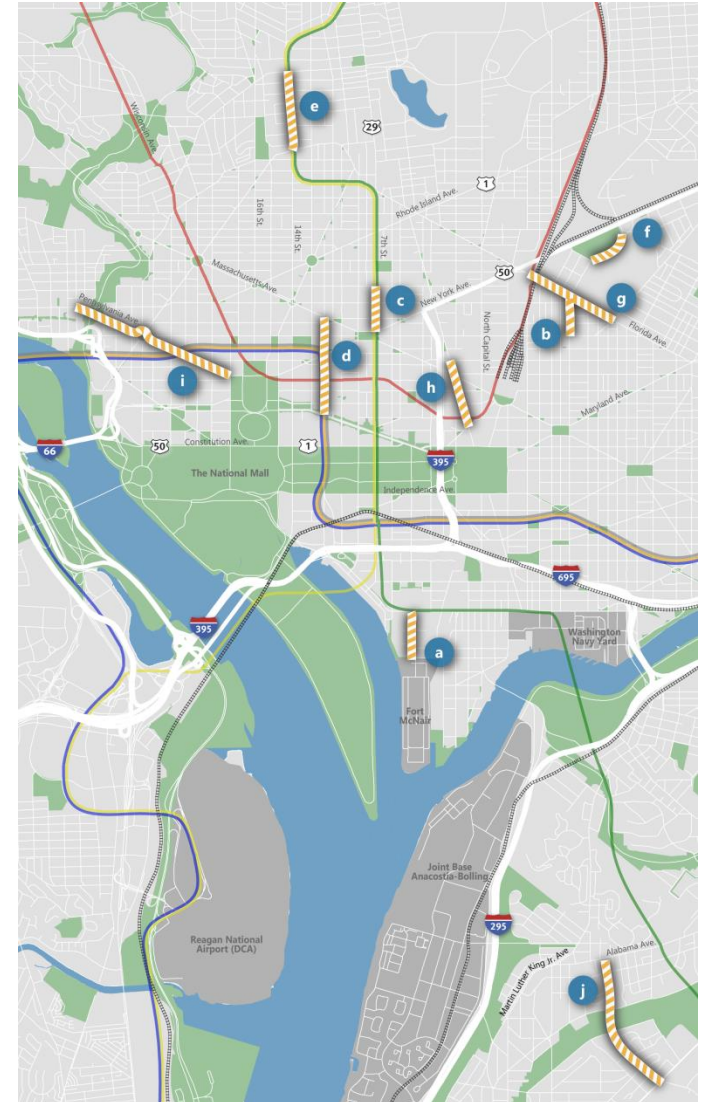
# 2015 CLRP Update: Additions and Changes

## District of Columbia

### Dedicated Bike Lanes, Citywide

Length: 9 miles  
Complete: 2015  
Cost: \$470,000

- a) 4th St. SW, M St. to P St. - 4 to 2 lanes
- b) 6th St. NE, Florida Ave. to K St.- 2 to 1 lane
- c) 7th St. NW, New York Ave. to N St. - 4 to 2 lanes
- d) 12th St. NW, Penn. Ave. to Mass. Ave. - 4 to 3 lanes
- e) 14th St. NW, Florida Ave. to Columbia Rd. - 4 to 2 lanes
- f) Brentwood Pkwy. NE, 6th St./Penn St. to 9th St. - 4 to 2 lanes
- g) Florida Ave. NE, 2nd St. to W. Virginia Ave. - 6 to 4 or 5 lanes
- h) New Jersey Ave. NW, H St. to Louisiana Ave. - 4 to 2 lanes
- i) Pennsylvania Ave. NW, 17th St. to 29th St. - 4/6 to 2 or 4 lanes
- j) Wheeler Rd. SE, Alabama Ave. to Southern Ave. - 4 to 2 lanes



# 2015 CLRP Update: Additions and Changes

## Virginia

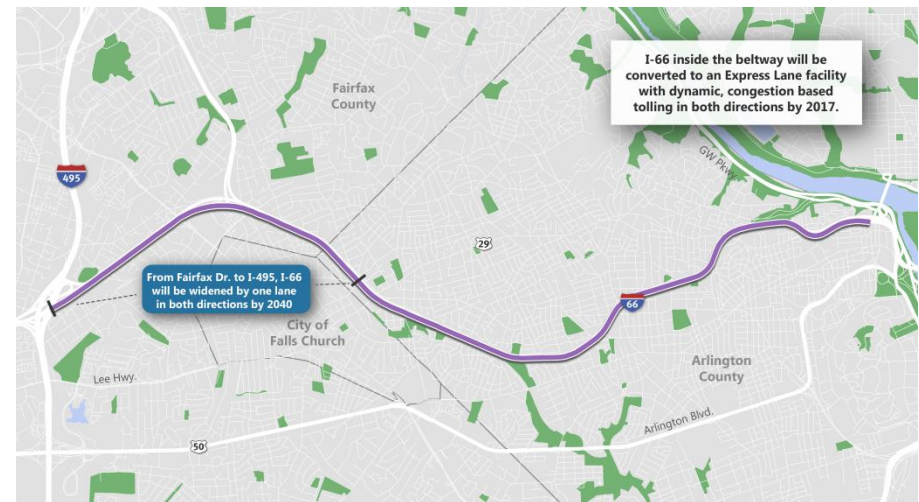
### I-66 Corridor Improvements inside the Beltway US Route 29 in Rosslyn to I-495

Length: 10 miles

Complete: 2017 (tolling, multimodal), 2040 (widening)

Cost: \$75-100 million

- Convert I-66 to a managed express lanes facility with dynamic, congestion-based tolling for all vehicles with less than 3 occupants in both directions, during peak periods only by 2017
- Implement enhanced bus service and complete elements of the bicycle and pedestrian network by 2017
- Widen from 2 to 3 lanes in both directions between Fairfax Dr. and I-495 by 2040.

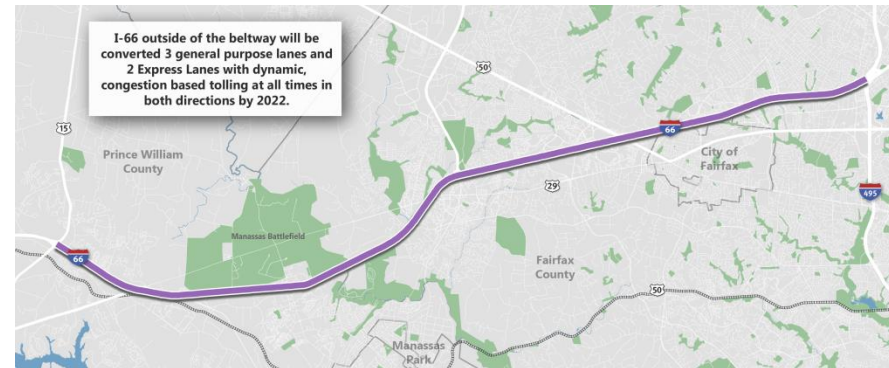


# 2015 CLRP Update: Additions and Changes

## I-66 Corridor Improvements outside the Beltway I-495 to US Route 15 in Prince William County

Length: 25 miles  
Complete: 2022  
Cost: \$2-3 billion

- Reconfigure I-66 to have 2 managed express lanes and 3 general purpose lanes in each direction.
- Express lanes use dynamic, congestion-based tolling for vehicles with less than 3 occupants at all times to maintain free-flow conditions
- New high-frequency bus service and construction of new or expanded commuter park-and-ride lots
- Two alternatives for access and egress points between the general purpose and express lanes will be analyzed separately



# 2015 CLRP Update: Additions and Changes

## Project Removals

### District of Columbia

- Benning Road Streetcar Spur  
from Benning Rd., to Minnesota Ave. Metro Station
  - In CLRP since 2014

### Virginia

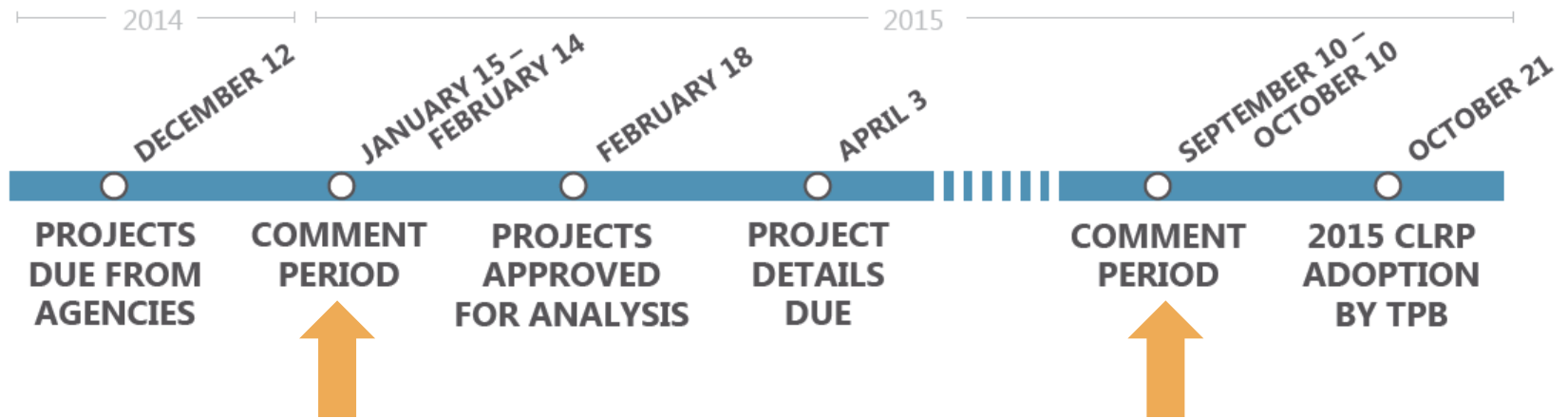
- Columbia Pike Streetcar  
from Skyline Center to Pentagon City
  - In CLRP since 2008
- Crystal City Streetcar  
from Pentagon City Metro Station to Four Mile Run/Alexandria City Line
  - In CLRP since 2011

# 2015 CLRP Update: Additions and Changes

For complete project descriptions, including information from agencies about how the projects they submit help support or advance regional goals, priorities, and needs, visit [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015).



# Comment on Additions and Changes



**Comment on additions and changes to projects**

Comment on draft plan and analysis results

# Comment on Additions and Changes

- Find all documents available for public comment at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).
- Submit comments:
  - On the web at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment)
  - By email at [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org)

- **In writing:**

Chairman Phil Mendelson  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE Suite 300  
Washington, DC 20002-4239

- **Deadline is February 14, 2015.**

# Getting the Word Out

- E-mail blast to TPB stakeholders and subscribers
- Ads placed in The Washington Post, Afro-American, and Washington Hispanic
- Featured in TPB Weekly Report and TPB News
- Outreach via Facebook and Twitter



*Multimodal Solutions - 495 to Haymarket*



*Investing in Multimodal Solutions*

## **Metropolitan Washington Council of Governments Transportation Planning Board**

January 21, 2015

Renee Hamilton

Deputy District Administrator

Virginia Department of Transportation



Multimodal Solutions - 495 to Haymarket



Investing in Multimodal Solutions

## I-66 Corridor Conditions

- Employment growth in activity centers
- Roadway congestion
- Safety and operational concerns
- Metrorail Congestion
- Bus service impacted by peak hour congestion
- Limitations / gaps in bike and pedestrian accessibility and connectivity





Multimodal Solutions - 495 to Haymarket



Investing in Multimodal Solutions

## Two Projects with Multimodal Solutions

### Implementing earlier studies to improve the I-66 Corridor

- I-66 Transit/TDM Study Final Report, Virginia Department of Rail and Public Transportation, 2009
- **Outside the Beltway – I-495 to Haymarket**
  - Tier 1 Final Environmental Impact Statement, November 2013
- **Inside the Beltway – I-495 to Route 29 in Rosslyn**
  - I-66 Multimodal Study Final Report, June 2012
  - I-66 Multimodal Study Supplemental Report, August 2013



TRANSFORM 66



Multimodal Solutions - 495 to Haymarket

# I-66 OUTSIDE THE BELTWAY

## U.S. 15/HAYMARKET TO I-495



TRANSFORM 66  
**OUTSIDE** the Beltway

VDOT | DRPT

## Purpose and Need

Multimodal Solutions - 495 to Haymarket

- Improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner
- Enhance transportation safety and travel reliability



TRANSFORM 66



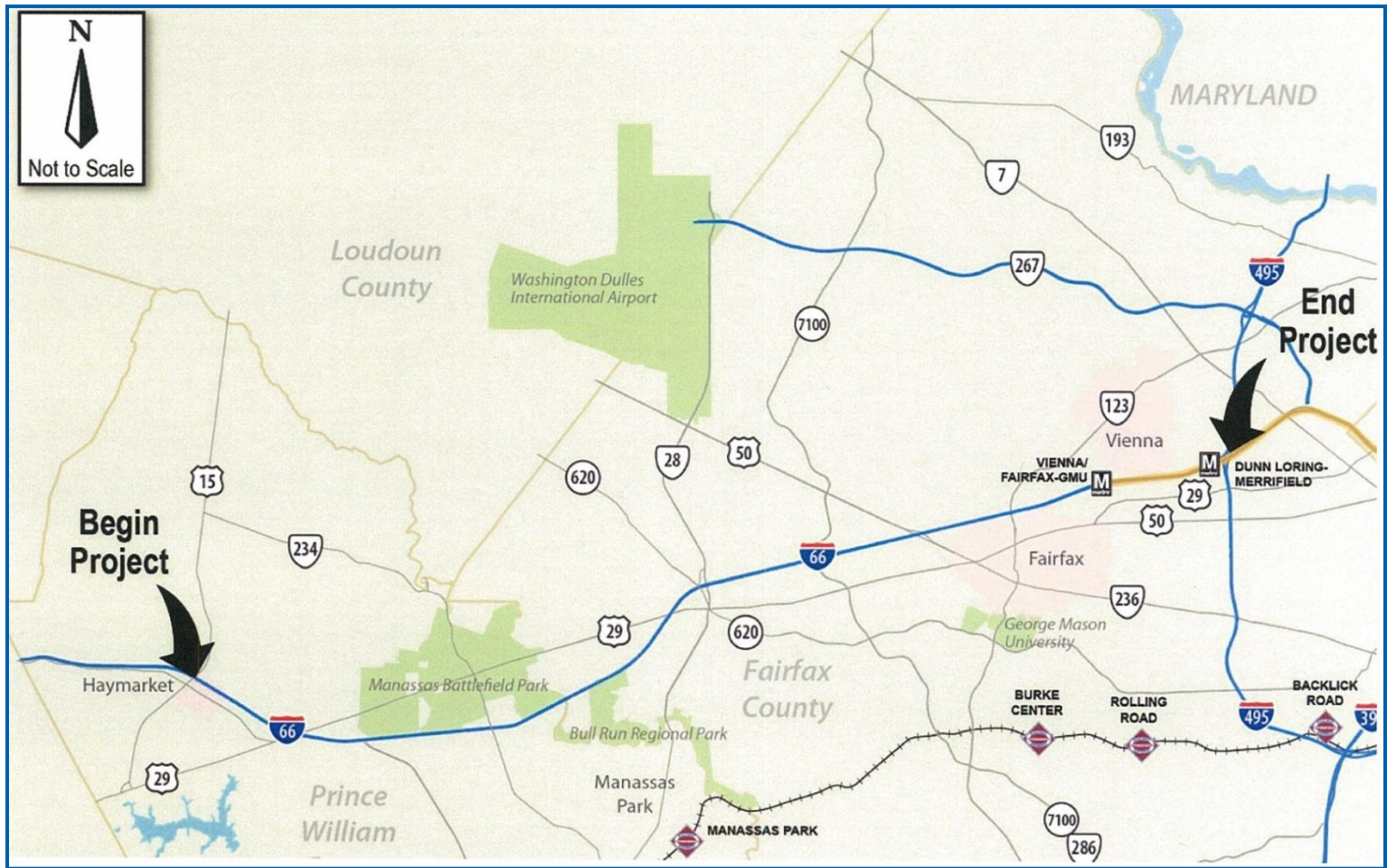


TRANSFORM 66  
**OUTSIDE** the Beltway

VDOT | DRPT

# I-66 Outside the Beltway Improvement Area

Multimodal Solutions - 495 to Haymarket



TRANSFORM 66



Multimodal Solutions - 495 to Haymarket

## Project Scope

- Two Express Lanes (convert existing HOV lane & add one lane)
  - HOV-3 and buses travel free
  - Non-HOV tolled
  - Congestion-based tolls
  - Converting HOV-2 to HOV-3 by 2020, consistent with the Constrained Long Range Plan
- Three regular lanes
  - Open to all traffic
  - No tolls
  - Ramp-to-ramp connections (auxiliary lanes)
- Rapid bus service and other multimodal improvements
  - High frequency of service beyond peak hours
  - Travel in express lanes for predictable travel times
  - Park-and-Ride lots, Transportation Demand Management

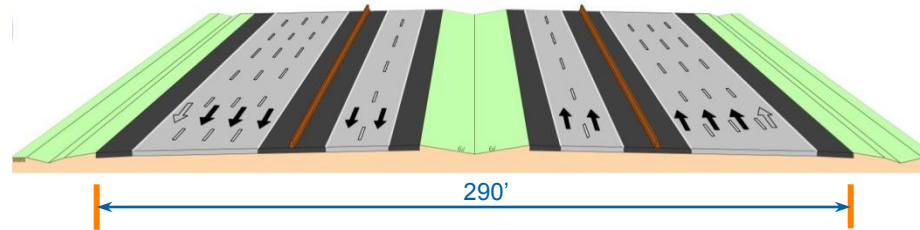


TRANSFORM 66  
**OUTSIDE** the Beltway

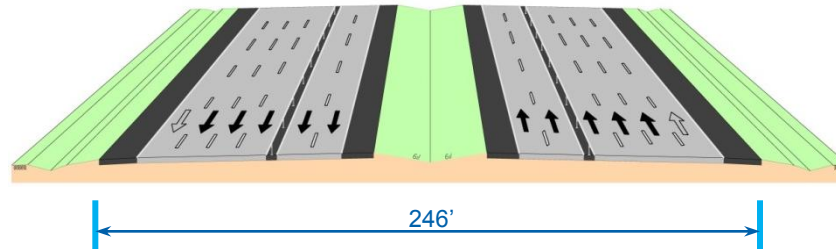
VDOT | DRPT

Multimodal Solutions - 495 to Havmarket

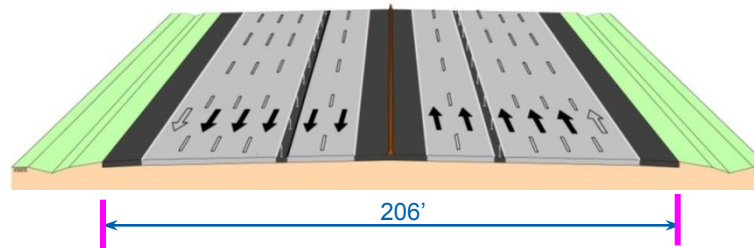
## Typical Sections



Alt. 1 – Concrete Barrier with Full Shoulders and Median for Future Center Transit  
(with auxiliary lanes, if needed)



Alt. 2A – Flexible Barrier with Buffer and Median for Future Center Transit  
(with auxiliary lanes, if needed)



Alt. 2B – Flexible Barrier with Buffer and No Median  
(with auxiliary lanes, if needed)

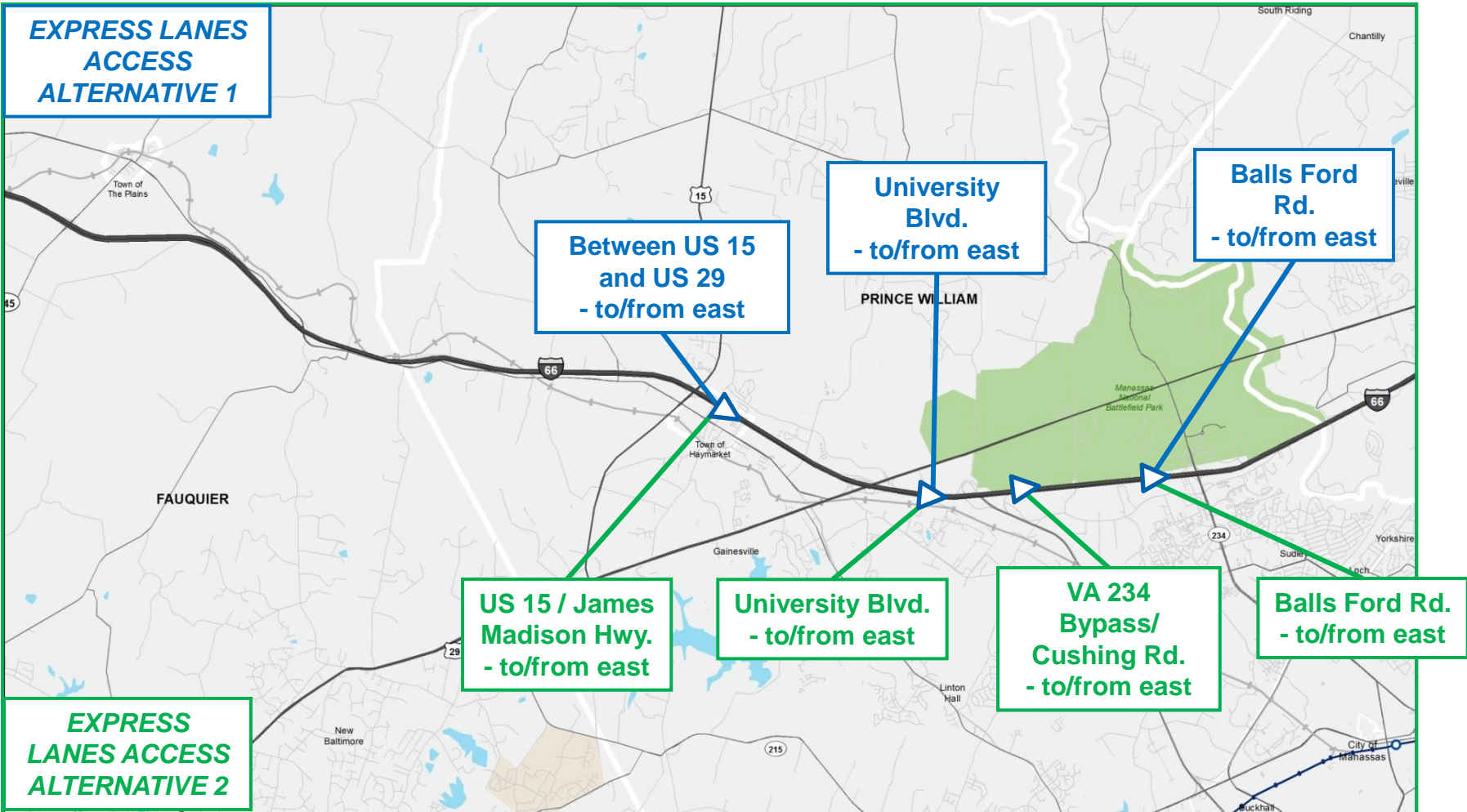


TRANSFORM 66  
**OUTSIDE** the Beltway

VDOT | DRPT

# Preliminary Access Alternatives (Prince William County)

Multimodal Solutions - 495 to Haymarket



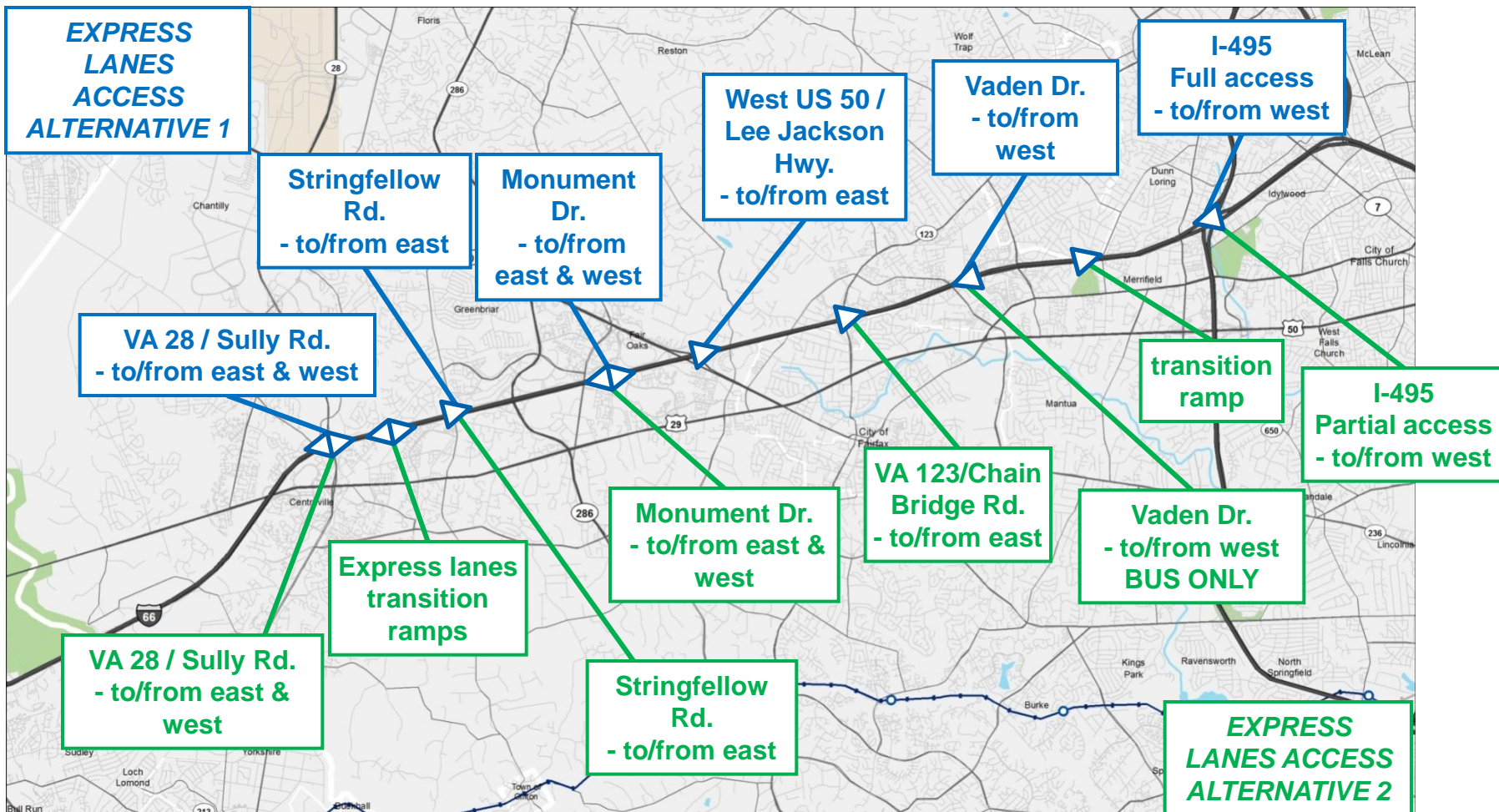


TRANSFORM 66  
**OUTSIDE** the Beltway

VDOT | DRPT

# Preliminary Access Alternatives (Fairfax County)

Multimodal Solutions - 495 to Haymarket

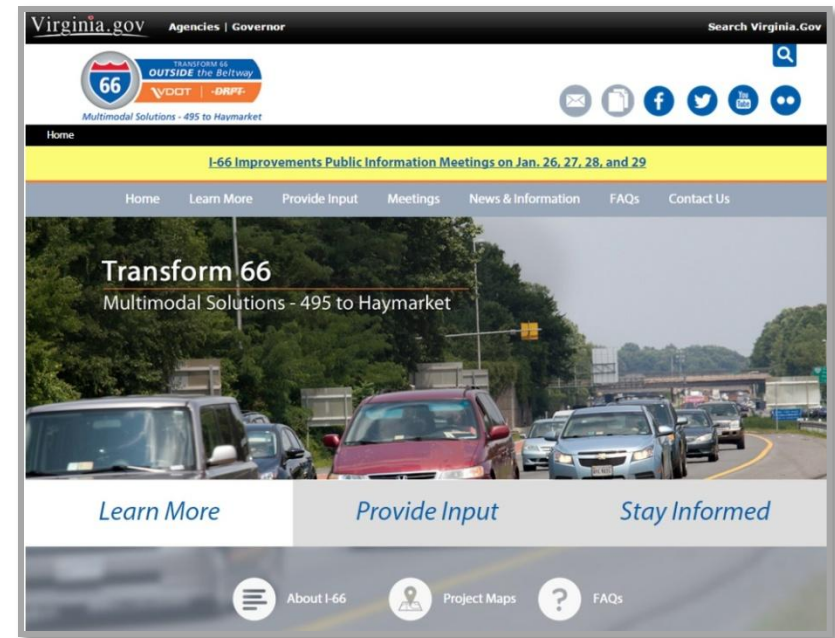




Multimodal Solutions - 495 to Haymarket

## Public Outreach & Agency Coordination

- Public Information Meetings
  - January 26, 27, 28, and 29 (6:00-8:30 p.m.)
- Briefings to key stakeholder groups – more than 45 meetings to date
  - No. Va. Congressional delegation, and state and local officials
  - Transportation groups including NVTAA
  - Environmental groups
  - Transit agencies
  - Regular meetings with technical advisory groups
  - HOAs /community groups
- Proactive media outreach and stakeholder communications



**Transform66.org**  
New Project Website



TRANSFORM 66  
**OUTSIDE** the Beltway

VDOT | DRPT

Multimodal Solutions - 495 to Haymarket

## Commuter Bus Services – existing services, new routes, and modified existing routes

- One-seat rides
- Enhanced connectivity between new park-and-ride facilities and major regional destinations
- Peak-oriented service

## Rapid Bus Service – new service

- Complements Metrorail
- Frequent and all-day service
- To/from key park-and-ride facilities that have direct access to Express Lanes

## Transit Services



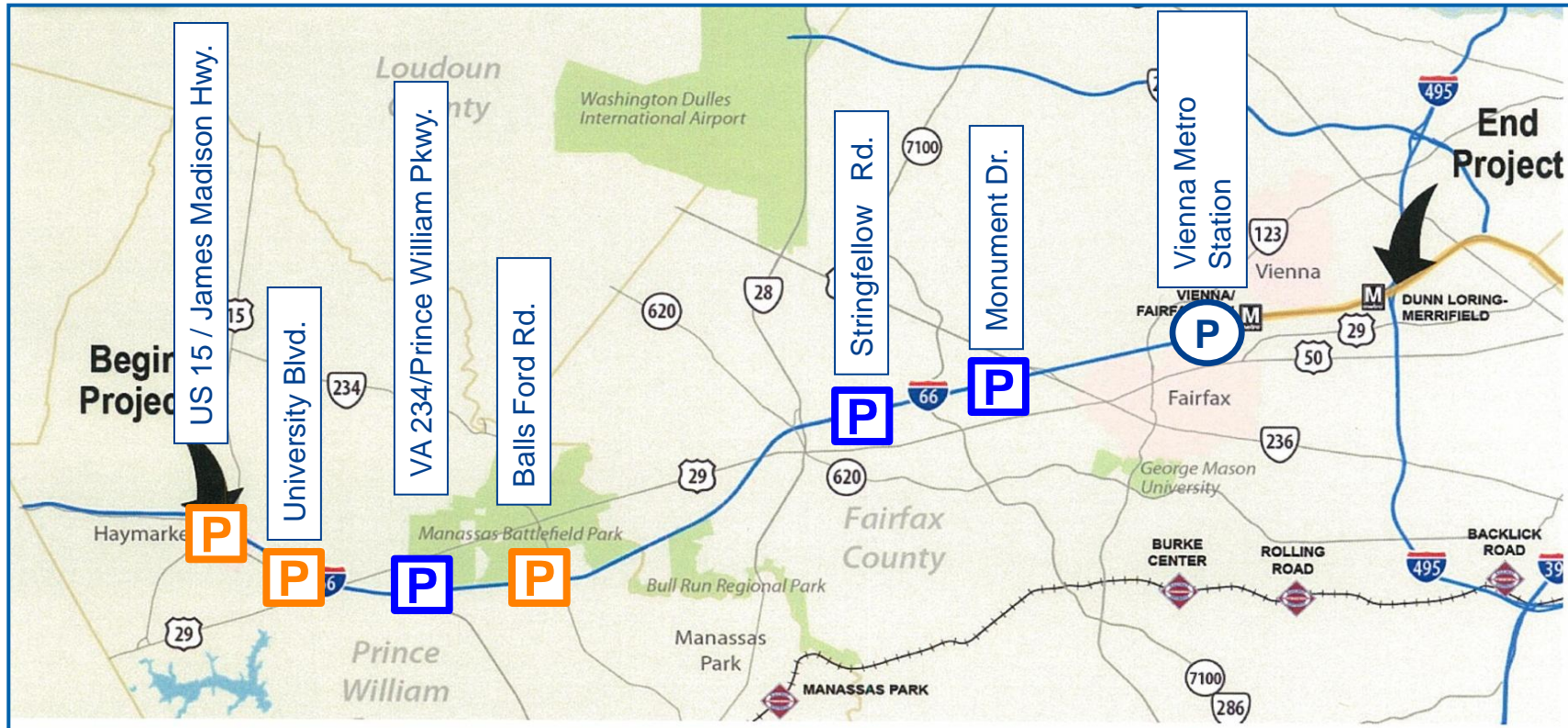


TRANSFORM 66  
**OUTSIDE** the Beltway

VDOT | DRPT

# Park-and-Ride Facilities

Multimodal Solutions - 495 to Haymarket



I-66 Park-and-Ride Focus Locations



New



Existing with planned or proposed expansion



Existing

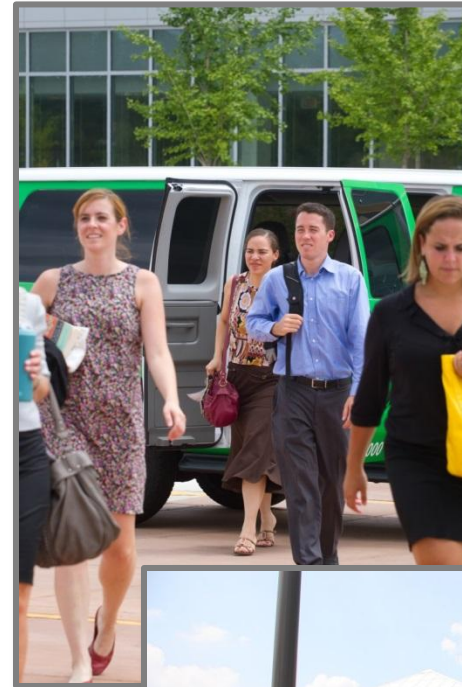




Multimodal Solutions - 495 to Haymarket

- Incentivize carpooling
- Form vanpools
- Provide employer and destination outreach, services, and information
- Provide home-based outreach
- Enhance web-based and mobile applications
- Provide ride-matching services
- Promote bicycling, walking, transit, vanpooling, and carpooling
- Support casual carpooling (slugging – used on I-95)

## Transportation Demand Management (TDM) Strategies





TRANSFORM 66  
**OUTSIDE** the Beltway

VDOT | DRPT

Multimodal Solutions - 495 to Haymarket

## Key Milestones

Key Milestones	Dates
Submit project for inclusion in CLRP	December 2014
Public Information Meetings	January 2015
NEPA Public Hearing	May 2015
NEPA / FHWA Decision	End of 2015
Financial Close	December 2016
Construction Start	2017



*Investing in Multimodal Solutions*

# **I-66 INSIDE THE BELTWAY**

## **I-495 TO ROUTE 29 IN ROSSLYN**



*Investing in Multimodal Solutions*

## Purpose and Need



The purpose of the I-66 Inside Multimodal Project is to move more people in the I-66 Corridor by improving transit service, reducing roadway congestion and increasing travel options.



# I-66 Inside the Beltway Improvement Area

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*Investing in Multimodal Solutions*

## Project Scope

- Operational strategies to maximize the use, operation, and safety of the multimodal network within the corridor
- Enhanced bus service
- Dynamic tolling in both directions during peak periods only
  - HOV-3+ vehicles ride free
  - Facility free to all traffic during off-peak periods
  - Consistent with current policy, heavy trucks are prohibited
- Completion of bicycle and pedestrian network elements
- Addition and enhancement of TDM programs
- Study and implementation of future widening – 2025-2040



*Investing in Multimodal Solutions*

## Key Milestones

Key Milestones	Dates
Submit project for inclusion in CLRP	Jan. 2015
Public Information Meetings	2015
Environmental Document	2015
Public Hearing	Mid 2015
Design-Build Procurement	Late 2015
Construction Start	2016
Toll Day One	2017



*Investing in Multimodal Solutions*

## Public Outreach and Agency Coordination

- Project Working Group (PWG)
- Held meetings with MWAA, FHWA, Arlington County and City of Falls Church
- Upcoming meetings with DDOT and MDOT
- Implementing Stakeholder Technical Advisory Committee (STAG)

Arlington County	City of Falls Church	Fairfax County
City of Fairfax	Town of Vienna	Loudoun County
MDOT / DDOT	DDOT	Prince William County
MWAA	WMATA	NVRPA
NVTA	NVTC	PRTC
FHWA.	FTA	VRE



## **ITEM 12 - Information**

January 21, 2015

Briefing on Draft Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP

### **Staff**

**Recommendation:** Receive briefing on the draft scope of work for the air quality conformity assessment for the 2015 CLRP and the FY 2015-2020 TIP.

**Issues:** None

**Background:** On January 15, the draft scope of work is scheduled to be released for a 30-day public comment period that will end February 14. At the February 18 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.

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

**SCOPE OF WORK**

**I. INTRODUCTION**

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

Projects solicited for the 2015 Constrained Long Range Plan (CLRP) and FY2015-2020 Transportation Improvement Program (TIP) are scheduled to be finalized at the February 18, 2015 TPB meeting. This scope of work reflects the tasks and schedule designed for the air quality conformity assessment leading to adoption of the plan on October 21, 2015. This work effort addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) as ozone precursor pollutants), and fine particles (PM<sub>2.5</sub>) standards (direct particles and precursor NO<sub>x</sub>), as well as maintenance of the wintertime carbon monoxide (CO) standard.

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

**II. FEDERAL REQUIREMENTS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Assessment Criteria:**

- Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the most recently approved 8-hour ozone area VOC and NOx mobile emissions budgets. The 2009 Attainment and 2010 Contingency budgets were deemed adequate for use in conformity by EPA in February 2013. These budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).
  
- PM2.5 pollutants will be assessed by comparing the forecast year pollutant levels to the mobile budgets in the PM2.5 Maintenance Plan. The Maintenance Plan was approved by EPA effective November 5, 2014.
  
- Wintertime CO will be assessed by comparing the forecast year pollutant levels to the budgets in the CO Maintenance Plan. The Maintenance Plan was approved by EPA effective June 3, 2005.

**III. TECHNICAL APPROACH**

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

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

#### **IV. CONSULTATION**

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

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

#### **V. WORK TASKS**

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

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

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

# SCHEDULE FOR DEVELOPMENT & ADOPTION

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

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

\*Regular monthly TPB meeting

## **ITEM 13- Information**

January 21, 2015

Review of Outline and Preliminary Budget for the  
FY 2016 Unified Planning Work Program (UPWP)

### **Staff**

**Recommendation:** Receive briefing on the enclosed outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2016 (July 1, 2015 through June 30, 2016).

**Issues:** None

**Background:** A complete draft of the FY 2016 UPWP will be presented to the Board for review at its February 18 meeting, and the final version will be presented for the Board's approval at its March 18 meeting. The TPB Technical Committee reviewed the outline and budget at its January 9, 2015 meeting.







# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

January 15, 2015

## MEMORANDUM

**TO:** Transportation Planning Board

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

**SUBJECT:** Preliminary Budget and Outline for FY 2016 Unified Planning Work Program (UPWP)

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A preliminary FY 2016 budget estimate for the UPWP, the work activity funding changes compared to FY 2015 levels, and an outline of the proposed work activities for FY 2016 are attached.

### Estimated Total Budget Unchanged

The budget for the FY 2016 UPWP work program is based upon MPO planning funding allocations provided by the three DOTs of FTA Section 5303 and FHWA Section 112 PL funding that is determined by the FY 2015 USDOT budget. Due to the uncertainty regarding the final FY 2015 USDOT authorization and budget levels, we assume that the FY 2016 funding allocations to be provided by the DOTs will be at the current FY 2015 levels. The estimated funding is shown on the next page. In addition, the budget estimate assumes the level of unobligated funds from FY 2014 will be \$1,411,894, which is the same as from FY 2013. The preliminary estimated **total budget excluding carryover funds is \$12,881,585, which is the same as the current total FY 2015 budget** as amended December 17, 2014.

### Core Program Budget Increased

In light of new performance-based planning requirements and in anticipation of the major funding needed for a large-sample regional household travel survey to be conducted in 2016-17, the three DOT and WMATA have agreed to reduce their budget levels for their technical assistance programs in order to provide additional funding for core program work activities.

The **technical assistance program budget is \$1,317,807**, which is a **decrease of \$458,385** from the current FY 2015 budget level. Technical

assistance program budgets are based upon agreed percentages of the estimated FY 2016 funding allocations. This year, the agreed percentage of the total new FTA and FHWA planning funding passed through each state is reduced from 13.5 percent to 10 percent. The funding level for WMATA technical assistance is reduced from 8 percent to 6 percent of the new FTA funding.

The **core program budget is \$11,563,778** without carryover funds, which is an **increase of \$458,385** more than the corresponding current FY 2015 budget level.

**ESTIMATED PRELIMINARY FUNDING FOR FY 2016 UPWP**

	<b>FTA</b>	<b>FHWA</b>	<b>New FY 2016</b>	<b>Current FY 2015</b>
<b>DDOT</b>				
New 2016	\$ 532,855	\$ 2,150,307	\$ 2,683,162	2,672,010
Unob.2014	23,993	107,656	131,649	131,649
<b>MDOT</b>				
New 2016	1,277,256	3,610,288	\$ 4,887,544	\$ 4,887,544
Unob.2014	249,550	550,550	800,100	800,100
<b>VDOT &amp; VDRPT</b>				
New 2016	1,037,185	2,861,800	\$ 3,898,985	\$ 3,898,985
Unob.2014	72,000	408,145	480,145	480,145
<b>TOTAL New 2015</b>	<b>\$ 2,847,296</b>	<b>\$ 8,622,395</b>	<b>\$ 11,469,691</b>	<b>\$ 11,469,691</b>
<b>TOTAL Unob.2014</b>	<b>\$ 345,543</b>	<b>\$ 1,066,351</b>	<b>\$ 1,411,894</b>	<b>1,411,894</b>
<b>Grand Total</b>			<b>\$ 12,881,585</b>	<b>12,881,585</b>

**Technical Assistance**

10 % of new allocation

DDOT 268,316

MDOT 488,754

VDOT 389,899

\$ 1,146,969

6% of total new FTA funding

WMATA 170,838

New Technical Assistance Total

Total \$ 1,317,807

or 11.5 % of total new funding of \$11,469,869

**TPB FY 2016 WORK PROGRAM FUNDING CHANGES FROM FY 2015  
NO CARRYOVER FUNDS**

<b>Work Activity</b>	<b>FY 2016</b>	<b>FY 2015</b>	<b>FY16-FY15</b>	<b>% Change</b>
<b>1. PLAN SUPPORT</b>				
A. Unified Planning Work Program (UPWP)	73,550	73,550	0	0
B. Transp Improvement Program (TIP)	225,300	250,300	-25,000	-11
C. Constrained Long-Range Plan	625,885	642,500	-16,615	-3
D. Financial Plan	65,550	65,550	0	0
E. Public Participation	466,060	466,060	0	0
<del>F. Private Enterprise Participation</del>	0	19,000	-19,000	-100
<b>F. Performance-Based Planning for CLRP/TIP</b>	100,000	0	100,000	
G. Annual Report	83,350	83,350	0	0
H. Transportation/Land Use Connection Progr	434,900	434,900	0	0
I. DTP Management	488,333	488,333	0	0
Subtotal	2,562,928	2,523,543	39,385	2
<b>2. COORDINATION and PROGRAMS</b>				
A. Congestion Management Process (CMP)	213,150	213,150	0	0
B. Management, Operations, and ITS Planning	354,050	354,050	0	0
C. Emergency Preparedness Planning	78,400	78,400	0	0
D. Transportation Safety Planning	130,100	130,100	0	0
E. Bicycle and Pedestrian Planning	126,250	126,250	0	0
F. Public Transportation Planning	180,600	161,600	19,000	11
G. Human Service Transportation Coordination	142,700	142,700	0	0
H. Freight Planning	156,050	156,050	0	0
I. MATOC Program Planning & Support	124,850	124,850	0	0
Subtotal	1,506,150	1,487,150	19,000	1
<b>3. FORECASTING APPLICATIONS</b>				
A. Air Quality Conformity	590,500	590,500	0	0
B. Mobile Emissions Analysis	714,500	714,500	0	0
C. Regional Studies	587,200	587,200	0	0
D. Coord Coop Forecasting & Transp Planning	839,400	839,400	0	0
Subtotal	2,731,600	2,731,600	0	0
<b>4. DEVELOPMENT OF NETWORKS/MODELS</b>				
A. Network Development	800,800	800,800	0	0
B. GIS Technical Support	571,000	571,000	0	0
C. Models Development	1,214,500	1,114,500	100,000	8
D. Software Support	186,200	186,200	0	0
Subtotal	2,772,500	2,672,500	100,000	4
<b>5. TRAVEL MONITORING</b>				
A. Cordon Counts	261,000	261,000	0	0
B. Congestion Monitoring and Analysis	364,100	364,100	0	0
C. Travel Surveys and Analysis				
Household Travel Survey	1,034,800	734,800	300,000	29
D. Regional Trans Data Clearinghouse	330,700	330,700	0	0
Subtotal	1,990,600	1,690,600	300,000	15
<b>Core Program Total (I to V)</b>	<b>11,563,778</b>	<b>11,105,393</b>	<b>458,385</b>	<b>4</b>
<b>6. TECHNICAL ASSISTANCE</b>				
A. District of Columbia	268,316	362,227	-93,911	-26
B. Maryland	488,754	659,819	-171,064	-26
C. Virginia	389,899	526,363	-136,465	-26
D. WMATA	170,838	227,783	-56,946	-25
Subtotal	1,317,807	1,776,192	-458,385	-26
<b>Total Program</b>	<b>12,881,585</b>	<b>12,881,585</b>	<b>0</b>	<b>0</b>
<b>GRAND TOTAL</b>	<b>12,881,585</b>	<b>12,881,585</b>	<b>0</b>	<b>0</b>

## PROPOSED WORK ACTIVITIES FOR FY 2016

(July 1, 2015 to June 30, 2016)

### 1. PLAN SUPPORT

#### A. UNIFIED PLANNING WORK PROGRAM (\$73,500)

- UPWP will be developed to comply with the anticipated metropolitan planning requirements in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act.
- UPWP will describe work elements and integration of program activities and responsibilities for all aspects of the work program.
- UPWP will discuss planning priorities and describe the transportation planning and related air quality planning activities over next 1-2 years.

**Oversight:** TPB Technical Committee

**Products:** UPWP for FY 2017, amendments to FY 2016 UPWP, monthly progress reports and state invoice information, federal grant materials

**Schedule:** Draft: January 2016 Final: March 2016

#### B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (\$225,300)

##### **Ongoing Activities and Schedule**

- The TIP will be updated every two years and amended each year. The FY 2015-2020 TIP was approved in October 2014. Amendments to the FY 2015-2020 TIP are anticipated to be approved along with the 2015 in October 2015.
- Drafts of the 2015 CLRP and FY 2015-2020 TIP amendments will be prepared and reviewed between January and September 2015.
- Documentation of the current TIP will be enhanced with additional analysis as a part of the CLRP/TIP brochure and the CLRP web site.
- Public access to TIP project data has been improved with an online searchable database, which will continue to be updated with the last information.
- The geographic information system linked database of TIP and CLRP project data and air quality conformity information will be improved to facilitate updating and reporting.
- Annual certification of compliance with regulations on providing transit services to persons with disabilities will be prepared.

- An annual listing of projects for which federal funds have been obligated in the preceding year will be prepared.
- Amendments and administrative modifications to the FY 2015-2020 TIP will be processed.
- In November 2015, the TPB will issue a call for projects document requesting project submissions for the 2016 CLRP. The FY 2017-2022 TIP that will accompany updates to the 2016 CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between January and June 2016.

### **Performance Management and the TIP**

MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. The 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, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system.

- A system performance report evaluating the condition and performance of the transportation system with respect to the established targets and the anticipated effect of the TIP toward achieving the performance targets will be developed.
- The system performance report will also include other performance measures used in assessing the performance of the transportation system.
- Section 1.F of the UPWP – Performance Based Planning for the CLRP and TIP – will include the preliminary development of performance measures, targets, and a system performance plan for the metropolitan planning area as this MAP-21 requirement is implemented.

**Oversight:** TPB Technical Committee

**Products:** Amendments to the FY 2015-2020 TIP  
Updated guide to the TIP

**Schedule:** October 2015

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) (\$625,885)

**Ongoing Activities and Schedule**

Document the CLRP via the website and written materials, including:

- Document project submissions for 2015.
- An overview of the relationship between the transportation strategies and improvements and the development framework shown in the regional activity centers map.
- Evaluate the plan for disproportionately high and adverse effects on low-income and minority population groups.
- The 2015 CLRP and amendments to the FY 2015-2020 TIP will be prepared and reviewed between January and September 2015 with approval scheduled for October 2015.
- Continue to improve public materials about the plan during plan development and after plan approval so that the materials are more useful to a variety of audiences, less technical and easier for the public to understand.
- Continue to make plan information more visual, and utilize effective visualization technologies. Improve public access to the plan with informative maps and graphics for web and print media, and an online, searchable database.
- In November 2015, the TPB will issue its “Call for Projects” document for the 2016 CLRP. The “Call for Projects” document will request new projects programs and strategies, and updated information to be included in the 2016 CLRP. The 2016 CLRP will be prepared and reviewed between January and June 2016.

**Performance Management and the CLRP**

MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. The 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, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system.

- A system performance report evaluating the condition and performance of the transportation system with respect to the established targets will be developed. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will include the system performance report.



- The system performance report will also include other performance measures used in assessing the performance of the transportation system.
- Section 1.F of the UPWP – Performance Based Planning for the CLRP and TIP – will include the preliminary development of performance measures, targets, and a system performance plan for the metropolitan planning area as this MAP-21 requirement is implemented.

### **Annual Performance Analysis Report**

- The TPB carries out the CLRP Performance Analysis each year in conjunction with the annual CLRP update to provide decision-makers and the public with information about how well the transportation investments that are currently planned and funded will meet the region's future transportation needs. The Performance Analysis uses forecasts of future population and job growth patterns along with the system of roadways and transit planned in the CLRP to predict future changes in travel patterns and travel conditions.
- Regional Transportation Priorities Plan (RTPP) and CLRP Comparative Assessment – TPB staff will conduct a qualitative assessment of how well the three overarching priorities identified in the RTPP are being met by the transportation system laid out in the 2015 CLRP.
- An analysis of the 2015 CLRP will detail how well the future transportation system laid out in the plan is expected to meet the needs of area travelers in 2040. In addition to changes in daily travel patterns, the 2015 CLRP Performance Analysis will also examine changes in congestion on area roadways and on the Metro system, as well as changes in the job accessibility by highway and transit.
- The analysis will also include the findings of the Air Quality Conformity Analysis of the 2015 CLRP and a forecast of future greenhouse gas emissions under the plan.

### **Environmental Consultation**

- Continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on the discussion of potential environmental mitigation activities.
- To compare the CLRP to natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from the District and the States and forwarded to federal, state and local agencies for comments.

## **Resiliency**

- Continue to monitor local, state and national practices in transportation system resiliency, including climate change adaption, for potential applicability to the region.

**Oversight:** TPB Technical Committee

**Products:** 2015 CLRP and documentation, including the RTPP/CLRP Comparative Assessment and System Performance Report

**Schedule:** October 2015

### D. FINANCIAL PLAN (\$65,550)

The financial analysis for the 2014 CLRP which was produced in consultation with the state and local DOTs and public transportation operators was included in the major update of the CLRP that was approved by the TPB in October 2014.

In FY 2016, the following activities are proposed:

- Review and update the financial analysis for the 2015 CLRP.
- Update financial plan for FY 2015-2020 TIP.

**Oversight:** Technical Committee

**Products:** Update of financial analysis for the 2016 CLRP and FY 2015-2020 TIP

**Schedule:** June 2016

### E. PUBLIC PARTICIPATION (\$466,060)

The Update of the Participation Plan which was approved by the TPB in September 2014 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.

- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.
- Conduct regular public involvement procedures, including public comment sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.
- Complete an evaluation of the public involvement process which began in FY 2015 as recommended during the October 2014 Federal planning certification review. It is anticipated that a consultant will be utilized.

**Oversight:** Transportation Planning Board

**Products:** TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports. Report on an evaluation of the TPB public

involvement process.

**Schedule:** Ongoing, with forums and meetings linked to preparation of the TIP and CLRP.  
Evaluation report: March 2016

F. PERFORMANCE BASED PLANNING FOR THE CLRP AND TIP (\$100,000)

MAP-21 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.

**MAP-21 Performance Management**

- To implement this mandate, rulemakings on performance provisions are being issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The proposed Statewide and Metropolitan Planning Rule provides for the implementation of performance management within the planning process. The basic framework of the planning process is largely untouched from previous federal surface transportation reauthorization acts. However, MAP-21 proposes to change the planning process by requiring States, MPOs, and providers of public transportation to select performance targets and link investment priorities in the TIP and CLRP to the achievement of performance targets.
- The proposed performance management framework created by MAP-21 requires coordination between States, MPOs, and public transportation providers. Integration of elements of other performance-based plans into the metropolitan planning process will also be required, including the:
  - Congestion Mitigation and Air Quality Improvement (CMAQ) Program Performance Plan,
  - Strategic Highway Safety Plan,
  - Public Transportation Agency Safety Plan,
  - Highway and Transit Asset Management Plans, and
  - State Freight Plan.
- Once the performance management rulemaking is finalized by USDOT, the states will have a year (anticipated for September 2016) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (anticipated for March 2017) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP 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 also include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

## **Development and Coordination of Performance Management**

- Once the USDOT has established performance measures for the rulemaking areas, a working group will be established to coordinate the development of regional performance measures and targets for the metropolitan planning area. TPB staff will coordinate with the local DOTs and public transportation providers to evaluate the requirements for data collection, analysis, and reporting. Both the collection of current data and the forecasting of future performance will be evaluated. Following USDOT final rulemaking, the working group will make necessary revisions to the data process used to establish measured performance.
- TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA, VDRPT, and other public transportation agencies on their setting of performance targets for USDOT established performance measures in transit state of good repair and safety.
- TPB staff will coordinate the preparation of a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The report will include a description of the performance measures and targets used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will include the system performance report and the TIP will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

**Oversight:** Transportation Planning Board

**Products:** Performance Analysis Report of the CLRP and TIP

**Schedule:** Performance Report of the 2015 CLRP: October 2015  
MAP-21 Measures: June 2016

### **G. ANNUAL REPORT (\$83,350)**

- This issue will describe the main activities completed in 2015.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*, a web-based newsletter featuring

a short article every week on a single topic of interest in regional transportation.

**Oversight:** Transportation Planning Board

**Product:** *Region* magazine, TPB News and TPB Weekly Report

**Schedule:** June 2016

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM (\$434,900)

This work activity strengthens the coordination between land use and transportation planning. Begun as a pilot in November 2006, the program established a clearinghouse to document national best practices as well as local and state experiences with land use and transportation coordination, and offers short-term technical assistance through consultant teams to local jurisdictions to advance their coordination activities.

The following activities are proposed for FY 2016:

- 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.
- Fund at least one technical assistance project at up to \$80,000 to complete preliminary engineering and conceptual design work, enabling one previous TLC technical assistance planning project or other member jurisdiction planning project to move towards construction-readiness.
- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the new MAP-21 Transportation Alternatives Program (TAP). Coordinate program implementation with the state DOTs.
- 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.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- 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.

**Oversight:** TPB Technical Committee

**Products:** Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

**Schedule:** Technical assistance: September 2015-June 2016

I. DTP MANAGEMENT (\$488,333)

This activity includes all department-wide management activities not attributable to specific project tasks in the work program.

**Oversight:** Transportation Planning Board

**Products:** Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program

**Schedule:** Ongoing throughout the year

## 2. COORDINATION and PROGRAMS

### A. CONGESTION MANAGEMENT PROCESS (CMP) (\$213,150)

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process. Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and document strategies that address congestion, in coordination with MOITS (see also Task 2.B), the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), the Greenhouse Gas Multi-Sector Working Group (MSWG) (see also Task 3.C.), and the regional Commuter Connections Program (see [www.commuterconnections.org](http://www.commuterconnections.org)).
- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition Vehicle Probe Project, and the FHWA's National Performance Management Research Data Set (NPMRDS), as compiled in the Congestion Monitoring and Analysis Task (see also Task 5.B.).
- Support the Vehicle Probe Data Users Group in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions, including conducting quarterly Users Group meetings and maintaining support materials on the TPB website.
- Conduct congestion impact data analyses on an as-needed basis, such as for noteworthy incidents, weather, or other events that cause major impacts to the congestion and reliability levels of the region's roadway system.
- Address MAP-21 requirements related to the CMP, including:
  - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
  - Report regional congestion performance measures based on the available data, especially for congestion reduction and system reliability.
  - Provide congestion-related information (both recurring congestion and non-recurring congestion/reliability information) and support for Performance-Based Planning for the CLRP/TIP (see also Task 1.F.).
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
  - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction



- with major updates of the CLRP;
- 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 annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP; and
- A CMP Technical Report, published on an as-needed basis, compiling and summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. A major update of the CMP Technical Report will be produced in FY2016 (last published in 2014).
- 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.

**Oversight:** Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

**Products:** Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; 2016 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; Vehicle Probe Data Users Group support materials and website; as-needed congestion studies following major regional events; summaries, outreach materials, and white paper(s) on technical issues as needed

**Schedule:** Monthly

**B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING (\$354,050)**

- Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:
  - MAP-21: Address MAP-21 requirements related to MOITS, including:
    - Compile and analyze data to support the “system reliability” National Goal for Performance Management

- Coordinate with member states on system reliability targets
- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program
- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public, including addressing federal Section 1201 requirements on making real-time incident data available
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Coordinate with COG Regional Climate Adaption Plan activities to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis and assessment of strategies designed to reduce congestion or emissions (both criteria pollutants and greenhouse gas emissions); inform the Greenhouse Gas Multi-Sector Working Group (MSWG) on these strategies (see also Task 3.C.)
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies

- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

**Oversight:** Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

**Products:** Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

**Schedule:** Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING (\$78,400)

Under this work task, TPB will provide 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, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and nonmotorized users.

Major topics to be addressed under this task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:

- Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes
- Emergency communications, technical interoperability, and capabilities
- Public outreach for emergency preparedness
- Coordination with regional critical infrastructure protection and related security planning
- Emergency preparedness training and exercises
- Conformance with U.S. Department of Homeland Security (DHS) directives and requirements
- Applications for and management of UASI and other federal Homeland Security funding.

**Oversight:** Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

**Products:** Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning

**Schedule:** Monthly

D. TRANSPORTATION SAFETY PLANNING (\$130,100)

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. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and nonmotorized users. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

- Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach

campaign. Major topics to be addressed in the Transportation Safety Planning task include the following:

- Support of the Transportation Safety Subcommittee
- Safety data compilation and analysis
- Address MAP-21 requirements related to the CMP, including:
  - Compile fatality and injury data to support the “safety” National Goal for Performance Management.
  - Provide information on performance measures for safety.
  - Coordinate with member states on addressing safety targets.
  - Provide safety-related information and support for Performance-Based Planning for the CLRP/TIP (see also Task 1.F.).
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

**Oversight:** Transportation Safety Subcommittee

**Products:** Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed; documentation as necessary supporting MAP-21 requirements of transportation safety planning

**Schedule:** Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING (\$126,250)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan were completed in FY2015, and provide guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.

- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access, including the following:
  - Maintain the improved system developed in FY2015 of on-line mapping and visualization of projects identified in the plan.
  - Compile information toward a biennial report to be delivered in FY2017 on progress on implementing projects from the Regional Bicycle and Pedestrian Plan.
  - Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Monitor regional Complete Streets and Green Streets activities.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).
- Work with the Bicycle and Pedestrian Subcommittee to identify regional or long-distance bicycle routes/project needs, including a potential circumferential "bicycle beltway" route or routes.
- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.
- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders, at least one of which will have a primary focus on pedestrian planning.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

**Oversight:** Regional Bicycle and Pedestrian Subcommittee

**Products:** Compilation of bicycle and pedestrian facilities for the TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; two or more regional outreach workshops; Subcommittee minutes,

agendas, and supporting materials; white papers or other research and advisory materials as necessary

**Schedule:** Bimonthly

F. PUBLIC TRANSPORTATION PLANNING (\$180,600)

This work activity will provide support to the Regional Public Transportation Subcommittee for the coordination of public transportation planning throughout the Washington region, and for incorporating regional public transportation plans into the CLRP and TIP. The Regional Public Transportation Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in public transportation planning and operation. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects. The work activity will also support the Private Providers Task Force, and private provider of public transportation involvement will be documented in the TIP. Quarterly meetings of the TPB Regional Taxicab Regulators Task Force will also be supported.

The major topics to be addressed in FY 2016 include the following:

- Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the metropolitan planning process in regard to performance-based project programming and planning.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of an annual report “State of Public Transportation” that will provide useful operations, customer, and financial data on regional public transportation services for TPB and public utilization, including recent accomplishments and upcoming activities in public transportation across the region and a summary of the Subcommittee’s discussions and any recommendations for consideration by the TPB.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to public transportation service plan implementation and capital projects for public transportation facilities and runningway improvements.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- Facilitation of technology transfer and information sharing as it relates to regional, state and local public transportation services, including for Bus Rapid Transit (BRT) and other projects, customer information, and other common issues.
- Coordination with other regional committees regarding public transportation participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG and the MATOC Transit Task Force.

- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for public transportation services and street operations.
- Coordination with the TPB Access for All (AFA) Committee and the Human Services Transportation Coordination Task Force to enhance regional mobility for all populations.

<b>Oversight:</b>	Regional Pubic Transportation Subcommittee
<b>Products:</b>	Annual report, data compilation, reports on technical issues, and outreach materials Private Provider involvement documentation
<b>Schedule:</b>	Monthly Annual Transit Forum – May

G. HUMAN SERVICE TRANSPORTATION COORDINATION (\$142,700)

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.

MAP-21 eliminated the Job Access and Reverse Commute (JARC) program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities”. COG was the designated recipient for JARC and New Freedom for the Washington DC-VA-MD Urbanized Area and became the designated recipient of MAP-21’s Enhanced Mobility program in 2013.

In 2014, the TPB approved an update to the Coordinated Plan to respond to the requirements of the Enhanced Mobility program. The previous Coordinated Plan guided funding decision for three FTA programs; two of which COG served as the designated recipient for: the Job Access and Reverse Commute for Low Income Individuals (JARC) and New Freedom Program for Persons with Disabilities.

The TPB established the Human Service Transportation Coordination Task Force (“Task Force”) to develop and help implement the Coordinated Plan which guided for the new Section 5310 Enhanced Mobility program. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. The Task Force establishes priorities for the solicitation of grant applications and assists with outreach.

Proposed work activities include:



- Support the activities of the TPB Human Service Transportation Coordination Task Force which include:
  - Identify priority projects for Enhanced Mobility Funding;
  - Review the Coordinated Plan for any revisions or updates to capture unmet transportation needs for people with disabilities and older adults; and
  - Further the goals in the Coordinated Plan for local and regional mobility management efforts to provide an array of transportation services and options to older adults and people with disabilities;
- Support the solicitation and selection of projects for Section 5310 Enhanced Mobility funding; and
- Coordinate the activities of the Task Force with the TPB Access for All Advisory Committee, the Regional Public Transportation Committee and the Private Providers Task Force.

**Oversight:** Transportation Planning Board

**Products:** Project Priorities and Recommendations for Enhanced Mobility Funding

**Schedule:** June 2016

#### H. FREIGHT PLANNING (\$156,050)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- Complete a new Regional Freight Plan.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
  - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
  - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
  - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.

- Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
  - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
  - Monitor federal rulemaking on freight performance measures.
  - Coordinate with member states on the establishment of freight targets.
- Complete a set of "Freight Around the Region" outreach materials focusing on individual jurisdictions' freight activities and their links to regional activities.
- Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.

**Oversight:** TPB Freight Subcommittee

**Products:** New Regional Freight Plan; data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning

**Schedule:** Bimonthly

**I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING** (\$124,850)

Under this work task, TPB will provide 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. Planning activities under this task include:

- Committee Support: Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- TPB Reports: Provide regular briefings to the TPB on MATOC Program progress.
- TPB Staff Participation: Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
- Outreach: Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.
- Implementation Planning: Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- Financial and Legal Analysis: Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- Performance Measurement: Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- Risk Management: Identify and monitor major risks to progress and identify actions to be taken in order to avoid incurring risks or mitigating their consequences.
- Supporting Materials: Develop supporting or informational materials for the above activities as necessary.

**Oversight:** MATOC Steering Committee; MOITS Technical Subcommittee

**Products:** Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task Force and Technical Subcommittee.

**Schedule:** Monthly

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### 3. FORECASTING APPLICATIONS

#### A. AIR QUALITY CONFORMITY (\$590,500)

The FY2016 work program will include the following tasks:

- Completion of conformity analysis of the 2015 CLRP by preparing the final report, which documents procedures, results, and comments and testimony received; in addition, all data files for use in subsequent regional and corridor/subarea planning studies are organized and documented.
- Preparation and execution of a work program for analysis of the 2016 CLRP & FY2017-22 TIP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.
- TPB interagency and public consultation procedures; this includes funding for review and coordination work on the part of COG/DEP staff to reflect involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.
- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.
- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and as guidance is issued; revision of work program elements as necessary.

**Oversight:** Technical Committee in consultation with MWAQC committee

**Products:** Final report on 2015 CLRP Air Quality Conformity Assessment; Work Program for 2015 CLRP & FY2015-20 TIP Conformity Assessment

**Schedule:** June 2016

#### B. MOBILE EMISSIONS ANALYSIS (\$714,500)

The FY2016 work program will include the following tasks:

- Development of input data for MOVES model runs for the 2015 CLRP & FY2015-20 TIP Air Quality Conformity Assessment, review and evaluation of MODEL outputs. Mobile emissions may also be developed for GHG pollutants using the MOVES model (as deemed necessary) in support of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).
- Execution of sensitivity tests (as necessary) assessing the likely impacts of input data changes in MOVES model runs
- Measurement of the on road mobile emissions reductions attributable to current and future Transportation Emissions Reductions Measures (TERMs)
- Technical support to the Commuter Connections Program in support of developing implementation plans and evaluating current and future TERMS
- Development of on road mobile emissions inventories using MOVES2014 as the emissions estimating model and the 2014 VIN database in support of an update of a PM2.5 Maintenance Plan (tentative)
- Funding for the COG Department of Environmental Programs (DEP) in support of its contributions towards provision of data from the state air agencies, and updates on federally-mandated issues related to mobile emissions as part of the annual air quality conformity determinations
- Response to requests for technical assistance by governmental entities and/or their consultants working on technical analyses or municipal transportation planning.
- Development of presentation material, rendering technical support and attendance of MWAQC and CEEPC meetings, policy discussions and public hearings.
- Monitoring of performance measures development associated with Air Quality as mandated by MAP-21
- Monitoring of the development of the newest version of MOVES (MOVES2014) by keeping up-to-date on technical issues, release date, grace period, and technical support activities provided by EPA; staff training on MOVES2014 may also be necessary

**Oversight:** Technical Committee in coordination with MWAQC committees

**Products:** Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing

ozone and PM<sub>2.5</sub> standards and climate change requirements

**Schedule:** June 2016

### C. REGIONAL STUDIES (\$587,200)

#### Transportation Sector Support for the COG Multi-Sector Greenhouse Gas (GHG) Working Group (MSWG)

In January 2015, COG convened the MSWG of senior level professionals from local governments and state agencies representing the energy, environment, transportation and land use sectors. The Working Group is tasked to prepare a draft report, by September 2015, assessing “What We Can Do” in a cost-effective, viable manner to attain the region’s GHG reductions goals.

In spring 2015, the MSWG will identify a set of viable strategies that can be implemented at local, state, regional and national levels to reduce GHG emissions in the energy, environment, transportation and land use sectors. The Working Group with consultant support will

- address how these actions can achieve co-benefits such as reduced criteria pollutant emissions, reduced transportation congestion and increased energy efficiency;
- quantify the benefits, cost and implementation timeframe for these strategies;
- develop an action plan for the region; and
- explore specific GHG reduction goals, measures, and/or targets, in the four sectors.

In FY 2016, TPB staff will continue activities to support the MSWG and the preparation of the draft (September 2015) and final (January 2016) report on “What We Can Do” to attain the region’s GHG reduction goals.

#### Follow-on Activities for the Regional List of Unfunded Transportation Projects

In the second-half of FY 2015, TPB staff will develop of a list of transportation projects which could not be included in the CLRP because funding has not been identified. Each member jurisdiction and agency was asked to provide its list of recognized priority transportation projects with cost estimates for inclusion in a regional list. After this project list is described, mapped and summarized, it will be reviewed by the Technical Committee, the CAC and AFA committees, and TPB.

It is anticipated that these reviews will suggest follow-on activities in FY 2016 to examine the impacts and benefits of the unfunded projects to help identify which ones should be advanced for inclusion in future CLRPs.. One activity could be to develop a multi-modal set of projects for a regional scenario analysis. Another activity could be to focus on a small set with significant regional benefits and then to identify creative ways to fund them.



## Regional Transportation Priorities Plan (RTPP) – Review

In light of the implementation of the MAP-21 performance-based planning requirements, the new assessment of transportation strategies to reduce GHG in the COG report, as well as the experience derived from examining a regional list of the unfunded projects for the CLRP, the RTPP will be reviewed to determine how it could be updated in 2017 to inform the 2018 CLRP, along with its quadrennial financial analysis and annual call for projects. Preparatory work for this review is anticipated to begin in the first half of 2016 (later half of FY 2016).

### Scenario Analysis

Potential outcomes of the MSWG and of the Unfunded Projects List may include requests for regional scenario analysis. At the direction of the TPB, staff would coordinate the development and analysis of scenarios that could incorporate greenhouse gas emissions reduction strategies, currently unfunded projects, or other strategies, policies, and projects, to inform decision-makers and the public.

### Other FY 2016 activities include:

- Provision of staff support involving transportation for COG's FY 2016 Region Forward and Economy Forward regional planning and development efforts.
- Preparing project grant applications for promising US DOT grant opportunities, as approved by the TPB.

**Oversight:** TPB

**Products:** Transportation Sector input for the COG "What We Can Do" to reduce GHG report. Draft- September 2015, Final- January 2016.

Follow-on Activities for the Regional List of Unfunded Transportation Projects

Project grant applications for USDOT grant funding programs as approved by TPB

### D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES (\$839,400)

- 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 Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data. This effort will involve the tabulation and analysis of state ES-202 employment data files for DC, MD and VA and collaboration with the National Capital Planning Commission (NCPC) and the General Services Administration (GSA) to obtain site specific employment totals for federal employment sites in the region.
- 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. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Work with members of the Cooperative Forecasting Subcommittee to reconcile initial Round 9.0 Cooperative Forecasts submitted by local jurisdictions with the regional benchmark projections produced by the top-down Cooperative Forecasting regional econometric model that incorporates current national and regional economic growth assumptions by major industry groups.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop Round 9.0 Transportation Analysis Zone (TAZ)-level forecasts once jurisdictional totals are reconciled with the regional econometric model benchmark projections.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to obtain the COG Board's approval of the draft Round 9.0 Cooperative Forecasts for use in the FY 2016 Constrained Long Range Plan (CLRP) travel demand forecasts and air quality conformity analysis.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to develop Round 9.0 Cooperative Forecasts by jurisdiction and ensure that they are consistent with the reconciled Round 9.0 Cooperative forecasts developed by COG member jurisdictions.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare Round 9.0 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.
- Analyze and map Round 9.0 growth forecasts for identified COG Activity Centers.

- Respond to public comments on the Round 9.0 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward work program.

**Oversight:** Technical Committee

**Products:** Coordination of Land Use and Transportation Planning in the Region, Reconciliation and Approval of Draft Round 9.0 Cooperative Forecasts, Update of Regional Planning Databases, Analysis of Activity Center Growth Forecasts, Development and Distribution of technical reports and information products.

**Schedule:** June 2016

## 4. DEVELOPMENT OF NETWORKS AND MODELS

### A. NETWORK DEVELOPMENT (\$800,800)

This activity addresses the development of transportation network files which are primary inputs to the regional travel demand model. During FY 2016, TPB staff will continue to develop network files that are compliant with the currently adopted Version 2.3.57 travel demand model (or its successor) to support regional and project planning needs. Staff will continue to develop transportation networks for project planning studies, special scenario studies and long-term models development activities.

The following work activities are proposed:

- Update the TPB's base-year (2015) transit network to reflect the most current service in the Metropolitan Washington Region. Staff will utilize digital data that is available on the web and published schedules.
- Prepare base- and forecast-year highway and transit networks in accordance with the latest CLRP and TIP elements received from state and local agencies. The networks will be prepared in compliance with the Version 2.3.57 travel demand model requirements. Provide guidance in the development of network inputs to other technical staff members in the department.
- Support the development of networks for special regional planning studies (including studies initiated by the multi-sector working group established by MWCOG to identify and evaluate greenhouse gas reduction strategies) and for developmental work that might be required for ongoing Models Development work.
- Continue to support technical refinements in models development, including a multi-year migration in the transit network building software, from TRNBUILD to Public Transport (PT). As part of this work, staff may consider developing a more refined approach for forecasting bus speeds as a function of highway congestion.
- Respond to network-related technical data requests including transit line files, station files, and shape files associated with features of the regional highway or transit network.
- Maintain and refine the TPB's existing ArcGIS-based information system used to facilitate network coding and multi-year network file management.

**Oversight:**

Travel Forecasting Subcommittee

**Products:**

A series of highway and transit networks reflecting the latest TIP and Plan, and compliant with the Version 2.3 travel

model. Technical documentation will be furnished.

**Schedule:** June 2016

B. GIS TECHNICAL SUPPORT (\$571,000)

- Provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.
- Provide application support for the creation, design, and maintenance of COG/TPB online web maps, applications, and visualization tools including the CLRP Project Viewer and the Bicycle and Pedestrian Plan Map
- Integrate COG/TPB data products, including web maps, tabular data, and other spatial data with the COG website
- Provide support for GIS-based transportation network management.
- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.
- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.
- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update COG/TPB's GIS-related hardware and software.
- Respond to request for COG/TPB GIS metadata, databases, and applications.

**Oversight:** Technical Committee

**Products:** Updated GIS software, databases, On-line web map applications, User documentation, Support and coordination of COG/TPB GIS activities.

**Schedule:** June 2016

### C. MODELS DEVELOPMENT (\$1,214,500)

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods which support ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2016, staff will continue to support the application and refinement of the currently adopted Version 2.3.57 travel model. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advice on longer-term improvements. Travel modeling refinements will be drawn from a strategic models development plan that was formulated during FY 2015. All improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following work activities are proposed:

- Support the application of the Version 2.3.57 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also provide support for local project planning work, including MWCOG's multi-sector study to identify and evaluate greenhouse gas reduction strategies (initiated in FY 2015). Some of this support will be administered through the TPB's technical service accounts.
- Continue the consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.
- Staff will work with local transportation agencies in formulating ways in which the regional travel model might be used to provide performance-based measures as per the new surface transportation authorization legislation (MAP-21).
- Continue the investigation of refinements to the Version 2.3.57 model, drawing from: 1) recommendations compiled from past consultant-generated reviews of the regional travel model and 2) the strategic models development plan that was formulated during FY 2015. These refinements may include activities that were initiated during FY 2014, including an enhanced traffic assignment process, an improved mode choice model application program, and the use of the Public Transport (PT) transit network program. Staff will also continue to leverage available technology to minimize model computation times as much as possible.
- Continue the effort to use cell probe-based origin-destination data (acquired in FY 2015) as a basis for forecasting non-resident travel.
- Continue the analysis of 2010 Census data and the COG geographically focused household travel survey data that TPB staff has collected during FY 2012, FY 2013 and FY 2014. This will include a comparison of surveyed data against

modeled data as a way of assessing model performance and reasonability.

- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and dynamic traffic assignment). TPB staff will also continue involvement with the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP) and Institute of Transportation Engineers (ITE).
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.
- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.
- Respond to model-related data requests from local partner agencies and their consultants.

<b>Oversight:</b>	Travel Forecasting Subcommittee
<b>Products:</b>	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.
<b>Schedule:</b>	June 2016

D. SOFTWARE SUPPORT (\$186,200)

The FY2016 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.
- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager, MOVES2014 and post-model applications such as integration with TRANSIM (as deemed necessary).
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware

and software and make upgrades as appropriate.

- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

**Oversight:** Technical Committee.

**Products:** Operational travel demand forecasting process plus operational MOVES2014 Models; File transfer, storage and retrieval processes; DTP staff training in MOVES2014 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2014, and other operations.

**Schedule:** June 2016





## 5. TRAVEL MONITORING

### A. TRAFFIC COUNTS (\$261,000)

- In fall of 2015 and spring of 2016 staff will conduct a sample of detailed truck counts to support TPB freight planning activities.
- Process and analyze the truck count data and prepare a technical report documenting the procedures and results of the truck data analysis
- Technical report will include information on truck volumes by time of day and vehicle classification.

**Oversight:** Freight Planning Subcommittee

**Products:** Truck Counts and Technical Report

**Schedule:** June 2016

### B. CONGESTION MONITORING AND ANALYSIS (\$364,100)

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2.A.) and Models Development (Item 4.C.). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. Activities will include:

- Undertake analysis on regional roadway monitoring information as follow-up to the three-part report prepared in FY2015 (on the triennial survey of congestion on the region's freeway system, the FY2015 time-lapsed aerial photography pilot, and associated regional travel trends).
- Compile, review, and format transportation systems condition information from sources including:
  - The speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project (VPP) and associated VPP Suite developed by the University of Maryland Center for Advanced Transportation Technology;
  - The Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program;
  - The FHWA's National Performance Management Research Data Set (NPMRDS)
  - Private sector sources as available.
- Examine potential new sources of archived operations data.

- Provide data to the products of the Congestion Management Process (see also Task 2.A.)

**Oversight:** MOITS Technical Subcommittee

**Products:** Transportation systems monitoring data sets and analysis reports from archives, provided for the products of the Congestion Management Process (2.A.) and other regional transportation planning activities; research or white papers as needed; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

**Schedule:** June 2016

B. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey (\$1,034,800)

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011-2015 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- Complete the processing and analysis of data collected in the 2015 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.
- Begin planning and seek funding for a large sample methodologically enhanced activity-based region-wide household travel survey to begin in 2016. It is currently estimated that about \$3.0 million in funding will be needed to collect survey data from approximately 10,000-12,000 households in the TPB modeled area.

**Oversight:** Travel Forecasting Subcommittee

**Product:** Processing and Analysis of Household Travel Survey Analyses, Information Reports, Planning for Large Sample Region-wide Household Travel Survey.

**Schedule:** June 2016

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE (\$330,700)

- Update Clearinghouse data files with FY14-15 highway and transit network data.
- 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.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a GIS web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.

**Oversight:** Technical Committee

**Product:** Updated Clearinghouse Database and Documentation; Web Interface to Access Clearinghouse Data

**Schedule:** June 2016

**6. TECHNICAL ASSISTANCE** (\$1,317,800)

The funding level allocated to technical assistance is 11.5 percent of the total new FY 2016 funding in the basic work program. The funding level for each state is 10 percent of the total new FTA and FHWA MPO planning funding provided by each state. The funding level for WMATA is 6 percent of the total new FTA funding. The specific activities and levels of effort are developed through consultation between each state and WMATA representatives and DTP staff.