National Capital Region
Transportation Planning Board

TRANSPORTATION PLANNING BOARD

Wednesday, June 20, 2018
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

12:00 P.M. **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Charles Allen, TPB Chair

Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.

12:20 P.M. **2. APPROVAL OF THE MINUTES OF THE MAY 16, 2018 MEETING**
Charles Allen, TPB Chair

12:25 P.M. **3. REPORT OF THE TECHNICAL COMMITTEE**
Robert Brown, TPB Technical Committee Chair

12:30 P.M. **4. REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND THE ACCESS FOR ALL COMMITTEE (AFA)**
Robert Jackson, TPB Citizens Advisory Committee Vice Chair
Kacy Kostiuk, TPB Access for All Committee Chair

12:40 P.M. **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director

This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.

12:45 P.M. **6. CHAIRMAN'S REMARKS**
Charles Allen, TPB Chair

ACTION ITEMS

12:50 P.M. **7. PERFORMANCE BASED PLANNING AND PROGRAMMING – REGIONAL TARGETS FOR CMAQ TRAFFIC CONGESTION AND EMISSIONS REDUCTION MEASURES**
Eric Randall, TPB Transportation Engineer

In May, the board was briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction. The board will be asked to adopt traffic congestion and emissions reduction targets for the region.

Action: Adopt Resolution R19-2018 to approve targets for CMAQ Program performance measures for traffic congestion and emissions reduction

12:55 P.M. **8. VIRGINIA SMART SCALE APPLICATIONS RESOLUTION OF SUPPORT**
Rene'e Hamilton, Virginia Department of Transportation
Lyn Erickson, TPB Plan Development and Coordination Program Director

The board will be briefed on a Virginia state requirement that all projects submitted through the Virginia Smart Scale funding application process be included in each Virginia MPO's constrained long range plan. If a project is not in an approved plan, a resolution must be passed by each MPO in order to submit a funding application. The board will be asked to approve a resolution to support Virginia Smart Scale funding applications.

Action: Adopt Resolution R20-2018 to support local project applications for Virginia Smart Scale funding

INFORMATION ITEMS

1:05 P.M. **9. PERFORMANCE BASED PLANNING AND PROGRAMMING – DRAFT REGIONAL TARGETS FOR SYSTEMS PERFORMANCE AND HIGHWAY ASSETS**
Eric Randall, TPB Transportation Engineer

The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for systems performance (travel time reliability) and highway assets (bridge and pavement condition). A draft set of targets developed by staff in coordination with the state DOTs will be presented. In July, the board will be asked to adopt the systems performance targets and highway assets targets.

1:20 P.M. **10. REGIONAL TRAVEL TRENDS**
Tim Canan, TPB Planning Data and Research Program Director

Staff will present travel trends and other key factors that influence travel behavior in the Washington region. The story map presentation is the latest update to a series of presentations last provided in 2016.

1:45 P.M. **11. VISUALIZE 2045: UPDATE TO THE EQUITY EMPHASIS AREAS**
Sergio Ritacco, TPB Transportation Planner

Staff have applied the TPB-approved methodology to update the Equity Emphasis Areas using the most recent American Community Survey data in preparation for Visualize 2045. The resulting map will be shared.

1:55 P.M. **12. IMPLEMENTING THE CONCEPTS OF TPB'S SEVEN ENDORSED INITIATIVES**
Kanti Srikanth, TPB Director

The board will be briefed on TPB staff activities to date.

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

The next meeting is scheduled for July 18, 2018.

MEETING AUDIO

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listen to recorded audio from past meetings at:
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TRANSPORTATION PLANNING BOARD
MEETING MINUTES
May 16, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Paolo Belita, Prince William County
Ron Burns, Frederick County
Colin Byrd, City of Greenbelt
Allison Davis, WMATA
Christian Dorsey, Arlington County
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County
Charles C. Glass, MDOT
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County Board of Supervisors
Kacy Kostiuk, City of Takoma Park
Carol Krimm, Maryland House of Delegates
Andrea Lasker, Prince George's County
R. Earl Lewis, Jr., Montgomery County
Tim Lovain, City of Alexandria
David Meyer, City of Fairfax
John D. Jenkins, Prince William County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DDOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
Dave Snyder, City of Falls Church
Brandon Todd, DC Council
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson
Andrew Meese
Nicholas Ramfos
Tim Canan
John Swanson
Eric Randall
Andrew Austin
Kenneth Joh
Mark Moran
Michael Farrell
Douglas Franklin
Matthew Gaskin
Abigail Zenner
Arianna Koudounas
Brandon Brown
Dan Sheehan

Debbie Leigh	
Deborah Etheridge	
Wendy Klancher	
Paul DesJardin	COG/DCPS
Bill Orleans	
Kari Snyder	MDOT
Nydia Blake	Prince William County
Mike Lake	Fairfax County DOT
Norman Whitaker	VDOT
Malcolm Watson	FC DOT
Clinton Edwards	DRPT
Ciara Williams	DRPT
Robert Whitfield	FCTA
Norman Whitaker	VDOT
Regina Moore	VDOT
Katherine Jentoft-Herr	CSG
Stewart Schwartz	CSG
Katie Harris	Washington Area Bicyclist Assoc. & Capital Trails Coalition
Ramiro Rios	City of Alexandria
Katherine Kortum	TPB Citizens Advisory Committee
Chris Laskowski	Office of CM Allen, DC Council

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Harris from the Washington Area Bicyclists Association and the Capital Trails Coalition expressed support for Item 7 and Item 10 on the TPB agenda. She said that the Capital Trails Coalition is a collaboration between public and private organizations that are working to advance the completion of an interconnected network of multi-use trails throughout the Washington area. She said that the National Capital Trail is an important part of a larger regional network.

Mr. Schwartz from the Coalition for Smarter Growth congratulated local jurisdictions on working together to fund Metro and get the capacity constraint removed from the TPB's model. He said that hopefully the removal of the constraint will result in higher ridership in modeling and reduce emissions. He said that this should not be used as an excuse to build more roads projects. He cautioned against relying on fuel standards for reducing emissions, and that quicker actions on the priorities outlined in Visualize 2045 would help reduce emissions. He said that the constrained element of Visualize 2045 should include priorities.

2. APPROVAL OF MINUTES OF THE APRIL 18, 2018 MEETING

Ms. Kortum asked that her name be added to the attendance for the April 18 TPB meeting.

A motion was to amend and approve the minutes. The motion was approved. There were two abstentions.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Brown said that the Technical Committee met on May 4. At the meeting the committee was briefed on policies and initiatives related to electric vehicles, and a presentation from the City of Frederick on their recently adopted implementation plan for electric vehicle charging stations. He said that staff from Fairfax County briefed the committee on the Embark Richmond Highway, which is an initiative to provide multimodal transportation solutions. He said that WMATA presented on their capital needs early warning system. Called CNEWS, the system is a web-based tool that supports pro-active planning, using data

from every jurisdiction for every project in development pipelines within a half-mile of all Metrorail stations.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC) AND THE ACCESS FOR ALL ADVISORY COMMITTEE (AFA)

Ms. Kortum said that the CAC met on May 10. At the meeting the committee was briefed on the TLC program. She said that the committee strongly supports the selected projects. She said that the remainder of the meeting the committee participated in a Visualize 2045 forum held specifically for CAC members. She said that highlights from the discussion can be found in the CAC report. She said that select themes from the discussion cover the seven initiatives and include: concern about affordability of housing and transportation in the region; a desire for more remote work facilities; and strong support for reducing parking to promote telecommuting and transit use.

Ms. Kostiuk said that the AFA met on May 10 and also participated in a Visualize 2045 forum. She said that committee discussion is summarized in the report. She summarized some key points from the meeting. She said that the AFA is concerned about the lack of affordable and accessible housing, and that further concentration of development could exacerbate the issue. The committee expressed a need for feeder transit services, so that the first and last mile is accessible. The committee feels it is important to debunk the myth that buses are only for low-income users. There was also a concern about the cost of transit trips. She said that while the committee supports bicycling, there is a concern that sidewalks are not always accessible and that some bicycle uses could limit accessibility. There was a hope that technology-bases services could address mobility issues, but also a concern that it could potentially leave some people behind.

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

Ms. Erickson said that the Steering Committee met on May 4 and reviewed and approved requests to amend the TIP from each of the state DOTs. First was a request from the District Department of Transportation to add about $60 million in federal and local funds to a program to upgrade the street lighting throughout the district to use ELD lamps. Details about this TIP amendment can be found on pages 5 to 8 in the report. The Maryland Department of Transportation requested an amendment to update the funding for the Bennett Creek Bridge replacement project. The net funding changed to about $9.2 million. The Virginia Department of Transportation requested an addition of about $80 million in federal, state, and NVTA funds for five projects that were previously included in the CLRP and TIP, plus one new study. Details can be found on pages 9 through 16 The new study is for a potential change in timing and scope of the planned extensions of the I-495 express lanes to match those proposed by Maryland. Details can be found on pages 17 through 28.

Ms. Erickson said that the section on announcements and updates included a press release, on page 37, outlining the selection of Dr. Mayer to serve as the chief executive officer of the Metrorail Safety Commission. She said that page 39 is a memo about a regional forum for elected officials in Northern Virginia hosted by the NVTA in April. At the meeting transportation agencies provided an overview of how they related to and coordinate with each other. She said that Mr. Srikanth represented the TPB at the meeting. She said that handouts from the agencies can be found on pages 40 to 58. She said that the TPB's bicycle and pedestrian subcommittee is hosting a professional development workshop on the emerging topic of dockless bike-sharing. She said that this practitioner-only workshop is schedule for the last day of May.

Ms. Erickson reminded the board that Friday, May 18 is Bike to Work Day.

6. CHAIRMAN'S REMARKS

Chair Allen said that his staff is eager for Bike to Work Day. He said that the DC Council voted on the FY 19 budget for the District of Columbia. He said that the vote continued the District's commitment to

Metro. He said that efforts from legislators in Maryland, Virginia, and the District reflect a historic step forward. He said that the DC Council is also funding some additional studies and work on a Bus Rapid Transit line along New York Avenue and some other corridors.

ACTION ITEMS

7. APPROVAL OF TECHNICAL ASSISTANCE RECIPIENTS UNDER THE FY 2019 TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

Mr. Swanson said that the TLC program is more than 10 years old. He said that Ms. Koster chaired the selection panel and has supported the program for years. He said that other board members and staff have also played a prominent role in the success of the program. He said that the program started in 2007 and that 108 projects have been funded to date.

Mr. Swanson said that the TLC program provides the TPB a chance to fund small improvements and to make small impacts that go a long way in helping to make the transportation/land-use connection at the local level. He said the program funds projects that are embodied in the TPB endorsed initiatives, and include activities needed to make activity centers work, like providing proximity to transit and making sure that disadvantaged communities have access to transportation facilities.

Mr. Swanson said that the TLC budget is approximately $500,000, which is used to cover projects, staffing, and project selection for the Transportation Alternatives Set-Aside Program. He said that TLC applications are jointly considered with the Urban Land Institute's Technical Assistance Panel program.

Mr. Swanson said that the solicitation was open from February 1 until April 2. He said that 20 applications were received. He said that representatives from stakeholders, as well as national and local organizations sat on the selection panel. He said that the panel uses selection criteria consisting of regional priorities to select projects. He said that the criteria include: whether projects promote transportation options, whether they serve activity centers or equity emphasis areas, whether they provide increased access to transit, whether they provide safe routes to schools, and whether they serve people with disabilities.

Mr. Swanson said that nine TLC projects were selected for board approval. He said that details from the projects can be found in his memo. He summarized the selected projects. In the District of Columbia, the Barry Farms Metro Access Feasibility Analysis is going to look at the connection across the Suitland Parkway between the Barry Farm project and the Anacostia Metro station. In Montgomery County there will be a site-level person trip generation data collection project. He said the project is intended to capture multimodal trip behavior. He said that Montgomery County also has a short-range transit plan project as part of the Greater Seneca Science Corridor Master Plan. He said that in Prince George's County there is a Cheverly Metro Non-Motorized Access study. Also, in Prince George's County is the Eastover and Forest Heights Trail improvement project, which is a key part of the National Capital Trail. The third Prince George's County project is a parking study to develop an inventory of existing supply and peak demand of parking near the Purple Line. He said that Arlington has a Zone-Based Demand-Response Circulator Parameters project which will establish standards for when and how flex services can be established. In Fairfax County there is the Laurel Hill-Lorton VRE Connector trail which would provide connections between communities on the west side of I-95 with the Lorton VRE station and neighboring communities on the east side of the highway. Finally, he said that Prince William County will receive a project to support their efforts to build and promote mixed-use, multimodal centers. The project will develop draft regulations for these kinds of new mixed-use zoning districts.

Mr. Swanson said that the next step is to move forward with consultant procurement through May and June and sign the contract but the end of the summer. Projects are slated to get started in the fall and be finished by June 2019.

Mr. Dorsey said he appreciates the selection of the Arlington project.

Mr. Zimbabwe asked if it is possible for unsuccessful applicants to get debriefed on proposals so that they can be improved for future TLC rounds.

Mr. Swanson said that calls are currently being scheduled with unsuccessful applicants.

Mr. Erenrich said that one advantage of the TLC program is that money does not have to be appropriated by local jurisdictions and that all contractual arrangement are made by TPB staff. He said that this allows for a quick turnaround.

Mr. Swanson added that funding for the TLC program comes from different sources, included the TPB's work program. He said that Maryland has made an additional $160,000 available for projects in the state. He said that for the first time an additional $80,000 was provided by Virginia for projects in the state.

Ms. Hudgins said that the Laurel Hill project is needed. She made a motion to approve TLC technical assistance recipients under the FY 2019 TLC Program.

The motion was seconded by Mr. Nohe and approved.

8. APPROVAL OF VISUALIZE 2045 AIR QUALITY CONFORMITY SCOPE OF WORK AMENDMENT

Ms. Posey said that there have been two developments since the board approved the scope of work in January. She said that a few weeks ago the EPA assigned designations for different non-attainment areas. She said the National Capital Region was designated as a marginal non-attainment, which is the lowest category of non-attainment area. She said that as a result, the region needs to reach attainment of that standard by 2021. Along with that the TPB needs to run a conformity analysis within a year of receiving this new designation. She said that the conformity analysis being conduct for Visualize 2045 will count for that requirement. She that an additional analysis will need to be conducting for the year 2021, so the board is being asked to amend the scope of work to include this additional analysis. The second development is the change to WAMTA funding. She said that the three states have agreed to jointly fund $500 million a year for Metro to assure a state of good repair and go towards projects like infrastructure and eight-car trains. She said that because of this, the transit constraint can be removed from the model. She said this means that the analysis can remove the 2020 attainment year and change 2015 to 2021. She said that more detail can be found in her memo.

Mr. Snyder asked if changes to fuel standards have been accounted for in the model.

Ms. Posey said that changes associated with recently announced changes to the CAFE standards are not included in the analysis. She said that MPOs are required to use the EPA's MOVES model to conduct the conformity analysis. She said that this model is always a little behind where things are. She said that the current model in use is from 2014 and the next model is expected in 2019, which will reflect any legislation that has occurred by that point including the changes to the CAFE standards. She also noted that these changes are not expected to have as significant an impact on ozone precursors as they will on greenhouse gases, which are not part of the regional air quality conformity analysis.

Mr. Snyder said that COG has other bodies that deal with greenhouse gases.

Chair Allen made a motion to approve changes to the Visualize 2045 Air Quality Conformity Scope of Work. The motion was seconded and approved.

INFORMATION ITEMS

9. PERFORMANCE BASED PLANNING AND PROGRAMMING – DRAFT REGIONAL TARGETS FOR CMAQ TRAFFIC CONGESTION AND EMISSIONS REDUCTION MEASURES

Mr. Randall said that there are five areas of performance-based planning and programming required by

MAP-21 and the FAST Acts. He said that the board has previously been briefed on transit assets and highway safety targets. He said that this presentation covers one half of what is in the system performance rules, and next month the board will be asked to approve this half. In June the board will be briefed on the second half of system performance rules as well as highway assets, and pavement and bridge condition. The board will be asked to approve these in July.

Mr. Randall said that today he is covering three performance measures related to the CMAQ program. He said that while these performance measures are related to CMAQ they do not affect or determine funding in any way. He said that TPB staff have worked very closely with DOT colleagues at MDOT, DDOT, and VDOT on these measures. He said that the targets are approved on the state level and are then incorporated into the targets for the metropolitan area. He said that there are two targets or performance measures for traffic congestion—one is about the hours of delay that people experience in traffic, and the other is the percent of non-single-occupancy vehicle traffic on the National Highway System. He said that the third performance measure is about emissions reductions coming from CMAQ funded projects. He referred to a handout titled "Item 9 presentation updated" which includes updated data for the hours of delay. He said that the measure for peak hours of excessive delay (PHED) needs to establish a four-year target for the years 2018, 2019, 2020, and 2021. He said the target is 26.5 hours. For mode share he said that there is a two-year and a four-year target. He said his data for that is in the presentation. He said that the final measure is total emissions reductions per day from applicable pollutants or precursors pollutants for this region, specifically for the ozone non-attainment area. He said that two-year and four-year targets are set for these two pollutants. He referred to footnote 2, saying that the information presented is from the DOTs.

Mr. Randall said that PHED is a per capita measure that takes into account the urbanized population. He said that the Federal Highway Administration (FHWA) defines excessive delay as when travel speed is less than 20 miles per hour or less than 60 percent of the posted speed limit. He said that the data is collected by a company called INRIX which has a contract with the federal government to get travel information from smart phones and compiles into the National Performance Management Research Data Set. He said that PHED has increased from 18.5 hours delay per person in 2014 to 23 hours per person in 2017. He said that the forecast shows that by 2021 it will be 26.5 hours of delay per person.

Mr. Randall said that data for the travel mode share comes from the U.S. Census Bureau American Community Survey, which collects data including how people commute to work in the urbanized area. He said the options are: drive alone, carpool, vanpool, transit, walking, biking, or teleworking. He said that as the region grows the percentage for each mode is likely to stay the same over time even as the region adds more jobs and residents.

Mr. Randall said that the third measure looks at projects funded by CMAQ and the emissions reductions benefits of those projects. He said that in this region CMAQ funding is very small -- 0.5 to 0.7 percent of all funding, which is about $20 million a year depending on how the states are programming the funds in a given year. He referred to his presentation which showed emissions reductions that were calculated from CMAQ projects in the region for 2014, 2015, 2016, and 2017. He said they are looking at two pollutants, VOCs and nitrous oxides.

Mr. Randall said that these performance measures will be brought back before the board in June.

Chair Allen asked about the changes documented in the new Item 9 handout,

Mr. Randall said that data in the original handout reflected what was provided by the DOTs and had some gaps in it. He said that new data were made available on Monday that filled in the gaps, which was about 30 percent. He said that the new handout reflects targets calculated with the new data.

Ms. Smyth asked about how representative the data is because many of the roads in the region are not designated as part of the National Highway System. She noted how there are roadways in the region that carry as much if not more traffic than some of the NHS roadways.

Mr. Randall acknowledged this fact and said that the performance measures are designed by the federal agencies at the national level and as such, only look at congestion on the National Highway System as defined by the FHWA.

Mr. Zimbabwe asked about how transit ridership is accounted for, considering that many transit commuters in the region are not on the NHS roadways.

Mr. Randall said that the data comes from the American Community Survey. He said it is a rolling representative sample and its relationship to NHS is not well known. He said that the targets need to be approved by every state DOT or MPO that touches the urbanized area. He said that includes the TPB, the Baltimore MPO, and the Fredericksburg MPO, in addition to DDOT, VDOT, and MDOT. He said that all six have adopted this set of targets.

Mr. Snyder if the congestion data differentiate between recurring and nonrecurring congestion. He noted that there are often different policy responses available to address these two types of congestion.

Mr. Randall said that the data do not take into account recurring and nonrecurring factors. He said the analysis is based on actual observed data collected via smartphones and as such, the data reflects both types of congestion. He said that PBPP attempts to quantify the measure for a region. How recurring and nonrecurring congestion will be addressed will be up to each region to address through their processes.

Mr. Lewis of MDOT said that the innovative congestion management project on I-270 is meant to prevent nonrecurring accidents.

Ms. Hamilton said that page 17 should be corrected so that it reads Northern Virginia Transportation Authority and not Northern Virginia Transportation Alliance.

Mr. Randall said that change has been made in the working version.

10. VISUALIZE 2045: BICYCLE AND PEDESTRIAN ELEMENT

Mr. Farrell said that TPB bicycle and pedestrian planning can be found both in the constrained and unconstrained elements of Visualize 2045. He said that within the financially constrained element there are numerous bicycle and pedestrian projects, many of which are part of larger infrastructure projects. He added that there is also a regional bicycle and pedestrian plan. He said that his memo includes more detail on bicycle and pedestrian planning in the region. He said that the TPB has adopted a Complete Streets policy and that the subcommittee coordinates and shares information with local bike and pedestrian planners. TPB staff participate in other planning efforts, like the Maryland bicycle and pedestrian master plan and the Capital Trails Coalition. Additionally, Commuter Connections supports biking through Bike to Work Day. There is also the Street Smart pedestrian and bicycle safety campaign.

Mr. Farrell said that two of the seven endorsed initiatives in the unconstrained element deal with walking and biking. He said that the goal of the improving walking and biking access to transit is to effectively increase the walk and bike sheds for transit stations throughout the region. He said that the National Capital Trail has its origins at the TPB, where a working group set the basic route that was later adopted by the National Park Service. He said that most of the trail is already built, but that there are significant gaps and places where existing trails are not accessible because of highways and rivers.

Mr. Farrell said that the Bicycle and Pedestrian Plan for the National Capital Region was adopted in 2015. He said that the plan includes funded and unfunded projects. He said it also identifies recommended practices and incorporates goals and performance measures from the TPB Vision and Region Forward. It also identifies trends in policy, mode share, and safety.

Chair Allen said that completing the National Capital Trail does not feel very aspirational if it is already mostly built.

Mr. Farrell said that though the trail is mostly built there are still significant sections that are not built, and that many of the needed projects are significant and expensive. He added that he was been working

with the Capital Trails Coalition on a truly regional network.

Chair Allen said that the initiative could be a little more aggressive to make it truly aspirational.

Ms. Newton reminded the board the goal from last year's TPB Long-Range Plan Task Force was to think out of the box. She said she does not know why Frederick and Rockville would not be included in a regional bicycle network.

Mr. Enslinger said that the region is close to completing the vision for the National Capital Trail and he encouraged COG staff to take the lead with the other communities in the surrounding outer areas to take an initiative to create a new vision to connect the National Capital Trail to vision for a regional trail network.

Mr. Allen said that he agrees with the idea of not just working to complete the National Capital Trail but importantly to elevate this in a stronger way. He noted that he has asked staff to give it some thought, and he hoped to get a report back on that.

Mr. Meyer from the City of Fairfax said that he concurs with the previous comments and noted that his city will be spending $20 million over four years on the city's local trail program.

11. COG TITLE VI PROGRAM TO ENSURE NON-DISCRIMINATION IN COG AND TPB PROGRAMS AND ACTIVITIES

Ms. Klancher provided a presentation on ways to use the policies and procedures of COG's Title VI program to make sure that the TPB has an inclusive planning process and is reaching out proactively. She said that Title VI is a section of the Civil Rights Act that says that if any program or activity receives federal funding, no person should be denied the benefits of or discriminated against based on race or national origin. She said that the Federal Transit Administration requires a Title VI program. She said that the COG board adopted the latest program in May. She said it must be submitted to the FTA every three years because the TPB is a recipient of the Enhanced Mobility Grant Program. She referred to her presentation and said that it includes more information on the specific requirements and elements.

Ms. Klancher said that COG has both a Title VI plan and program. She said the plan is public-facing and that the program covers things like the environmental justice analysis and public involvement. She said that the TPB does encourage participation and outreach, and it also monitors how sub-recipients that get the enhanced mobility grants, and a series of demographic maps and analysis about public transit investment. She read the Title VI notice which is posted at the back of the board room.

Ms. Klancher said that part of the program is the language assistance plan which describes how the TPB can accommodate people with limited English skills. She said that the TPB uses Census data to look at the languages other than English most commonly spoken in the region. She said that Spanish is the biggest at 13 percent. She said that regionally the other languages are all under 5 percent. She said that staff needs to make meeting agenda and other documents available. She said that accommodations are available for sign language and translation upon request. She said that an additional accommodations policy says that the TPB will provide for both limited English speakers and people with disabilities to participate in TPB meetings and processes. She said that the policy is available in six languages and that seven days' notice is requested because it can take a while to prepare accommodations. She said that the TPB conducts outreach to make sure all populations groups are heard from and conducts analysis of equity emphasis areas.

Mr. Dorsey said that he is proud to be in a region that this is taken seriously. He asked specifically what accommodations are provided for people with visual impairments. He also asked how staff gauge whether to provide language services beyond Spanish.

Ms. Klancher said that for the AFA all materials are provided in text only, with pictures, maps, and charts described. She said that if requests are made for translation those will be made available within seven business days.

Ms. Kostiuk said it seems like there are opportunities to provide materials in different languages, but that people are not taking advantage of those opportunities. She said staff should think beyond the AFA and try to find some alternatives for reaching out and finding different methods to reach people.

Ms. Klancher said that the comment is well taken. She added that the regional travel survey will be conducted in Spanish.

12. VISUALIZE 2045: PHASE 2 PUBLIC OUTREACH

Mr. Swanson reminded the board that staff is currently conducting a series of public forums for Visualize 2045. He said that public outreach launched with phase one in 2017 with a survey that reached thousands of people. He said that the goal of phase two is to talk with hundreds of people and have a deeper conversation. He said that forums are built around focus group-style discussions with people. He said that nine sessions are being held around the region. Additionally, there were sessions with the CAC and the AFA. There will be an additional forum held online in June. He said that forums have been held in Frederick, College Park, Rockville, La Plata, the District, Arlington, and Fairfax. He thanked the board members and jurisdiction staff that attended the forums. He said that to date about 250 people have attended the sessions.

Mr. Swanson said that the initiatives are powerful because they are pragmatic and familiar. He said that a summary of the forum discussions will be shared with the board and included in the final Visualize 2045 plan. He added that there will be three open houses in September where draft contents of the plan will be shared. It will be part of the public comment period for the plan.

Chair Allen asked if there will be an online forum.

Mr. Swanson said that the will be an online forum on June 6. He added that there is also an opportunity to comment via the website.

Chair Allen asked staff to prepare a write-up and summary invitation for the June 6 event.

Mr. Zimbabwe requested a briefing summarizing discussion from the forums.

Mr. Swanson said that was possible.

OTHER ITEMS

13. ADJOURN

No other business was brought before the board. The meeting adjourned at 1:58 p.m.

Meeting Highlights: TPB Technical Committee, June 1, 2018

The Technical Committee met on June 1, 2018 in the Ronald Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's June agenda:

- **TPB agenda item 7 – PBPP: Regional Targets for CMAQ and Emissions Reduction Measures**
  Staff gave an update on this federally required process. In May, the board was briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ (Congestion Mitigation/Air Quality) Program performance measures for traffic congestion and emissions reduction. The TPB will be asked to adopt traffic congestion and emissions reduction targets for the region at its meeting on June 20.

- **TPB agenda item 9 – PBPP: Highway Systems Performance and Highway Assets**
  The committee was briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set three targets for highway systems performance and six targets for highway asset condition (bridge and pavement). A draft set of targets developed by staff in coordination with the state DOTs was presented. In July, the TPB will be asked to adopt highway systems performance and highway assets (bridge and pavement) targets for the region.

- **TPB agenda item 8 – Virginia Smart Scale Requirements**
  The committee was briefed on a Virginia state requirement that all projects submitted through the Smart Scale application process be included in each Virginia MPO's constrained long-range plan. If they are not, a resolution must be passed by the MPO in order to submit the application. The TPB will be asked to approve a resolution in June to support Virginia applications.

- **TPB agenda item 10 – Regional Travel Trends**
  Staff provided a briefing on travel trends and other key factors that influence travel behavior in the Washington region. The story map presentation is the latest update to a series of presentations last provided in 2016.

- **TPB agenda item 11 – TPB's Seven Endorsed Initiatives**
  The committee was briefed on TPB staff activities to date to promote implementation of the TPB's seven endorsed initiatives.

The following item was presented for information and discussion:

- **Visualize 2045: New Elements to the Long-Range Transportation Plan**
  Staff briefed the committee on three elements of Visualize 2045 which are new to the TPB's long-range transportation plan. Daivamani Sivasailam presented the Resiliency and Reliability Element and the Emergency Preparedness and Transportation Security Element. Arianna Koudounas presented the Intercity Buses Element and the Travel and Tourism Element.

  Posted material: www.mwcog.org/assets/1/28/06012018_-_Item_7_-_Visualize_2045_New_Elements.pdf

- **Montgomery County Bus Rapid Transit Program**
  In 2013, the Montgomery County Council adopted the Countywide Transit Corridors Functional

Master Plan, which provided the roadmap for a network of more than 100 miles of Bus Rapid Transit in the county. Since that time, MCDOT has been working diligently to advance the program on several corridors identified in the master plan. Currently, work is underway on the MD 355, Veirs Mill Road, and US 29 corridors, with the first BRT line (called the "FLASH") scheduled to open in 2020. Joanna Conklin from Montgomery County staff provided an overview of the county's BRT projects and program efforts, including planning/engineering, station design, vehicle procurement, and public outreach.

Posted material: www.mwcog.org/assets/1/28/06012018_-_Item_8_-_Montgomery_County_BRT.pdf

- **2017 Regional Air Passenger Survey: General Findings**
  As part of its Continuous Airport System Planning (CASP) Program, TPB completed data collection for the bi-annual Regional Air Passenger Survey last October at the region's three large commercial airports. The committee was briefed on the draft general findings, which are the first in a series of analysis and findings prepared for this effort.

  Posted material: www.mwcog.org/assets/1/28/06012018_-_Item_9_-_Air_Passenger_Survey_-_Draft_General_Findings.pdf

- **Virginia Transit Funding and Reforms**
  The committee was briefed on an overview of new legislation related to transit funding and reforms in Virginia and an update on implementation.

  Posted material: www.mwcog.org/assets/1/28/06012018_-_Item_10_-_Virginia_Transit_Reforms.pdf

- **Other Business**
  Staff gave quick announcements and updates about the following:
  - Visualize 2045 public forum update (John Swanson)
  - Governor Harry Nice Bridge project update (Lyn Erickson)
    Posted material:
    www.mwcog.org/assets/1/28/06012018_-_Item_11_-_Nice_Bridge_status_memo.pdf
  - Request for presentations on local projects which exemplify the seven endorsed initiatives
  - Updated Equity Emphasis Areas at June TPB meeting (Sergio Ritacco)
  - Update on "Lookout for Each Other: Montgomery County TLC Project to Develop Educational Materials for New Pedestrian and Bikeway Infrastructure" (Gary Erenrich)

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – June 1, 2018

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
DCOP	Kristin Calkins

MARYLAND

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

VIRGINIA

Alexandria	Ramiro Rios
Arlington County	Dan Malouff
City of Fairfax	Chloe Ritter
Fairfax County	Malcolm Watson
Falls Church	-------
Fauquier County	-------
Loudoun County	Robert Brown
Manassas	-------
NVTA	-------
NVTC	Dan Goldfarb
Prince William County	Paolo Belita
PRTC	Betsy Massie
VRE	Sonali Soneji
VDOT	Norman Whitaker
	Regina Moore
VDRPT	Ciara Williams
NVPDC	-------
VDOA	-------

WMATA	Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Tim Canan, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Anant Choudhary, DTP
Michael Farrell, DTP
Matthew Gaskin, DTP
Charlene Howard, DTP
Martha Kile, DTP
Wendy Klancher, DTP
Arianna Koudounas, DTP
James Li, DTP
Mark Moran, DTP
Jinchul Park, DTP
Jane Posey, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Sunil Kumar, DEP
Greg Goodwin, DCPS
Nicole McCall, DCPS

OTHER

Joana Conklin, MCDOT
Chris Salzano, VRE
Alex Brun, MDE
Clinton Edwards, VDRPT
Meredith Hill, MDOT SHA
Bill Orleans

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

June 12, 2018

Kacy Kostiuk, Chair

Ms. Kacy Kostiuk, TPB member and Councilmember from the City of Takoma Park, MD is serving as the chair of the Access for All Advisory Committee (AFA). The AFA met on June 7 and the highlights are provided below. A list of participants is on the last page. The AFA advises the TPB on transportation issues and services important to low-income communities, minority communities, people with limited-English skills, people with disabilities, and older adults.

TPB'S COORDINATED HUMAN SERVICE TRANSPORTATION PLAN: STRATEGIES AND PRIORITY PROJECTS

Ms. Klancher of the TPB staff provided an overview of the Coordinated Human Service Transportation Plan which guides the funding decisions for the Enhanced Mobility grant program. The AFA is providing input on the update to the Coordinated Plan which is scheduled to be presented to the TPB for adoption in the fall. For a project to be eligible for Enhanced Mobility funding, the project must address a strategy or a priority project in the Coordinated Plan. Ms. Klancher presented the revised strategies and Ms. Winchell-Mendy presented the priority projects – both elements are based on unmet needs previously identified by the AFA. Meeting participants broke out into two groups to discuss these elements; Comments included:

- Increase awareness of existing transportation options for people who do not drive (more marketing is needed tailored to the targeted audience);
- The need for cross-jurisdictional options and coordination among transportation providers;
- Make services more frequent and reliable including those that address the East-West divide (promotion and addition of services that connect the eastern side to the western side);
- Specialized services should also be user-centered and easy to use; and
- The importance of considering accessibility in the planning and design phase of all transportation projects and programs.

Meeting materials, including the proposed strategies and priority projects are available at: www.mwcog.org/events/2018/6/7/access-for-all-advisory-committee/.

EQUITY EMPHASIS AREAS AND ENHANCED MOBILITY GRANTS

Mr. Sergio Ritacco of The TPB staff presented the update to the Equity Emphasis Areas (EEAs) with the latest American Community Survey data from the U.S. Census Bureau. AFA members asked if the new EEAs reflect gentrification and staff replied that household income was a contributing factor to why some tracts were added or removed.

Ms. Wendy Klancher described the TPB staff proposal to integrate the EEAs into the selection criteria for COG/TPB Enhanced Mobility funding: applications that provide service in the EEAs in the Washington DC-MD-VA Urbanized Area could receive up to five points out of 100. AFA members supported this idea and requested that a map be made that shows the service area for existing Enhanced Mobility grants and the EEAs.

MEETING ATTENDEES

District of Columbia	Virginia	Chair
Anthony DeLorenzo, DC Department of General Services	Tomi Adeleke, Virginia Department of Transportation	Kacy Kostiuk
Nechama Masliansky, S.O.M.E.	Tom Furlong, Diamond Transportation	TPB Staff
Brenda Richardson, Women Like Us	Alexa Mavroidis, Arlington Transit Advisory Committee Accessibility Subcommittee	Brandon Brown
Maryland	Jeanna Muhoro, Fairfax County Department of Transportation (phone)	Lyn Erickson
Harriet Block, JCA Connect-A-Ride (phone)	Doris Ray, ENDependence Center of Northern Virginia	Wendy Klancher
Shawn Brennan, Montgomery County DHHS	Andy Wexler, Arlington County Transit	Sergio Ritacco
Gloria Butler, Arc of Prince George's County (phone)	Regional	Lynn Winchell-Mendy
Charlie Crawford, represents people with disabilities	Angela White, National MS Society	
Thomas Curtis, Maryland Department of Disabilities	Glenn Millis, WMATA Office of ADA Policy and Planning	
Debbie Fisher, CHI Centers, Inc.	Janine Ashe, FHWA DC Division	
Maxine Powell, Maryland Department of Transportation		
Gloria Swieringa, Prince George's Commissions for Individuals with Disabilities		
Kevin Thornton, Prince George's County DPWT - the Bus		

National Capital Region
Transportation Planning Board

MEMORANDUM

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

The attached materials include:

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

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: June 14, 2018

At its meeting on June 1, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- SR21-2018: To include $23 million in Urbanized Area Formula Program (S. 5307) funding, $50 million in State of Good Repair Grant (S. 5337-SGR) funding, and $400,000 in Alternatives Analysis (S. 5339) funding for seven transit projects, requested by the Virginia Department of Transportation (VDOT) on behalf of the Potomac and Rappahannock Transportation Commission (PRTC); and to include $18 million in Congestion Mitigation and Air Quality (CMAQ) program funding and $11 million in Regional Surface Transportation Program (RSTP) funding for four transit projects, as requested by VDOT on behalf of the Virginia Department of Rail and Public Transportation (DRPT). These projects are exempt from the air quality conformity requirement.
- SR22-2018: To reduce state funding by $1.97 million and add $6.55 million in Surface Block Transportation Grant (STBG) funding for the MD 355 Little Bennett Creek Bridge Replacement project, as requested by the Maryland Department of Transportation. This project is exempt from the air quality conformity requirement.
- SR23-2018: To reprogram $681,000 in Surface Transportation Program (STP) funding from the Condition Assessment project to the On-Call Subsurface Pavement Investigation, Engineering project and to rename it as Subsurface Investigation & AM Program Support. as requested by the Department of Transportation

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

Attachments

- TPB Steering Committee Attendance
- SR21-2018
- SR22-2018
- SR23-2018

TPB STEERING COMMITTEE
ATTENDANCE – JUNE 1, 2018

MEMBERS

Kelly Russell	City of Frederick
Mark Rawlings	DDOT
Kari Snyder	MDOT
Norman Whitaker	VDOT
Bob Brown	Loudoun County

PARTICIPANTS

Matt Baker	MDOT/SHA
Gary Erenrich	Montgomery County DOT
Todd Horsley	VDRPT
Chris Lakowski	DC Council (
Betsy Massie	PRTC
Regina Moore	VDOT
Malcolm Watson	Fairfax County DOT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Ron Milone, DTP
Andrew Austin, DTP
Eric Randall, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

TPB SR21-2018
June 1, 2018

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR ELEVEN TRANSIT PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached letters of May 22, VDOT has requested that the FY 2017-2022 TIP be amended to include:

- Adding $19.8 million in Urbanized Area Formula Program (S. 5307) funding and $19.1 million in State of Good Repair Grant (S. 5337-SGR) funding between FY 2017 and FY 2019 for the VRE Storage Yards Improvements project (TIP ID 4070);
- Adding $676,000 in S. 5337-SGR funding between FY 2017 and FY 2018 for the Security Enhancements Systemwide project (TIP ID 4277);
- Adding $18.4 million in S. 5337-SGR funding between FY 2018 and FY 2020 for the VRE Stations and Facilities project (TIP ID 4310);
- Removing $10.3 million in FY 2017 and adding $3.6 million in FY 2018 in Alternatives Analysis (S. 5339) funding, and adding $3.75 million in S. 5307 funding between FY 2018 and FY 2021 for the PRTC – Bus Acquisition/Preplacement Program (TIP ID 4506);
- Change of funding source for $3.116 million from S. 5307 to S. 5337-SGR between FY 2017 and FY 2020 for the Rolling Stock Acquisition project (TIP ID 4534);
- Adding $12 million in S. 5337-SGR funding between FY 2018 and FY 2018 for the Rolling Stock Modifications and Overhauls project (TIP ID 4818);
- Adding $7.1 million in S. 5339 funding between FY 2017 and FY 2021, adding $2.1 million n S. 5307 funding between FY 2018 and FY 2021, and removing $2.6 million in S. 5337-SGR funding between FY 2018 and FY 2021 for the PRTC – Preventative Maintenance project (TIP ID 5601);
- $600,000 in Congestion Mitigation and Air Quality (CMAQ) program funding in FY 2021 for the Transit Store Funding – Alexandria project (TIP ID 6626);
- $13.228 million in CMAQ funding and $11.044 million in Regional Surface Transportation Program (RSTP) funding between FY 2019 and FY 2022 for the Commuter Assistance Program (TIP ID 6627);

- $2.46 million in CMAQ funding between FY 2019 and FY 2022 for the Fairfax Countywide Transit Stores project (TIP ID 6628); and
- $1.35 million in CMAQ funding between FY 2019 and FY 2022 for the PRTC Commuter Assistance Program (TIP ID 6629), as described in the attached materials; and

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

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

- Adding $19.8 million in S. 5307 funding and $19.1 million in S. 5337-SGR funding between FY 2017 and FY 2019 for the VRE Storage Yards Improvements project (TIP ID 4070);
- Adding $676,000 in S. 5337-SGR funding between FY 2017 and FY 2018 for the Security Enhancements Systemwide project (TIP ID 4277);
- Adding $18.4 million in S. 5337-SGR funding between FY 2018 and FY 2020 for the VRE Stations and Facilities project (TIP ID 4310);
- Removing $10.3 million in FY 2017 and adding $3.6 million in FY 2018 in S. 5339 funding, and adding $3.75 million in S. 5307 funding between FY 2018 and FY 2021 for the PRTC – Bus Acquisition/Preplacement Program (TIP ID 4506);
- Change of funding source for $3.116 million from S. 5307 to S. 5337-SGR between FY 2017 and FY 2020 for the Rolling Stock Acquisition project (TIP ID 4534);
- Adding $12 million in S. 5337-SGR funding between FY 2018 and FY 2018 for the Rolling Stock Modifications and Overhauls project (TIP ID 4818);
- Adding $7.1 million in S. 5339 funding between FY 2017 and FY 2021, adding $2.1 million n S. 5307 funding between FY 2018 and FY 2021, and removing $2.6 million in S. 5337-SGR funding between FY 2018 and FY 2021;
- $600,000 in CMAQ program funding in FY 2021 for the Transit Store Funding – Alexandria project (TIP ID 6626);
- $13.228 million in CMAQ funding and $11.044 million in RSTP funding between FY 2019 and FY 2022 for the Commuter Assistance Program (TIP ID 6627);
- $2.46 million in CMAQ funding between FY 2019 and FY 2022 for the Fairfax Countywide Transit Stores project (TIP ID 6628); and
- $1.35 million in CMAQ funding between FY 2019 and FY 2022 for the PRTC Commuter Assistance Program (TIP ID 6629), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 1, 2018

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

May 23, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments

Dear Mr. Allen:

On behalf of the Potomac & Rappahannock Transportation Commission (PRTC), the Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to update funding for the following existing TIP projects:

- VRE Storage Yard Improvements (TIP ID 4070, Agency ID VRE0009)
- VRE Stations and Facilities (TIP ID 4310, Agency ID VRE0011)
- VRE Security Enhancements System wide (TIP ID 4277, Agency ID VRE0003)
- VRE Rolling Stock Modifications (TIP ID 4818, Agency ID VRE0001)
- VRE Rolling Stock Acquisition (TIP ID 4534, Agency ID VRE0009)
- PRTC Bus Acquisition/Replacement (TIP ID 4506, Agency ID PRTC0005)
- PRTC Preventive Maintenance (TIP ID 5601, Agency ID PRTC0004).

These funding adjustments represent a net addition of approximately $33 million to the TIP. Funding for the projects comes from the FTA Section 5307, 5337, 5337 SGR, and 5339 programs, as well as various discretionary grants. More detailed information is included in the attached TPB TIP Tables and PRTC cover letter. All of these projects are included in the adopted CLRP and are consistent with the 2014 CLRP Financial Analysis. The projects are exempt from Air Quality Conformity Analysis requirements. The requested amendments reflect the Commonwealth Transportation Board's latest priorities, cost estimates and funding allocations

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on June 1, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

Helen Cuervo, P.E., District Administrator
Northern Virginia District

Cc Ms. Betsy Massie, PRTC
Ms. Rene'e Hamilton, VDOT
Ms. Maria Sinner, P.E., VDOT
Mr. Norman Whitaker, AICP, VDOT

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

May 22, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments related to" Flexing" VDOT Funds to DRPT

Dear Mr. Allen:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add the following projects. Additionally, DRPT and VDOT are programming funding through FY 2024 for some of these projects. Funding beyond FY 2022 does not show up in the 2017-2022 TIP, but the additional funding has been entered in the TPB's iTIP database in preparation for the 2019-2024 TIP scheduled for adoption in October. Projects marked "**" in the TIP Funding column have funds programmed beyond 2022.

PROJECT	TIP ID	NEW UPC	OLD UPC	TIP FUNDING
Transit Store –Alexandria	6626	T21453	T99	$600,000 CMAQ
Commuter Assistance - Arlington	6627	T21240	T100	$13,228,000 CMAQ** $11,044,000 RSTP
Fairfax Countywide Transit Stores	6628	T21448	T207	$2,460,000 CMAQ**
PRTC Commuter Assistance Program	6629	T21457	T1833	$1,350,000 CMAQ**
Bus Replacement (Omni ride Express Commuter Buses)	6630	T21459	T158	(all funding after 2022) CMAQ**
WMATA Replacement Buses	6631	T21031, T20133**	12878	(all funding after 2022) CMAQ**

Note: All of the above projects are 80% federally funded, with 20% matching provided by DRPT.

These projects are currently "grouped" in the Virginia State Transportation Improvement Program (STIP) and the TPB TIP. VDOT is "flexing", or transferring, the anticipated funding beyond FY 2018 to DRPT.

DRPT does not "group" projects in their STIP process, so individual line items are being created for these projects in the TIP. Please note that the "Old UPCs" referenced in the table above are still included in the appropriate Project Groups the current STIP/TIP, but any funding beyond FY 19 is being shifted to DRPT under the new UPC numbers.

All of the projects are exempt from the Air Quality Conformity Analysis process. CMAQ and RSTP funding for these projects was anticipated in the 2014 CLRP Financial Element. The FY 2019-FY 2022 funds being flexed to DRPT were already included in the STIP/TIP as components of Project Groups. The requested action reflects the latest plans and obligations of the Commonwealth Transportation Board. VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on June 1, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

Helen Cuervo, P.E., District Administrator
Northern Virginia District

Cc Ms. Marie Berry, DRPT
Mr. Todd Horsley, DRPT
Ms. Maria Sinner, P.E., VDOT
Ms. Jan Vaughn, VDOT.
Mr. Norman Whitaker, AICP, VDOT

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in $1,000)

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: **4070** Agency ID: **VRE0007**	Title: **VRE Storage Yards Improvements**							Project Cost: **$85,412**	Complete: **2045**	
Facility:	Sect. 5307	62/34/4	8,048 c	8,099 c	9,552 c	9,770 c				27,421
From: Systemwide	Sect. 5309	62/34/4	262 c							
To:	Sect. 5337-SGR	62/34/4	33,971 c	15,831 a	7,080 c	14,987 c				37,898
									Total Funds:	***65,319***

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

Amendment: Add Funding **Approved on:** 6/1/2018

Add additional funding of $5,100 in the PE phase of FY2017 using Section 5307 grant funds, reduce by $2,963 the FY2017 Section 5337-SGR funding changing the phase to PE, increase by $4,916 in the construction phase of FY2018 using Section 5307 grant funds, add $7,080 in the construction phase of FY2018 Section using 5337-SGR grant funds, add $9,770 in the construction phase of FY2019 using Section 5307 grant funds, and add $14,987 in the construction phase of FY2019 using Section 5337- SGR grant funds.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: **4277** Agency ID: **VRE0003**	Title: **Security Enhancements Systemwide**							Project Cost: **$6,180**	Complete: **2045**	
Facility:	Sect. 5307	80/16/4	405 c	507 c	105 c	105 c	105 c			822
From: Systemwide	Sect. 5337-SGR	80/16/4		290 c	386 c					676
To:									***Total Funds:***	***1,498***

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects.

Amendment: Add Funding **Approved on:** 6/1/2018

Add funding of $290K in the construction phase of FY2017 using Section 5337 SGR grant funds and add $386K in the construction phase of FY2018 Section using 5337- SGR grant.

Modification: Add Funding **Approved on:** 7/11/2017

Add $402,000 in FTA Section 5307 funding for construction in FY 2017.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: **4310** Agency ID: **VRE0011**	Title: **VRE Stations and Facilties**							Project Cost: **$650,002**	Complete: **2045**	
Facility: VRE Stations and Facilties	Sect. 5307	80/20/0	957 c							
From: Systemwide	Sect. 5309	80/20/0	500 c							
To:	Sect. 5337-SGR	62/34/4	7,266 c	3,930 c	7,760 c	7,495 c	5,946 c			25,131
	Sect. 5337-SGR	80/16/4	7,266 c	3,930 c	7,760 c	7,495 c	5,946 c			25,131
									Total Funds:	***25,131***

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations throughout the VRE system. Includes upgrades at Washington Union Terminal.

Amendment: Add Funding **Approved on:** 6/1/2018

Add additional funding of $1,814K in the construction phase of FY2018 using Section 5337 SGR grant funds and add $1,549K in the construction phase of FY2019 using Section 5337-SGR grant funds. Also add $5,000K in the construction phases of FY2018 through FY2020 using Section 5337 SGR grant funds for the Washington Union Terminal Proiect.

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in $1,000)

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: **4506** Agency ID: **PRTC0005**	Title: **PRTC - Bus Acquisition / Replacement Program**							Project Cost: **$10,338**	Complete:	
Facility: PRTC - Bus Acquisition	CMAQ	29/67/4			18,303 c					18,303
From: NOVA Districtwide	Sect. 5307	100/0/0			1,200 c	850 c	850 c	850 c		3,750
To:	Sect. 5309	80/16/4	572 a							
	Sect. 5339	100/0/0			3,600 c					3,600
									Total Funds:	***25,653***

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

Amendment: Add Funding **Approved on:** 6/1/2018

Remove $10,338K funding in FY17, add $3,600K in the construction phase of FY 18 using Section 5339 Discretionary grant program funds, ad $1,220K in the construction pahse of FY18 using Section 5307 formula funds and add $850K in the construction phases of FY19 through FY 2021 using Section 5307 formula funds.

TIP ID: **4534** Agency ID: **VRE0009**	Title: **Rolling Stock Acquisition**							Project Cost: **$647,913**	Complete: **2045**	
Facility: VRE Rolling Stock	Sect. 5307	80/16/4		1,947 c	1,947 c	1,947 c	1,947 c			7,788
From: Systemwide	Sect. 5337-SGR	80/16/4		4,657 c	4,657 c	4,657 c	4,657 c			18,628
To:									***Total Funds:***	***26,416***

Description: This project includes funding for procurement additional rolling stock to support fleet expansion and fleet replacement, including 29 coaches under the current contract with Sumitomo.

Amendment: Transfer funding between sources **Approved on:** 6/1/2018

Move $779 K from the construction phases of FY 2017 through FY 2020 of Section 5307 grant funds to the construction phases of the same fiscal years of Section 5337 SGR grant funds.

TIP ID: **4818** Agency ID: **VRE0001**	Title: **Rolling Stock Modifications and Overhauls**							Project Cost: **$48,207**	Complete: **2045**	
Facility: VRE Rolling Stock	Sect. 5307	80/16/4	3,388 c							
From: Systemwide	Sect. 5309	80/16/4	2,283 c							
To:	Sect. 5337-SGR	80/16/4	8,800 c	4,900 c	8,539 c	3,420 c				16,859
									Total Funds:	***16,859***

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet as well as other ongoing improvements consistent with BRE;s rolling stock asset management program. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

Amendment: Add Funding **Approved on:** 6/1/2018

Add funding of $8,539K in the construction phase of FY 2018 using Section 5337 SGR grant funds and add $3,420K to the construction phase of FY 2019 using Section 5337 SGR grant funds.

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in $1,000)

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: **5601** Agency ID: **PRTC0004**	Title: **PRTC - Preventive Maintenance**							Project Cost:		Complete: **2045**
Facility:	Sect. 5307	80/0/20	10,015 c	1,513 c	2,480 c	2,120 c	2,120 c	2,120 c		10,353
From:										
To:	Sect. 5337-SGR	80/0/20	3,933 c	1,157 c	1,110 c	770 c	770 c	770 c		4,577
	Sect. 5339	80/0/20		635 c	1,330 c	2,030 c	2,030 c	2,030 c		8,055
	STP	80/16/4		938 c						938
									Total Funds:	***23,923***

Description: Maintenance of the Omniride and Omnilink fleet.

Amendment: Add Funding **Approved on:** 6/1/2018

Increase to $635K the Construction phase of FY17 using Section 5339 formula funds, increase to $1,330K the construction phase of FY18 using Section 5339 formula funds and increase to $2,120K the construction phases of FY19 through FY21 using Section 5339 formula funds. Also, increase to $2,480K the construction phase of FY2018 using Section 5307 formula funds and increase to $2,120K the construction phases of FY19 through FY21 using Section 5307 funds. Also decrease to $1,110k the construction phase in 2018 and decrease to $770k in FY19 through FY21 using Section 5337-SGR formula funds.

TIP ID: **6626** Agency ID:	Title: **Transit Store Funding - Alexandria**							Project Cost:	**$1**	Complete: **2025**
Facility:	CMAQ	80/20/0					600 e			600
From:										
To:									***Total Funds:***	***600***

Description: Monitoring Fund

Amendment: Add New Project **Approved on:** 6/1/2018

Amend project into the FY 2017-2022 TIP with $600,000 in CMAQ funding in FY 2021.

TIP ID: **6627** Agency ID: **T21240**	Title: **COMMUTER ASSISTANCE PROGRAM**							Project Cost:	**$34,533**	Complete:
Facility:	CMAQ	80/20/0		1,415 e	3,198 e	4,131 e	4,484 e			13,228
From:										
To:	RSTP	80/20/0		7,040 e	2,975 e	1,029 e				11,044
									Total Funds:	***29,491***

Description:

Amendment: Add New Project **Approved on:** 6/1/2018

Amend project into the FY 2017-2022 TIP with $13.228 million in CMAQ funding and $11.044 million in RSTP funding as shown above.

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in $1,000)

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: **6628** Agency ID: **T21448**	Title: **FAIRFAX COUNTYWIDE TRANSIT STORES**							Project Cost: **$3,760**	Complete:	
Facility:	CMAQ	80/20/0				600 e	600 e	620 e	640 e	2,460
From:									***Total Funds:***	***3,760***
To:										
Description:										

Amendment: Add New Project **Approved on:** 6/1/2018

Amend project into the FY 2017-2022 TIP with $2.46 million in CMAQ funding.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: **6629** Agency ID:	Title: **PRTC COMMUTER ASSISTANCE PROGRAM**							Project Cost: **$2,050**	Complete:	
Facility:	CMAQ	80/20/0				300 e	350 e	350 e	350 e	1,350
From:									***Total Funds:***	***2,050***
To:										
Description:										

Amendment: Add New Project **Approved on:** 6/1/2018

Amend project into the FY 2017-2022 TIP with $1.35 million in CMAQ funding.

TPB SR22-2018
June 1, 2018

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 355 LITTLE BENNETT CREEK BRIDGE REPLACEMENT PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, in the attached letter of May 25, MDOT has requested that the FY 2017-2022 TIP be amended to reduce state funding in FY 2017 by $1.47 million and in FY 2018 by $2.21 million, and to include an additional $830,000 in state funding, and $3.171 million in Surface Block Transportation Grant (STBG) funding in FY 2019, $857,000 in state funding and $3.382 million in STBG funding in FY 2020, $12,000 in state funding in FY 2021 and $9,000 in state funding in FY 2022 for the MD 355 Little Bennett Creek Bridge Replacement project (TIP ID 6532), as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP reduce state funding in FY 2017 by $1.47 million and in FY 2018 by $2.21 million, and to include an additional $830,000 in state funding, and $3.171 million in STBG funding in FY 2019, $857,000 in state funding and $3.382 million in STBG funding in FY 2020, $12,000 in state funding in FY 2021 and $9,000 in state funding in FY 2022 for the MD 355 Little Bennett Creek Bridge Replacement project (TIP ID 6532), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 1, 2018

Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 25, 2018

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

Dear Chairman Allen:

The Maryland Department of Transportation (MDOT) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for one existing project (TIP # 6532) as described below and in the attached memo. This action reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022, and the additional funds for this action do not impact or alter the region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6532	MD 355 Little Bennett Creek Bridge Replacement, Hyattstown	PP/PE RW CO	$363,000 $59,000 $4,191,000	Add funding for planning/ design, construction, and right-of-way.

MDOT requests that these amendments be approved by the TPB Steering Committee at its June 1, 2018 meeting.

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

Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Tyson Byrne
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming, MDOT

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF SAMANTHA BIDDLE
REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FY 2017-2022 NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: MAY 23, 2018

RESPONSE REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following one action.

TIP	Project	Phase	New Funding
6532 MC #17-17 03/06/2017	MD 355 Little Bennett Creek Bridge Replacement, Hyattstown	PP/PE RW CO	$363,000 $59,000 $4,191,000

ANALYSIS

MD 355 Little Bennett Creek Bridge Replacement (TPB 6532 MC #17-17 03/06/2017) – This amendment reflects the addition of FY 2017-2022 TPB TIP planning/design, right-of-way acquisition, and construction funding for TPB 6532 MC #17-17 03/06/2017. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA's updated programmed expenditures in FY 2017-2022 and MDOT SHA intention to switch from using solely State funding for construction to using federal funding and matching State funding. The total cost of this project will increase from $5 million to $10 million. The MDOT SHA anticipates advertising this project for construction in the Summer of 2018 and opening improvements to traffic in the Winter of 2019-2020.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2018-2023 Consolidated Transportation Program (http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP_2017.html).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at mbaker4@sha.state.md.us.

ATTACHMENTS

- FY 2017-2022 TPB TIP project TPB 6532 MC #17-17 03/06/2017 report
- FY 2017-2020 Maryland STIP project TPB 6532 MC #17-17 03/06/2017 report

cc: Mr. Matt Baker, Regional Planner, MDOT SHA
Mr. Dan Beck, Team Leader, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Ms. Danelle Bernard, Chief, Structures Engineering Division, MDOT SHA
Mr. Andre Futrell, District 3 Engineer, MDOT SHA
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA

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

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

MDOT/State Highway Administration

TIP ID: **6532** Agency ID: **MO4271** Title: **MD 355 Little Bennett Creek Bridge Replacement** Complete: **2020** Total Cost: **$9,800**

Facility: MD 355 at Little Bennett Creek
From:
To:

BR	100/0/0	235 a							
DC/State	0/100/0	227 a	400 a	581 a 14 b	57 a 12 b 793 c	12 b 845 c	12 b	9 b	2,735
STBG	100/0/0				3,171 c	3,382 c			6,553
								Total Funds:	***9,288***

Description: Replacement of MD 355 Bridge 15053 over Little Bennett Creek.

Amendment: Adding Planning/Design, Right-of-Way Acquisition, and Construction Funding **Approved on:** 6/1/2018

Subtracting $50,000 (State) from FY17 PP/PE and adding $356,000 (State) to FY18 PP/PE and $57,000 (State) to FY19 PP/PE. Adding $14,000 (State) to FY18 RW, $12,000 (State) to FY19 RW, $12,000 (State) to FY20 RW, $12,000 (State) to FY21 RW, and $9,000 (State) to FY22 RW. Subtracting $1,420,000 (State) from FY17 CO and $2,580,000 (State) from FY18 CO and adding $3,171,000 (STBG) and $793,000 (State) to FY19 CO and $3,382,000 (STBG) and $845,000 (State) to FY20 CO.

TPB SR23-2018
June 1, 2018

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO REPROGRAM FUNDING FROM THE CONDITION ASSESSMENT PROJECT TO THE SUBSURFACE INVESTIGATION & AM PROGRAM SUPPORT PROJECT, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

WHEREAS, in the attached letter of May 25, DDOT has requested that the FY 2017-2022 TIP be amended to reprogram $681,000 in Surface Transportation Program (STP) funding from the Condition Assessment project (TIP ID 5323) to the On-Call Subsurface Pavement Investigation, Engineering project and to rename it as Subsurface Investigation & AM Program Support (TIP ID 6502), as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to reprogram $681,000 in STP funding from the Condition Assessment project (TIP ID 5323) to the On-Call Subsurface Pavement Investigation, Engineering project and to rename it as Subsurface Investigation & AM Program Support (TIP ID 6502), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 1, 2018

Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

May 25, 2018

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

Dear Chairman Allen,

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

Project proposed for funding update (Move project funding to different TIP ID):

Condition Assessment (TIP ID # 5323): Remove annual STP funding in the amount of $681,000 for program years FY 2018-2022

Project proposed for funding increase and name change:

On-Call Subsurface Pavement Investigation, Engineering (TIP ID # 6502) – 1) Add STP funding in the amount of $681,000 annually for program years FY 2018-2022.; and 2) Change project name from "On-Call Subsurface Pavement Investigation, Engineering" to "Subsurface Investigation & AM Program Support."

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its June 1, 2018 meeting.

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

Sincerely,

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

DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in $1,000)

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

DDOT

Other

Asset Condition Assessment

TIP ID: **5323** Agency ID: **MNT06A, SR091** Title: **Condition Assessment** Complete: Total Cost:

Facility: citywide
From: citywide
To:

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
DC/State	0/100/0	700 a							
STP	83/17/0			1,931 a	1,721 a	1,762 a	1,805 a	1,848 a	9,067
STP 1	80/20/0	3,300 a	1,000 a						1,000
								Total Funds:	***10,067***

Description: This project will be used to retain a vendor to perform data collection and analysis of DDOT's pavement conditions.

Amendment: Move project funding to different TIP ID **Approved on:** 6/1/2018
This Amendment will move annual funding for "Subsurface Investigation & AM Program Support" totaling $3.571M to TIP ID 6502.
Modification: Increase FY 2018 by $250K **Approved on:** 5/10/2018
$250k will be added to the subproject in 2018. This should be an administrative modification because 5323 has 8.8M programmed in the TIP.

Safety

On-Call Subsurface Pavement Investigation,Engineering

TIP ID: **6502** Agency ID: Title: **Subsurface Investigation & AM Program Support** Complete: **2017** Total Cost: **$4,511**

Facility: Citywide
From:
To:

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
STP 1	80/20/0	425 a	681 a						681
STP 2	83/17/0			681 a	697 a	714 a	731 a	748 a	3,571
								Total Funds:	***4,252***

Description: Subsurface Pavement Engineering to determine charateristics of roadway and to perform addequate analysis for pavement design, engineering and support for asset management program

Amendment: Increase Funding and Change Name **Approved on:** 6/1/2018
Add funding for 2018-2022, $681,000 annually in YOE dollars from TIP ID 5323; change Name from "On-Call Subsurface Pavement Investigation, Engineering" to "Subsurface Investigation & AM Program Support."
Amendment: Add funding in FY 2017 **Approved on:** 6/21/2017
Add 681k of STP funds for design in FY 2017

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 15, 2018

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

National Capital Region
Transportation Planning Board

May 31, 2018

Ms. Melissa Gray
Program Manager
National Aging and Disability Transportation Center
1730 Rhode Island Avenue, NW, Suite 1200
Washington, DC 20036

Dear Ms. Gray:

I am writing to express support for the Easterseals DC/MD/VA application for a "Getting Ready to Innovate" grant for a project facilitating customer input to help develop a MetroAccess "Where's My Ride" mobile application. MetroAccess is the ADA paratransit service in metropolitan Washington.

The National Capital Region Transportation Planning Board (TPB) understands that the National Aging and Disability Transportation Center is encouraging the development of program innovations to increase the availability and accessibility of community transportation services for people with disabilities and older adults through the "Getting Ready to Innovate" grant solicitation. Easterseals DC/MD/VA is a current subrecipient of COG's Section 5310 Enhanced Mobility funds and has worked with the Washington Metropolitan Area Transit Authority (WMATA) on the grant application. WMATA has committed to be a key partner in the implementation.

The TPB develops the Coordinated Human Service Transportation Plan which guides funding for the Washington DC-VA-MD Urbanized Area Enhanced Mobility program. The Coordinated Plan includes a strategy for better information on specialized services to make those services more customer friendly. A "Where's my Ride" application for MetroAccess users would provide this improved information in a customer friendly manner.

The TPB will solicit for Enhanced Mobility grant applications in 2019 and the outcome of the proposed Easterseals DC/MD/VA grant project could be submitted for funding consideration at that time. The TPB has a competitive selection process so cannot guarantee continued funding but the project would be eligible should the NADTC grant result in an actionable implementation plan.

Sincerely,

Kanti Srikanth
Director MWCOG, Department of Transportation Planning
Staff Director, Transportation Planning Board

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
1200 New Jersey Avenue, SE (E64-455)
Washington, DC 20590
202-493-7020
202-493-7040 (fax)

JUN 1 2 2018

The Honorable Charles Allen, Chairman
National Capital Region Transportation Planning Board
c/o, Lyn Erickson, Director Plan Development and Program
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Approval of FY 2019 Final Unified Planning Work Program

Dear Chairman Allen:

The FY 2019 Unified Planning Work Program (UPWP) for the Washington, D.C. urbanized area that was developed and adopted by the Transportation Planning Board (TPB) on March 23, 2018 has been jointly reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is approved effective July 1, 2018.

Our authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The work is approved with effective dates of July 1, 2018 through June 30, 2019. The Transportation Planning Board (TPB) may request funding for the program in accordance with established procedures.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 493-7031, or Melissa McGill, of the FTA Washington, DC Metropolitan Office, at (202) 366-7255.

Sincerely,

Terry Garcia Crews
Region III Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

cc: Kwame Arhin, FHWA, MD
Ivan Rucker, FHWA, VA

National Capital Region
Transportation Planning Board

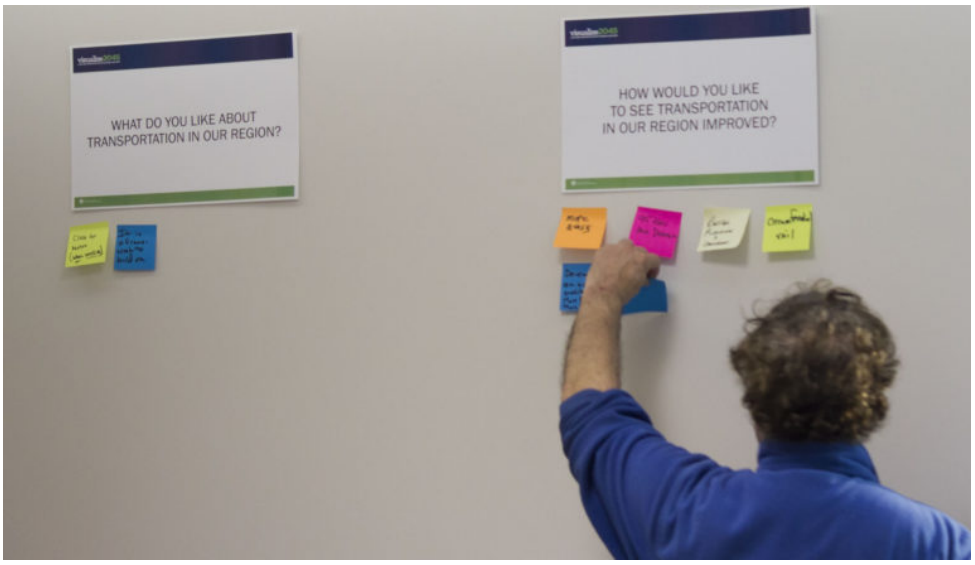
MEMORANDUM

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

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

People across the region discussed and explored seven transportation ideas

Posted by TPB NEWS on JUNE 7, 2018
www.tpbne.ws/more-news/people-across-the-region-discussed-and-explored-seven-transportation-ideas/



As people arrived at the Visualize 2045 forums they could add sticky-notes to a wall asking about how they'd like to see transportation in the region improved. (TPB)

In December and January, the TPB endorsed seven initiatives for a better transportation future. This spring, the TPB began a conversation in the region to get people talking about their opinions on the initiatives and how they might imagine the future with them. To get this conversation started, we held 12 public forums reaching almost 300 people throughout the region and online.

Where did the seven initiatives come from?

The TPB endorsed these seven ideas after working through a year-long process with its Long-Range Plan Task Force. The task force deliberated and considered 80 ideas before coming to consensus around five initiatives. The TPB endorsed those five in December for future concerted action. In January, the TPB endorsed two other initiatives focused on bicycle and pedestrian travel and access to transit.

Together these seven ideas will be included in the aspirational or unfunded element of Visualize 2045, the TPB's new long-range transportation plan.

Though some of these ideas are being implemented now—like Bus Rapid Transit or express toll lanes—most are concepts that could be expanded throughout the region. They

can only come to fruition when local jurisdictions decide how they plan to implement projects, programs, or policies that will support these ideas. At the public forums, the region's residents started shaping those conversations.

What happened at the forums?

We held 12 public forums—nine at locations across the region, two with the TPB Citizens Advisory Committee and Access for All committee, and one online. At all the forums, participants were provided with background information about the TPB and regional planning. This helped set the stage for folks to think regionally. Next, TPB staff walked participants through an interactive presentation explaining each of the seven initiatives.

Forum participants in College Park learning about the seven initiatives. The interactive presentation is available online. (TPB)

Once participants had the background information, they had their first chance to weigh in. To get the conversation started, forum participants answered some simple questions using their mobile phones or, in the case of online participants, on their computers.

The most important part of the forums was when participants split up into small groups with facilitators to discuss the initiatives. People could choose which initiatives they were most interested in discussing and then would switch tables for three rounds.

Overall, people were most interested in weighing in on bringing jobs and housing closer together, expanding bus rapid transit regionwide, and improving walk and bike access to transit.

Facilitators asked each group what they liked about a specific initiative and their concerns about it. The group was encouraged to visualize the future and discuss how the initiative might change the transportation system. This discussion was recorded by a scribe at each table and will be the basis for a report.

The online forum was a little different in one respect. Since it wasn't possible for participants to break into groups, online participants each filled out a form where they could record their comments on the initiatives that were most important to them.

MORE: Explore the interactive presentation and learn about the seven initiatives

Other chances to have your say

If you missed these forums, there are still opportunities to weigh in. You may watch the recorded online forum and fill out the question form until June 22. You may also explore the interactive presentation and submit comments. Those comments received by June 22 will be included in the public forum report.

These seven initiatives are only one small part of Visualize 2045. In the fall we will be hosting open houses at three locations around the region for anyone to come, learn about the plan, and weigh-in.

Learn more at visualize2045.org

Dockless bikeshare workshop emphasizes the importance of regional coordination

Posted by MICHAEL FARRELL on JUNE 7, 2018
www.tpbne.ws/featured/dockless-bikeshare-workshop-emphasizes-the-importance-of-regional-coordination/

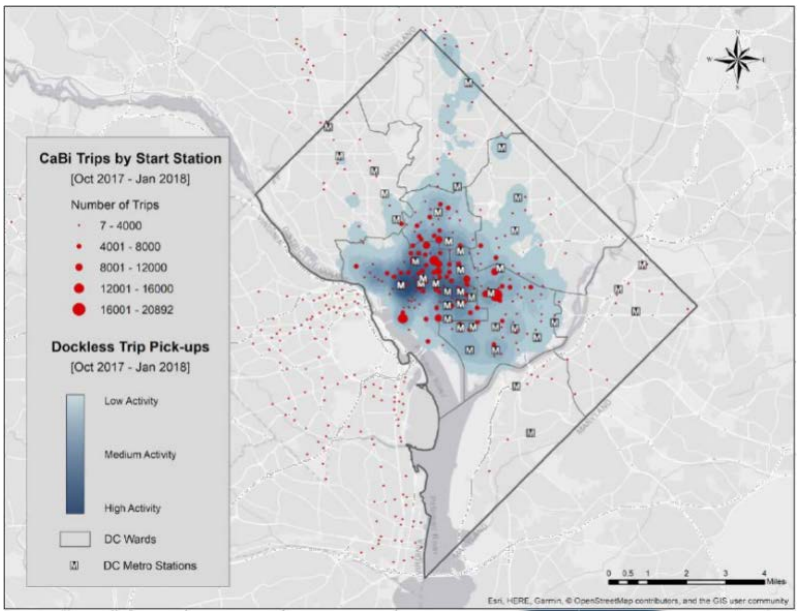
Dockless bikeshare increases shared bike use significantly. That was the good news from the May 31 Dockless Bikeshare Workshop. However, free from fixed docking stations, participants learned that dockless bikes don't respect jurisdictional lines. Inter-jurisdictional coordination and cooperation is essential.

At a workshop sponsored by the TPB's Bicycle and Pedestrian Subcommittee, speakers from the District Department of Transportation (DDOT) and the Montgomery County Department of Transportation, briefed attendees on some lessons learned from their ongoing dockless bike share pilot programs. Attendees included staff from agencies or jurisdictions that are considering adding dockless bikeshare and wanted to learn more.

Dockless bikeshare explained

Dockless bike (and vehicle) share is different from fixed-station systems like Capital Bikeshare. Dockless vehicles operate and are parked in the public right of way but are owned and managed by private companies. Users find the GPS-equipped bikes with a smartphone app and use the app to unlock the bike. Fees are charged per half hour of use to the user's credit card. There is typically no upfront cost or membership fee. The bikes can be left parked on the sidewalk so long as they do not block the sidewalk, bus stops, wheelchair ramps, or driveways.

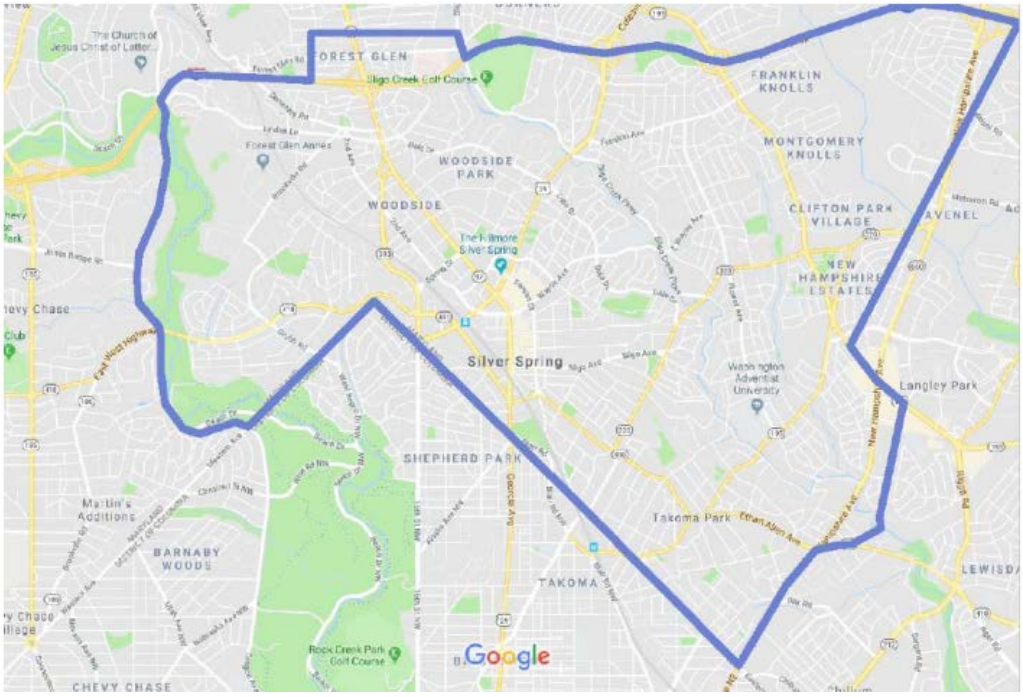
Dockless bikeshare in the Washington region



A map of Capital Bikeshare (CaBi) trips and Dockless trip pick-ups. (DDOT)

Two jurisdictions in our region currently have dockless bike share—the District of Columbia and Montgomery County. The two programs are slightly different from one another.

In DC, DDOT's Dockless Bike Share Demonstration Project, began in September 2017 and will run through the month of August. It covers the entire District. Seven private companies are currently operating there. Jump, Spin, Ofo, and Mobike operate bicycles only. Waybots and Bird operate electric scooters. Limebike has both scooters and bikes. Dockless companies are allowed a total of 400 vehicles per operator. Dockless bike share has added roughly 2,000 shared bikes to the District so far.



Montgomery County's pilot program only covers a section of the county. (MCDOT)

Montgomery County's pilot program covers the area near Silver Spring and Takoma Park, inside the beltway. The county signed agreements with four dockless bike share companies, inlcluding Limebike, Mobike, Ofo, and Spin to conduct the pilot Dockless Bike Share project. There are currently no limits on the numbers of bicycles that could be deployed under the agreement. About 460 are on the streets now. The program debuted on October 26, 2017, with an initial six month trial period.

Here are three other takeaways from the workshop:

Dockless bikeshare has increased bicycling

Dockless bike share accounted for 17% of all bikeshare trips in the District. Use is concentrated in the same neighborhoods where bicycling is already popular, but especially downtown. Dockless bikeshare is increasing total shared bike trips, rather taking trips from Cabi.

Theft is a problem

Theft has been an issue for certain operators in the District. Operators that did not require a credit card lost 50% of their fleet within a short period of time.

Bike parking and public engagement

There is a problem with improperly parked bicycles, and a need for more bike parking. In Montgomery County narrow sidewalks often leave little room to park the bikes.
Despite requirements that operators retrieve illegally parked bikes, the owner of the right of way ends up receiving a lot of the complaints. The public is often confused about whom

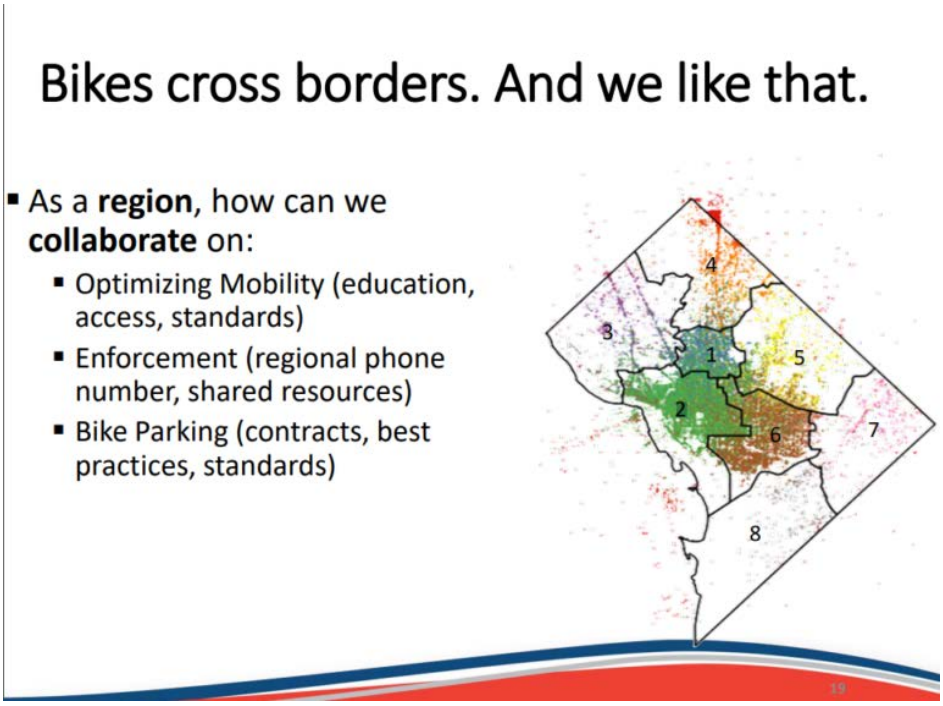
to call when a bicycle is parked improperly. A single phone number and web site for dockless bike share would be a tremendous asset.

Government cannot rely solely on the bikeshare companies to plan, educate, and engage community and businesses, and must be prepared to do so itself.

Inter-jurisdictional coordination is essential

Since the key feature of dockless bikeshare is not needing a fixed station, dockless bikes may be permitted and deployed in one jurisdiction, but don't necessarily stay in that jurisdiction.

Dockless bike share bikes are already spreading out from the District into neighboring jurisdictions, including Arlington and Alexandria, neither of which has signed an agreement with a dockless bike share company. The National Park Service does not yet permit parking dockless bike share bikes on its land, but it's happening anyway.



Since the key feature of dockless bike share is no fixed station, the bikes cross borders. (DDOT)

The dots in the figure above show the start points for dockless bike trips in the District of Columbia and adjoining jurisdictions.

Pilot programs are helping to work out the kinks

Regulating bike parking, security, and cross-jurisdictional migration of dockless bikes are all issues that need more work. Dockless bikes create more demand for bike parking, and

some of the management and public relations burden inevitably falls upon the owners of the right of way.

A unified phone number and web site to report problems would be an asset. Another idea that was discussed was whether to impose fees on dockless bikeshare companies to offset public expenses for management and parking, as well as fines for failure to comply with the terms of the permits.

Participants agreed that the pilot process was the most effective way to determine the costs and benefits of dockless bike share, and determine what types of regulation are needed. Initial results indicate that dockless bike share has significant benefits, increasing bicycling, and bringing access to areas and populations not served by fixed station systems at moderate public cost. Dockless bikeshare is expected to spread to additional jurisdictions. A follow-up workshop will be held in Fall 2018.

MORE: See the full presentations from the May 31 workshop

MORE: Read a Washington Post article about dockless bikeshare in the region

Michael Farrell is a Senior Transportation Planner and is the Bicycle and Pedestrian Coordinator for the TPB.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Nicole McCall, COG Regional Planner
John Swanson, TPB Transportation Planner

SUBJECT: TLC PeerX Event: Improving Bike and Walk Access to Transit

DATE: June 14, 2018

On Thursday, May 10, 2018, the TPB's Transportation/Land Use Connections (TLC) program's Peer Exchange Network (TLC PeerX) and Urban Land Institute-Washington (ULI-Washington) hosted a 90-minute webinar titled, "Improving Bike and Walk Access to Transit." More than fifty planners, engineers, and designers attended the event. The webinar focused on efforts in three jurisdictions aligned with the TPB's endorsed initiative to improve bike and pedestrian access to high-capacity transit stations.

PROGRAM OVERVIEW

The TLC PeerX program provides opportunities for the region's planners to engage in information exchange, professional development, and networking around TLC-related projects and topics. Since 2011, the TPB has hosted several workshops, small conferences, and webinars centered around past TLC projects. The goal of TLC PeerX is to provide a variety of opportunities to communicate information and best practices on TLC topics.

IMPROVING BIKE AND WALK ACCESS TO TRANSIT EVENT

Since 2007, the TPB's Transportation/Land Use Connections (TLC) program has helped local jurisdictions work through the challenges of integrating transportation and land use planning to create vibrant communities. In addition to TLC PeerX, the TLC program also provides TLC Technical assistance to local jurisdictions working on creative, forward-thinking, and sustainable plans and projects and works with the District of Columbia, Maryland, and Virginia to allocate federal reimbursable aid for capital improvements considered alternative to traditional highway construction. TLC also includes a partnership with the Washington-ULI to provide Technical Assistance Panels in Activity Centers (COG-ULI TAP). Over the years, many of the projects have involved efforts to improve walk and bike access to transit.

On May 10th, Alia Anderson from Toole Design Group, Scott Rowe from Prince George's County, and Chris Wells from Fairfax County shared lessons learned while supporting efforts to improve bike and pedestrian access to high-capacity transit stations. Overviews of TPB's Transportation Land-Use Connections Program, TPB's initiative to improve bike and walk access to transit, and COG ULI TAP were also provided.

The webinar was recorded and is available through the TLC PeerX page, https://www.mwcog.org/events/2018/05/10/tlc-peerx---improving-bike-and-walk-access-to-transit/.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: Governor Harry W. Nice Bridge interim project status report
DATE: June 14, 2018

When the Transportation Planning Board (TPB) took action to amend the 2016 Constrained Long-Range Transportation Plan (CLRP) to accommodate Maryland's accelerated schedule for the Governor Harry W. Nice Bridge Replacement Project in November 2017, several questions and concerns were raised by TPB members regarding project development details. The TPB wrote a letter and requested that the Maryland Transportation Authority (MDTA) present detailed project information on the Maryland Governor Harry W. Nice Bridge project. In response to that request, Will Pines, the MDTA Director of Project Development, presented detailed project and schedule information to the TPB's Bicycle and Pedestrian Subcommittee on May 15. This memo provides a summary of that presentation.

BACKGROUND

The Governor Harry W. Nice Replacement Project is located in southern Charles County and crosses the Potomac River into King George County, Virginia. The TPB was most concerned with the following: 1) the proposed bridge height; 2) emergency breakdown shoulder width; and 3) bicycle and pedestrian accommodations. Please see the attached letter exchange for further details.

Bridge Height
The bridge vertical clearance issue has been resolved. Since the November discussion, the MDTA has determined that the bridge will provide the 135 feet vertical clearance that is required at the existing bridge today.

Emergency Breakdown Shoulders and Bicycle and Pedestrian Accommodations
MDTA is providing two-28' travelways (one in each direction), which will offer adequate width for one lane passage during most vehicle breakdown events. The current bridge does not allow for this, and both directions are typically affected today during incident response. The travelway for the proposed Nice Bridge is similar to MDTA's existing Hatem and Key Bridges, which both have higher traffic volumes than the Nice Bridge. Mr. Pines noted that incidents are effectively managed at these similar structures, giving MDTA a high degree of confidence that the new Nice Bridge will perform very well during incidents. There are two alternatives for addressing Bicycle and Pedestrian access that the MDTA Board will make a final selection from in the Fall of 2019. MDTA has stated that both alternatives meet the requirements for safety for shoulders and for bicycle accommodations. One alternative does not provide accommodations for pedestrians.

PROJECT AND SCHEDULE DETAILS

The MDTA will be delivering this project through a design-build process. The planning phase is essentially completed and two alternatives are being carried forward at this time. The project will be advertised on or before October 2018, and the bidding process will begin. Contractors will provide cost estimates for the two alternatives which are being carried forward and the MDTA Board will make a final alternative selection in the Fall of 2019. (Note: while part of the "one" MDOT family, MDTA is the toll authority and has separate funding/legal/decision-making authority than MDOT. The Maryland Secretary of Transportation is the Chairman of the MDTA 9-person Board.)

Mr. Pines briefed the TPB's Bicycle and Pedestrian Subcommittee on May 15 on the project including a focus on the proposed bicycle and pedestrian accommodation proposed for the new bridge. Mr. Pines described in detail two alternate cross-sections which the MDTA has previously made available to the public, and for which bid proposers will be asked to prepare cost estimates:

1. A 61' cross-section with four 12' travel lanes, a median barrier, and 2' shoulders. There would be no pedestrian accommodation for this option. Bicyclists would share the 12' travel lane with motor vehicles. The example of current permitted bicycle use of the Hatem Bridge over the Susquehanna River was cited and discussed.

2. A 71' cross-section with four 12' travel lanes, a median barrier, 2' shoulders, and an 8' barrier-protected bicycle and pedestrian path on one side.

Mr. Pines emphasized the importance of financial stewardship with customer's toll money by evaluating the cost/benefits of the structure width, noting that each additional foot of width of a bridge of this length adds an estimated $6 million in project costs. Mr. Pines noted that the proposed 2' shoulder width on the bridge was consistent with the existing shoulder width on the Virginia side and several bridges in MDTA's inventory with good safety records.

Mr. Pines said that the 8' shared-use path met minimum AASHTO guidelines, and will make the path option more cost feasible when it would be time to make the final decision.

MDTA modelling predicted that less than 50 bicyclists/pedestrians per day would use the path. MDTA anticipates that there is little potential for growth in bicycle/pedestrian traffic, due to the low population density of the surrounding area, the lack of bicycle connections to the bridge in Maryland and Virginia, and the lack of short term funding by others for projects that may provide those connections.

MDTA is required to toll all users as a condition its trust agreement with bondholders, so a means of collecting tolls from bicyclists will be included in the project.

In January 2018, MDTA provided a public web video with a comment period that received more than 6,000 views from the project website and on social media outlets. The video provided detailed project information, including information on the decision on the bridge vertical clearance and on the options that the MDTA Board will consider for the bridge width. Mr. Pines noted that less than ten percent of the viewers of the presentation offered comments on it. MDTA received comments both supporting and opposing the construction of a barrier separated shared use path. Nearly all

comments received in support of a barrier separated shared use path were from viewers not local within a normal daily cycling commute to the bridge.

Attendees had a number of comments and questions. There were several questions regarding the potential economic development benefits of a trail, as well as some concern that non-provision of bicycle and pedestrian facilities on the bridge would turn the lack of connecting bicycle and pedestrian facilities into a self-fulfilling prophecy. Meeting participants emphasized the potential for long-distance tourism. Several participants mentioned their concerns about the safety of the shared lane use option, given the proposed 50 mph speed limit and 4% grades on the proposed bridge, which will make it difficult for bicyclists to sustain high speeds on the uphill climb, and could produce grade-related line-of-sight issues between motorists and bicyclists. At a minimum, lane sharing would not be adequate for "family use", attracting only strong and bold cyclists. The attendees desired convenient and comfortable cycling provided by a shared-use path for a new bridge. Mr. Pines reiterated to the group that no decision has been made to date on a specific bridge width option and both options under consideration will provide cycling access. He added that the lane sharing option provides legal access consistent or safer than the access provided at many other river crossings throughout Maryland, such as the US 1/Conowingo Dam.

NEXT STEPS

This project will be constructed through a design-build process. The advertisement date for the project will be on or before October 2018. At that time, the potential bidders will develop detailed design plans and cost estimates for the two alternates that are under consideration. The MDTA's Board will then make a final decision in the Fall of 2019 and select one of the two alternatives.

Maryland
Transportation
Authority

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Chairman

Katherine Bays Armstrong
Peter J. Basso
Dontae Carroll
William H. Cox, Jr.
William C. Ensor, III
W. Lee Gaines, Jr.
Mario J. Gangemi, P.E.
John von Paris

Kevin C. Reigrut
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February 5, 2018

Ms. Bridget Donnell Newton
Chairman
National Capital Region Transportation
Planning Board
777 North Capitol Street NE, Suite 300
Washington DC 20002

Dear Ms. Newton:

Thank you for your letter regarding the Maryland Transportation Authority's (MDTA) new Gov. Harry W. Nice Memorial (Nice) Bridge project. As Maryland Department of Transportation Secretary and MDTA Chairman, I am pleased to respond.

We would be pleased to meet with you to discuss your concerns about the new Nice Bridge height, emergency breakdown shoulders, and bicycle/pedestrian accommodations. Please contact MDTA Director of Project Development William Pines at 410-456-8045 to schedule a meeting.

Thank you again for your letter. If you have additional questions or concerns, please contact Mr. Pines at the number above or via email at wpines@mdta.maryland.gov. Mr. Pines will be happy to assist you.

Sincerely,

Pete K. Rahn
Chairman

cc: William Pines, P.E., Director of Project Development, Office of Engineering and Construction, MDTA
Mr. Kevin C. Reigrut, Executive Director, MDTA

National Capital Region
Transportation Planning Board

This letter was approved by the TPB and prompted the February 5 MDTA response.

November 8, 2017

Secretary Pete K. Rahn
Maryland Department of Transportation Secretary and
Maryland Transportation Authority Chairman
Maryland Department of Transportation
7201 Corporate Center Boulevard
Hanover, MD 21076

Re: Governor Harry W. Nice Bridge Replacement Project

Dear Secretary Rahn:

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) recently took action to amend the National Capital Region's Constrained Long-Range Transportation Plan (CLRP) to accommodate Maryland's schedule acceleration of the Governor Harry W. Nice Bridge Replacement Project. Several questions and concerns were raised by TPB members regarding project development details. On behalf of the TPB, I am asking that a senior knowledgeable Maryland Transportation Authority representative meet and engage in a dialogue with the TPB in the near future regarding aspects of the bridge replacement that are of concern to TPB member governments in Maryland, Virginia, and the District of Columbia.

The TPB appreciates and supports the State of Maryland's efforts to accelerate and accomplish the replacement and upgrade of this vital link in the Maryland, Virginia and National Capital Region transportation infrastructure, as evidenced both by the TPB's previous inclusion of the project in the CLRP, as well as our October 18, 2017 actions to include this project with the updated schedule in the latest air quality conformity determination and CLRP amendment. Before taking the actions at the TPB's October 18 meeting, however, a number of TPB members raised questions and concerns and provided comments for the record. These concerns were, in summary:

1. *Bridge Height:* District of Columbia and City of Alexandria representatives expressed concerns about the impact of the proposed bridge height reduction on movement of historic tall ships and other tall vessels that currently access Washington and Alexandria ports. Inability for such vessels to reach Washington and Alexandria, among other destinations, will have negative community and economic impacts.

2. *Emergency Breakdown Shoulders:* The Charles County representative raised issues also noted in an (attached) October 6, 2017 letter to you from the Board of Charles County Commissioners. This letter was forwarded to TPB and is included in our official comment records as part of the conformity determination and plan approval. Charles County is concerned that a new bridge without adequate shoulder widths for emergency breakdowns "will not help relieve the congestion that is currently being seen on this bridge."

3. *Bicycle and Pedestrian Accommodations:* Also raised at the TPB and in the Charles County Commissioners' letter was the inclusion of bicycle and pedestrian connections on the replacement bridge. With a planned 100-year lifespan of a replacement bridge, this represents a once-in-100-years opportunity to provide such a bicycle and pedestrian connection, with important community and economic benefits. Including a bicycle and

pedestrian connection would also be consistent with the TPB's adopted Complete Streets policy. Additionally, the Charles County Commissioners' letter asked for consideration of keeping and repurposing the existing Harry Nice Bridge as a bicycle and pedestrian facility.

The TPB would appreciate the chance for expert briefings and dialogue as the project design proceeds given these major concerns from jurisdictions around the region. We appreciate the ongoing participation in the TPB by Maryland Department of Transportation representatives of the Office of the Secretary. However, it will be vital in this case also to have senior representation from the Maryland Transportation Authority (MDTA) for these discussions, given the role that the MDTA and its board have in this project.

The TPB is currently engaged in the update of our long-range transportation plan for the National Capital Region, known as Visualize 2045. We look forward to providing our members with this opportunity for such a dialogue which will enable support for a timely and cost-effective replacement of the Nice Bridge that best enhances the National Capital Region's community needs and development for 2045 and beyond. We appreciate your leadership and assistance on these important considerations.

Sincerely,

Bridget Donnell Newton
TPB Chairman

Attachment

cc: Mr. R. Earl Lewis, Deputy Secretary, Maryland Department of Transportation
Mr. Kevin C. Reigrut, Executive Director, Maryland Transportation Authority

Metropolitan Washington Council of Governments

MEMORANDUM

TO: Transportation Planning Board

FROM: Andrew Meese, COG Systems Performance Planning Director

SUBJECT: Update on the COG Traffic Incident Management Enhancement (TIME) Initiative

DATE: June 14, 2018

On January 10, 2018, the COG Board of Directors created the TIME Initiative and Task Force to assess Traffic Incident Management (TIM) in the National Capital Region and recommend enhancements to regional practice and operations. Leveraging COG's multi-disciplinary, multijurisdictional purview, TIME will identify recommendations for COG Board action later this year.

An interdisciplinary team of Traffic Incident Management subject matter experts has joined the TIME Task Force, including police, fire and emergency medical services. Joseph Sagal of the Maryland Department of Transportation-State Highway Administration serves as TIME Task Force Chair, and Michael Wood of the Virginia Department of Transportation as Vice Chair. The Task Force has held meetings in February, March, and April, as well as convening a May 22 practitioner workshop described below.

MAY 22 REGIONAL CAPABILITY AND BEST PRACTICES WORKSHOP

Over 40 practitioners and subject matter experts gathered at COG on May 22 for a Federal Highway Administration-facilitated TIM "Capability and Maturity Framework Workshop", analyzing the region's practices. This full-day event combined expertise on nationwide best practices with discussion of successes and specific challenges here in the National Capital Region. Workshop facilitation was provided by a team of national subject matter experts from the Federal Highway Administration.

Regional leaders contributed remarks, including Colonel Jerry Jones, Maryland Transportation Authority Police Chief, and Deputy Chief Kenneth Crosswhite of the District of Columbia Fire Department, and featured COG Board Chair Matthew Letourneau, who asked the group to identify specific issues that practitioners saw as impediments to getting incidents addressed.

Workshop topics paralleled and expanded upon the topics pursued overall by the TIME Task Force, such as best practices; responder and traveler safety; laws, policies, and procedures; data collection, integration, and sharing; and training. A parallel on-line survey of Task Force members raised even more ideas. Many participants recommended formation of a permanent regional TIM committee to continue coordination efforts beyond the end of the TIME Initiative.

OUTLOOK

Additional TIME Task Force meetings, with supporting staff activities, will be held through the summer and fall, leading to delivery of a findings and recommendations report to the COG Board, anticipated for November, also to be shared with the TPB.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Eric Randall, TPB Transportation Engineer

SUBJECT: TPB Annual Private Providers Forum on Public Transit - Highlights

DATE: June 14, 2018

This memorandum provides highlights of the 2018 Annual Private Providers Forum on Public Transit held on June 5. Convened under the auspices of the TPB's Regional Public Transportation Subcommittee, the purpose of the annual forum is to bring together representatives from the private transportation sector and local jurisdictions to discuss mutual regional transportation interests. Over 40 persons attended, including representatives from local jurisdictions, public bus operators, and private providers of public transportation, including taxicab, paratransit, and bus companies. This event has been held annually since 1990.

FORUM AGENDA ITEMS

The agenda featured three guest addresses, followed by a roundtable discussion among the attendees on regional projects and business opportunities.

The first address was given by Jacques Lerner, DC Department of For Hire Vehicles (DFHV). He discussed the department's shared ride and microtransit service efforts. The latter includes the planned re-launch of the Neighborhood Ride Service, which sponsors taxis to provide lower, shared ride fares on data-optimized semi-fixed routes. These efforts are providing new options for transportation in the District, utilizing taxis and other eligible providers to offer discounted trips within certain parameters.

The second address was given by Will Rodman, Vice President Of Business Development at TSS Paratransit (Boston). He provided an overview presentation of TRB's Transit Cooperative Research Program (TCRP) Synthesis 135: ADA Paratransit Service Models. This study provides information about current Americans with Disabilities Act (ADA) compliant paratransit service models and the underlying reasons why specific transit agencies have opted to keep or change their service model. This synthesis study explains available service delivery models to date, and documents the way various elements of the service and contracts are structured to enhance the likelihood of achieving certain results related to cost efficiency, service quality, or a balance of the two.

A third address was given by Christiaan Blake, Director, WMATA Office of ADA Policy and Planning, who provide an update on WMATA's Abilities-Ride program and other activities that WMATA is undertaking to provide improved and cost-efficient options for paratransit customers.

There were two briefings by TPB staff:

- Lori Zeller provided an overview of Visualize 2045, including its significance and a summary of the public outreach efforts TPB staff are undertaking for the plan. She also highlighted the new federal requirements for outreach to intercity bus operators and the travel and tourism industry.

- Wendy Klancher briefed the attendees on t the latest TPB projects funded under Section 5310 Enhanced Mobility and the update to the Coordinated Human Service Transportation Plan which guides project selection.

The forum concluded with the roundtable discussion of transit plans and prospects. Each jurisdiction and transit operator in turn highlighted recent events and upcoming plans and projects for public transportation. In particular, potential business opportunities for the private sector were discussed.

All documents for the meeting are available on the MWCOG website, available at: http://www.mwcog.org/annualtransitforum

TPB MEETING DATES

YEAR 2018

12 noon – 2 pm

COG BOARD ROOM

SLATE OF OFFICERS – 2018
Chair – Charles Allen
1st Vice Chair – Martin Nohe
2nd Vice Chair – Kelly Russell

March 21

April 18

May 16

June 20

July 18

September 21
PLEASE NOTE MEETING DATE CHANGE

October 17

November 16
PLEASE NOTE MEETING DATE CHANGE

December 19

ITEM 7 – Action
June 20, 2018

Performance Based Planning and Programming – Regional Targets for CMAQ Traffic Congestion and Emissions Reduction Measures

Staff Recommendation: Adopt Resolution R19-2018 to approve targets for CMAQ Program performance measures for traffic congestion and emission targets for the region.

Issues: None

Background: In May the board was briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction. The board will be asked to adopt traffic congestion and emission targets for the region.

TPB R19-2018
June 20, 2018

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

RESOLUTION TO ADOPT REGIONAL CONGESTION MITIGATION AND AIR QUALITY PROGRAM PERFORMANCE MEASURE TARGETS

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

WHEREAS, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, The Federal Highway Administration (FHWA) published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) Final Rule on January 18, 2017, with an effective date of May 20, 2017. The state departments of transportation (state DOTs) must set targets for performance measures in the rule by May 20, 2018, and must submit a Baseline Period Performance Report with the targets to FHWA by October 1, 2018. MPOs must work in coordination with state DOTs in the development of two-year and four-year targets and are required to set targets within 180 days after state DOTs set targets; and

WHEREAS, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) and the TPB are required to establish targets for the CMAQ Program performance measures of: 1) Peak Hour Excessive Delay (PHED), 2) Mode Share – Non-Single Occupancy Vehicle (Non-SOV), and 3) Emissions Reductions; and

WHEREAS, DDOT, MDOT, VDOT and the TPB are initially required to agree on and establish a single four-year target for the Washington-DC-VA-MD urbanized area for the performance measure of Peak Hour Excessive Delay (PHED); and

WHEREAS, DDOT, MDOT and VDOT and the TPB are required to agree on and establish single two-year and four-year targets for the Washington-DC-VA-MD urbanized area for the performance measure of Mode Share (Non-SOV); and

WHEREAS, DDOT, MDOT and VDOT are required to establish two-year and four-year targets for the performance measure of emissions reduction from CMAQ-funded projects and programs for their portion of the Washington DC nonattainment area for two applicable criteria pollutant and precursors: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx), and the TPB is required to coordinate with state DOTs in the establishment of two-year and four-year targets for emissions reduction from CMAQ-funded projects and programs for the portion of the Washington DC nonattainment area within the metropolitan planning area boundary; and

WHEREAS, TPB staff have coordinated with officials at DDOT, MDOT and VDOT to develop regional CMAQ Program targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies; and

WHEREAS, as of May 20, 2018, DDOT, MDOT and VDOT have set targets as specified above, including single targets for the performance measures of PHD and Mode Share for the Washington-DC-VA-MD urbanized area; and

WHEREAS, the TPB encourages every jurisdiction in the region to adopt aspirational goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve reductions in traffic congestion and emissions; and

WHEREAS, the TPB will use the two-year and four-year regional CMAQ Program target setting process as one method to evaluate the region's progress toward achieving said aspirational goals going forward with each future performance period; and

WHEREAS, these CMAQ Program targets have been reviewed and recommended for TPB approval by the TPB Technical Committee at the May 4 and June 6 meetings, and have been reviewed by the TPB at its May 16 meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of two-year and four-year CMAQ Program targets for the National Capital Region, as shown the following tables and as described in the attached materials.

Table 1: CMAQ Program Targets: Mode Share and Peak Hour Excessive Delay (PHED)

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	Not Required	26.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

Table 2: CMAQ Program Targets: On-Road Mobile Emissions Reductions

		FFY 2018 – 2019 Two Year Target	FFY 2018 – 2021 Four Year Target
Total Emissions Reductions for the TPB portion of the Washington DC -MD-VA nonattainment area	Volatile Organic Compounds (VOCs)	1.838 Kg/Day	2.195 Kg/Day
	Nitrogen Oxides (NOx)	4.019 Kg/Day	4.703 Kg/Day

CONGESTION MITIGATION AND AIR QUALITY PROGRAM PERFORMANCE

Performance-Based Planning and Programming

Final Report - Pending Approval

June 2018

National Capital Region
Transportation Planning Board

CONGESTION MITIGATION AND AIR QUALITY PROGRAM PERFORMANCE
June 2018

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

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ACKNOWLEDGEMENTS
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CMAQ PROGRAM PERFORMANCE

This report summarizes the federal requirements for the National Capital Region Transportation Planning Board (TPB), which is a Metropolitan Planning Organization (MPO), in the establishment of performance measure targets associated with the CMAQ Program. These include unified urbanized targets for the performance measures of Peak Hour Excessive Delay (PHED) and Mode Share in the area of traffic congestion and targets for Emissions Reduction for applicable pollutants and precursors for the nonattainment/maintenance area within the TPB planning area boundary. The targets described in this report meet the MAP-21/FAST performance-based planning and programming (PBPP) requirements and are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia. These 2018 targets were approved by the National Capital Region Transportation Planning Board (TPB) at its regular meeting on June 20, 2018.

Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP–21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and MPOs will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been gradually issuing a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for an area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety;
- Highway Assets: Pavement and Bridge Condition;
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program); and
- Transit Safety and Transit Asset Management.

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements. The initial part of the PBPP process will require coordination and agreement on specific responsibilities for each agency in accordance with the planning rule.

NATIONAL HIGHWAY SYSTEM

A number of the MAP-21 performance measures apply to the National Highway System[1]. The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the U.S. Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). With the adoption of MAP-21 on October 1, 2012, the NHS became the "enhanced-NHS" by adding roads that were previously classified as principal arterials but not yet part of the System. These Interstate and Non-Interstate roadways on the NHS are the primary roadways for the assessment of Performance-Based Planning and Programming. When performance measures refer to the Interstate or Non-Interstate roadways on the NHS, it is MAP-21 "enhanced-NHS."

States DOTs designate the NHS and may make modifications to the NHS by either removing or adding additional roadways, through coordination with and approval by FHWA. The NHS designated as of 2015 is the basis for the performance measures and the data collected in the NPMRDS.

Overview of CMAQ Program Performance Measures

The FHWA published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) Final Rule on January 18, 2017, with an effective date of May 20, 2017. The State departments of transportation (DOTs) then had one year until May 20, 2018 to set their initial targets. The rule requires states to set targets for three performance measures concerning Highway and Freight: 1) Interstate Travel Time Reliability (TTR), 2) National Highway System (NHS) TTR, and 3) Freight Reliability (Truck Travel Time Reliability (TTTR) Index). In addition, the FHWA requires states to set three performance measures concerning CMAQ: 1) Peak Hour Excessive Delay (PHED), 2) Mode Share, and 3) Emissions Reduction.

This report covers the two CMAQ Program: Traffic Congestion performance measures and the CMAQ Program: Emissions Reduction performance measure. It provides an overview of the measures, data collection, and the methodology utilized for target setting. Additionally, information concerning the CMAQ Program in general is presented, as well as details concerning CMAQ project selection and programming for the states of Virginia, Maryland, and the District of Columbia.

[1] https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/

Table 1: Summary of CMAQ Program: Traffic Congestion and Emissions Reduction Measures

	Performance Measures
CMAQ Program: Traffic Congestion	Peak Hour Excessive Delay – Annual hours of peak hour excessive delay per capita
	Mode Share – Percent of Non-SOV Travel on the NHS
CMAQ Program: Emissions Reduction	Emissions – CMAQ-funded projects on-road mobile source total emissions reduction for each applicable criteria pollutant and precursor

Source: TPB

TARGET SETTING AND COORDINATION

PHED

Applicable State DOTs and MPOs collectively establish a single target for each applicable urbanized area for the first performance period by May 20, 2018. As part of a phased implementation approach, only four-year targets will be reported in the State's baseline performance period report due by October 1, 2018. There is no requirement for States to report two-year targets or baseline condition for this specific measure in the report for the first performance period. With the first mid performance period progress report, due October 1, 2020, four-year targets may be adjusted, and two-year condition/performance will be reported as baselines.

Mode Share

Applicable State DOTs and MPOs must collectively establish a single, unified two-year and four-year target for each applicable urbanized area for the first performance period by May 20, 2018. A baseline report for the first performance period is due October 1, 2018 and must include two and four-year targets and a description of the data collection method used.

Emissions Reduction

State DOTs, with coordination from the MPO, must establish statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for each performance period for all nonattainment and maintenance areas within the state boundary, for each applicable criteria pollutants and precursors. State DOTs must set targets by May 20, 2018 and targets must be reported to FHWA by October 1, 2018. MPOs, in coordination with State DOTs, must establish two and four-year targets for all nonattainment and maintenance areas within the metropolitan planning area. Targets are to be rest within 180 days after state DOTs have set their targets. In both cases, the targets shall reflect the anticipated cumulative emissions reductions to be reported by State DOTs in the CMAQ Public Access System for CMAQ projects included in the Statewide Transportation Improvement Program (STIP).

In addition to the responsibility of MPOs setting targets, MPOs that have a population of over 1 million people within a nonattainment or maintenance area must prepare a CMAQ Performance Plan. The CMAQ Performance Plan will be attached to the Biennial Performance Reports prepared by the respective state DOTs. The performance plan will provide information on projects associated with the reduction of emissions, as well as target and methodology information for the emissions reduction. performance measure.

MPO Coordination with State DOTs

MPOs are required to establish their performance targets in coordination with their state partners and these *targets should be data-driven and realistic*. The requirement for these targets to be evidence based and predictive of anticipated outcomes does not supersede or diminish any aspirational targets to which local, regional, or state jurisdictions are committed. Coordination is essential between the MPO and State DOTs in setting the CMAQ Program targets. Both are to work together to share data, review strategies, and understand outcomes.

TPB staff has worked in close coordination with the Virginia Department of Transportation (VDOT), Maryland Department of Transportation (MDOT) and District Department of Transportation in the development of these performance targets.

CMAQ Program: Traffic Congestion – PHED and Mode Share Performance Measures

PHED

PHED is based on the calculation of all segments of the National Highway System. PHED is defined as the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For this measure, the speed threshold is 20 mph or 60% of the posted speed limit, or whichever is greater. The FHWA requires that the data collected must occur during the weekdays (Monday through Friday), with a required morning peak timeframe of 6:00AM – 10:00AM, and a choice between two evening peak timeframes: 3:00PM – 7:00PM or 4:00PM – 8:00PM. TPB staff have used the earlier PM peak (3:00PM – 7:00PM) for all calculations; the same PM peak is also being used by the State DOTs.

Data for all peaks was collected for the region from the National Performance Management Research Data Set (NPMRDS), using a widget created by RITIS. Regional Integrated Transportation Information System (RITIS) is an automated data sharing, dissemination, and archiving system that includes many performance measure, dashboard, and visual analytics tools that help agencies to gain situational awareness, measure performance, and communicate, managed by the University of Maryland CATT Lab. The RITIS widget is designed to assist with performance measurement target creation using NPMRDS data.

PHED Forecasting and Target Setting

After the collection of data there are two general approaches that may be utilized for forecasting performance: the extrapolation of measured performance or the use of travel demand model data.

- Travel Demand Model
    - In 2016 TPB produced a travel demand model which produced congestion/related outputs for modelled years 2016, 2020,2025, etc. Forecasting will be achieved by utilizing such outputs as AM Peak Hour VMT estimates to project change in congestion, applying the percentage increases to measured performance.
    - Use of the travel demand model takes into account near-term predicted changes in population, employment and other factors that increase travel demand, as well as changes in the highway and transit network.
- Extrapolation of Measured Performance
    - For this approach, measured data for the previous years of 2014 through 2017 is extrapolated, via linear regression, through the year 2021. This would cover both the two and four-year targets. This approach would result in either a fitted line or a best fit curve as a means of forecasting.
    - The extrapolation method captures trends over time but depends upon consistent data.
- Averaging
    - Taking both the results from the Extrapolation of Measured Performance and the Travel Demand Model and averaging those methodologies.

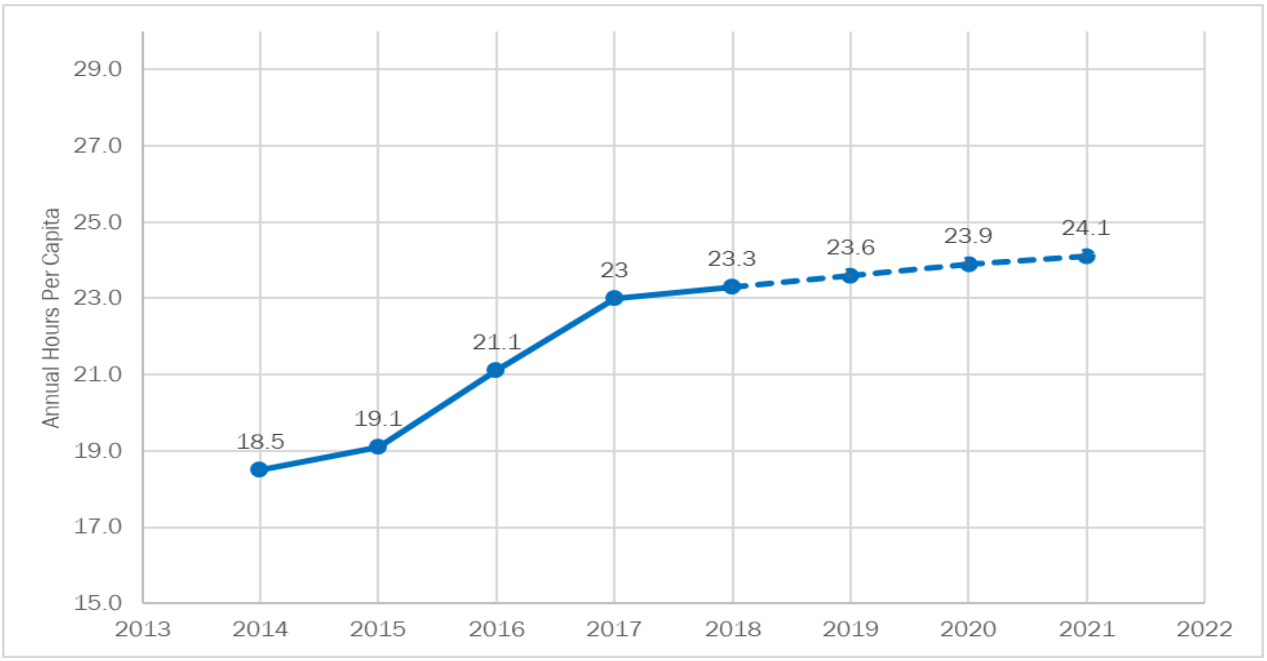
Table 2: Summary of PHED measured in Annual Hrs./Capita*

	2014	2015	2016	2017
Peak Hours of Excessive Delay (PHED) for the Washington, DC-MD-VA Urbanized Area	**18.5**	**19.1**	**21.1**	**23.0**

Source: NPMRDS, RITIS

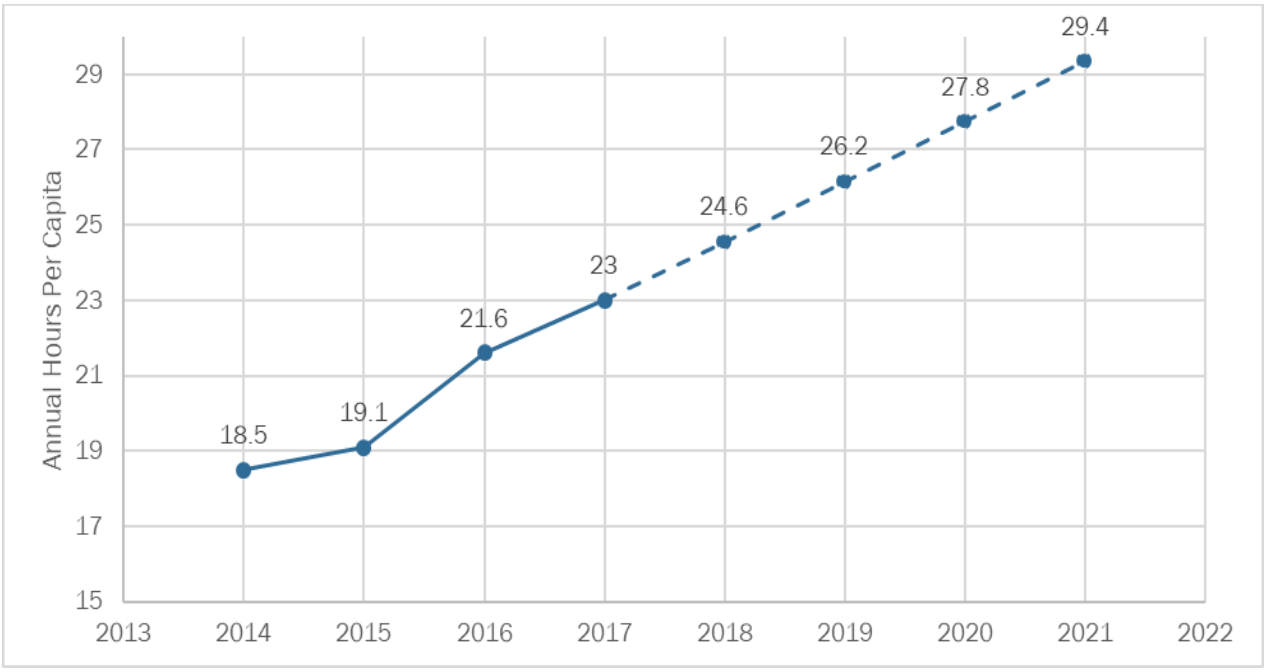
*Morning peak timeframe of 6:00AM – 10:00AM and evening peak timeframe of 3:00PM – 7:00PM

Figure 1: Travel Demand Model applied to PHED (2018 - 2021)



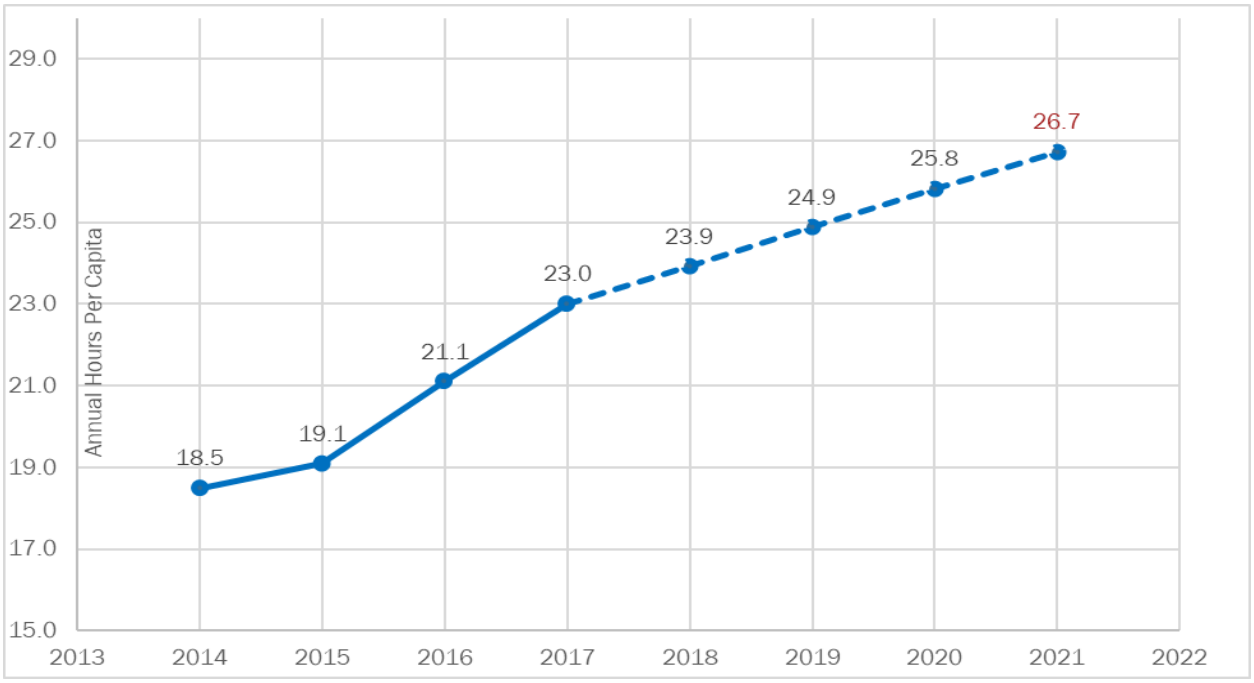
Source: TPB

Figure 2: Extrapolation of PHED (2018 - 2021)



Source: TPB

Figure 3: Averaging of Travel Demand Model and Extrapolation of PHED (2018 - 2021)



Source: TPB

Figure 1 shows an application of the second methodology using the TPB Travel Demand Model. For the purposes of forecasting PHED in the TPB region, the forecasted population and the VHD (Vehicle Hours Delay) was used from the travel demand model. From these two sets the compounded growth rate was calculated. This rate of growth was then applied to most recent data (2017) showing the amount of growth from 2017 to 2025. With these two endpoints, the other points in between were calculated, providing a forecasted target.

For comparative purposes, Figure 2 shows the extrapolation of PHED data based on linear regression. Due to the increase in 2017, this leads to an extrapolation of PHED increasing more rapidly than forecast by the travel demand model. Lastly, Figure 3 shows the averaging of the previous two methods, which is the selected method for setting a 4-year target.

Mode Share

Mode Share is a calculation of the percent of Non-SOV Travel within the urbanized area. Non-SOV Travel, defined by the FHWA, applies to travel occurring on modes other than driving alone in a motorized vehicle and includes travel that is avoided by telecommuting, it is a measure of the percentage of all surface transportation occurring in the urbanized area. An urbanized area is defined as having a population of at least 1 million people in a nonattainment/maintenance area for any of the criteria pollutants under the CMAQ program. For the TPB region, this includes the Washington DC-MD-VA urbanized area (UZA).

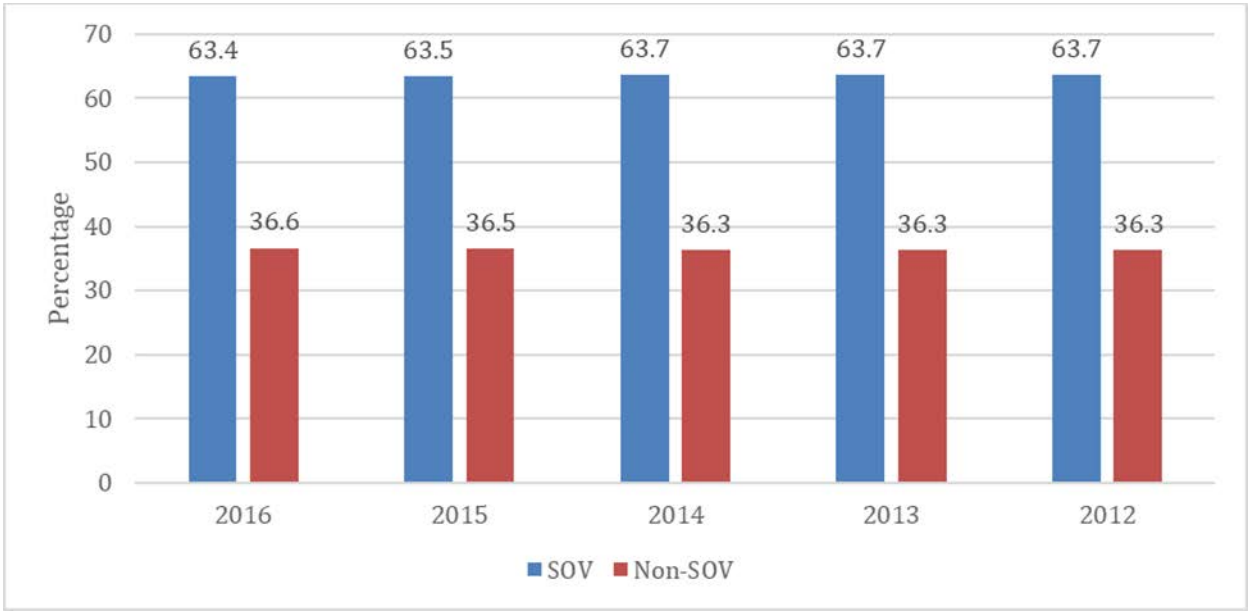
The FHWA has provided three data collection models as a means of estimating the required performance targets. Model A allows use of the U. S. Census Bureau's American Community Survey (ACS) data found in the table titled "Journey to Work." Model B allows for data collected from

localized surveys. Model C involves estimating the percent of non-SOV based on volume measurements of actual use for each mode of transportation, including telework. For purposes of this region's measure, Model A was utilized.

In selecting this model, explicit guidelines are detailed on how to utilize the ACS data. Data is to be obtained from the "Journey to Work" dataset, labeled *DP03*. These data sets contain the five-year estimates of the economic characteristics of those surveyed. Within, this dataset is a breakdown on how people commute to work, either by driving alone (SOV) or car-pooling, public transportation, walking, other means, or working at home (Non-SOV).

Figure 3 was created from the "Journey to Work" DP03 dataset. The original datasets showed a breakdown between modes of transportation people utilized to get to work, Figure 3 combines that data and makes a clear indication of SOV versus Non-SOV percentages. Figure 3 contains this information starting in 2012 and concluding with the most recent dataset published in 2016. There has not been significant change in the rate of SOV or Non-SOV travel within the Washington UZA.

Figure 4: Summary of Non-SOV data from ACS (2012 - 2016)



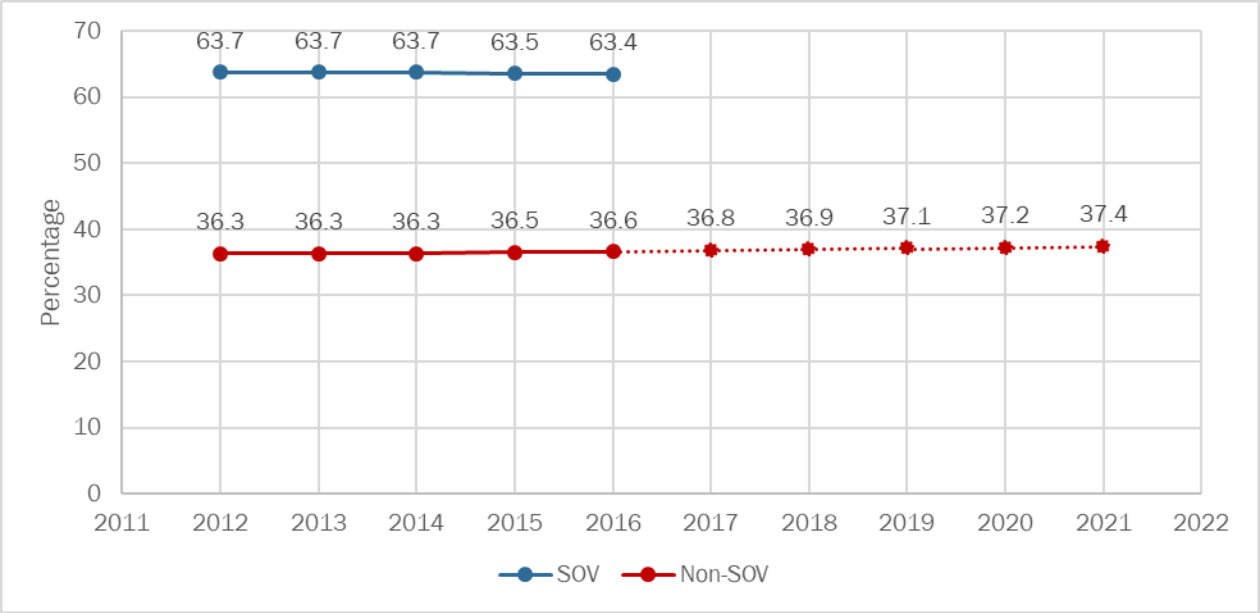
Source: American Community Survey, US Census Bureau

The TPB is responsible for setting both two-year (2018, 2019) and four-year (2018, 2019, 2020, 2021) unified targets with Virginia, Maryland, and District of Columbia Departments of Transportation. In determining the unified targets for both two and four years, there is no formula or calculation specified. The FHWA only requires estimations for target projections. Without the restrictions of calculations and formulas for target setting, there are a few methodologies that can be used by the TPB to determine their targets. The approach selected was a combination of a straight-line projection and use of data from the travel demand model.

Figure 4 illustrates the application of forecasted Non-SOV work trip travel through year 2021 with input from the TPB Travel Demand Model. Initially, a five-year average was calculated from years 2012 – 2016. Next, the absolute change of SOV work trips from years 2016 to 2025 was calculated

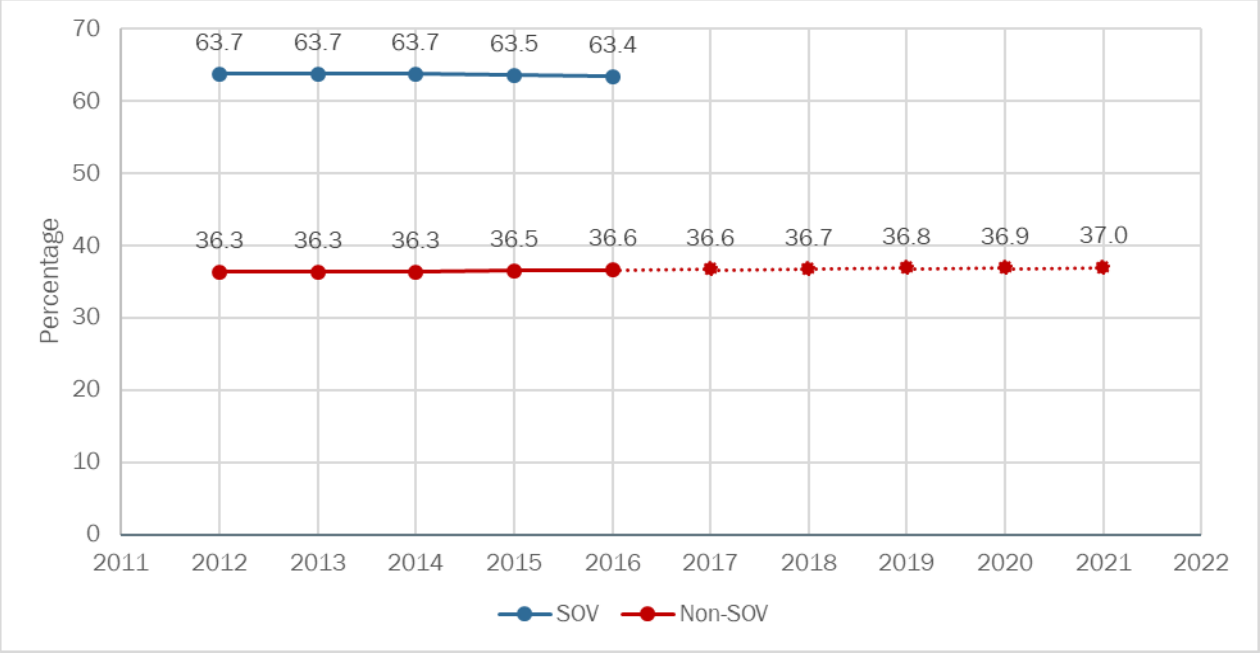
and then converted to the actual percentage change. This percent change was then applied to the five-year average. Since this was a calculation of SOV work trips, this percent was subtracted from 100 percent to calculate the Non-SOV work trip percentage. Figure 5 shows the extrapolation of the ACS data from years 2012 – 2016. Lastly, Figure 6 shows the averaging of the previous two methods, which is the selected method for setting the 2-year and 4-year targets.

Figure 5: Use of Travel Demand Model on Non-SOV data (2018 - 2021)



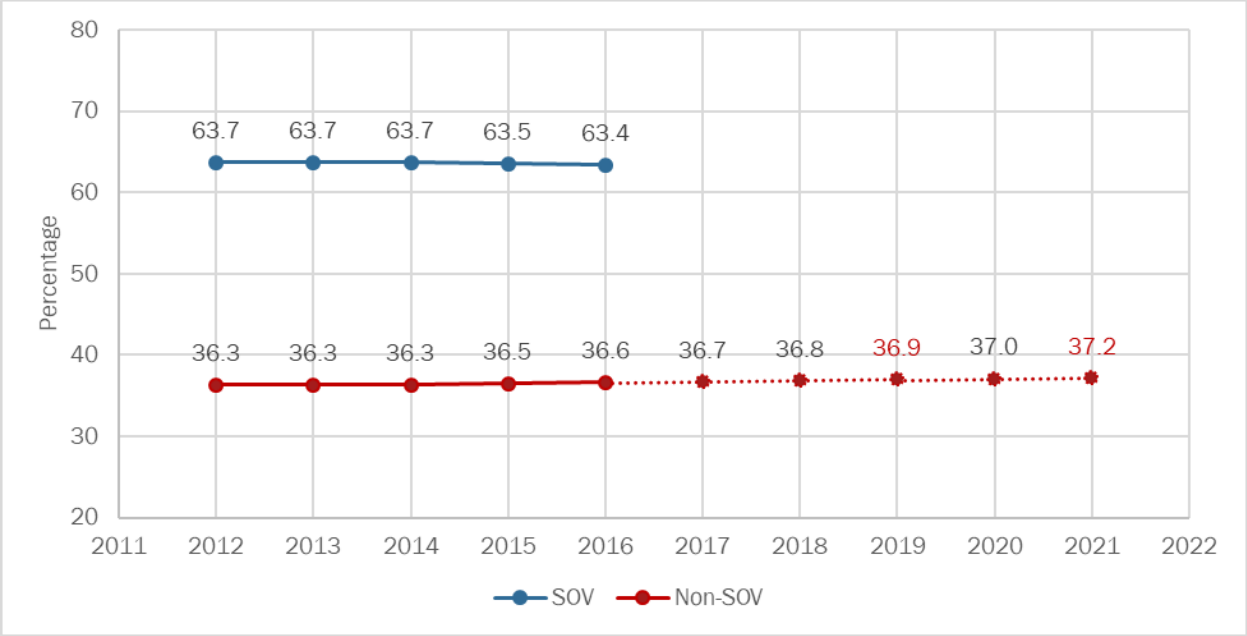
Source: TPB

Figure 6: Extrapolation of Non-SOV data (2018 - 2021)



Source: TPB

Figure 7: Averaging of Travel Demand Model and Extrapolation for Non-SOV data (2018 - 2021)



Source: TPB

TPB Methodology for Target Setting

In terms of developing a methodology, TPB staff have chosen the use of the averaging of the Travel Demand Model and Extrapolation approaches for forecasting future performance and setting targets for the Washington DC-MD-VA urbanized area (UZA). These targets include 2-year and 4-year targets for mode share: Non-SOV and a 4-year target for PHED, as initially required in the federal rulemaking. The targets cover calendar years 2018 through 2021. A summary of the targets is presented in Table 3.

Table 3: CMAQ Program Targets: Mode Share and Peak Hour Excessive Delay (PHED)

Performance Measure	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	~~Not Required~~	26.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

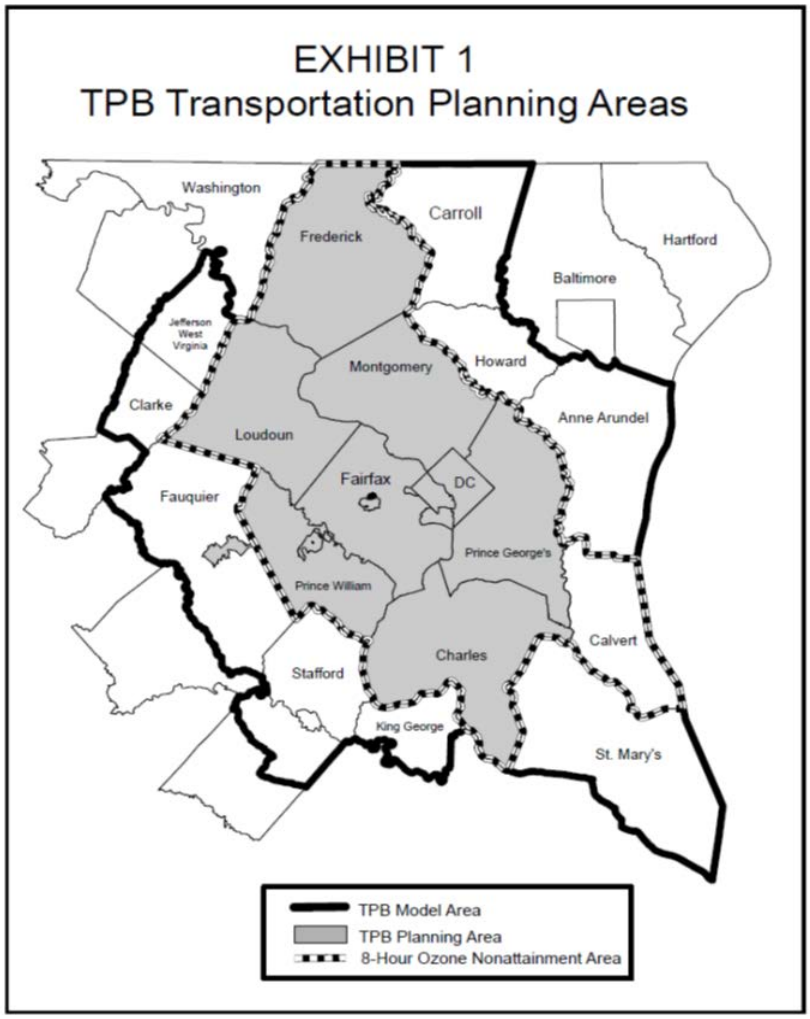
Source: TPB

CMAQ Program: Emissions Reduction

Emissions reduction is defined as the total on-road mobile source total emission reductions for each applicable criteria pollutant and precursor for a nonattainment area. For the nonattainment area in the TPB region, the applicable criteria pollutants are Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). This performance measure applies to projects that receive or are programmed for CMAQ funding. Data was collected from the CMAQ Public Access System, as specified in the federal rulemaking. State DOTs report emissions reductions information in the Public Access System for CMAQ funded projects in their Statewide Transportation Improvement Program (STIP).

It should be noted that the regional nonattainment area includes Calvert County; however, this county is not part of the TPB planning area. Maryland DOT and Calvert County are conducting a separate performance measure analysis for emissions reduction for that part of the nonattainment area.

Figure 8: Map of TPB Planning Area and Regional Nonattainment Area



Source: TPB

FEDERAL REQUIREMENTS FOR CMAQ PROJECT FUNDING

The Congestion Mitigation and Air Quality (CMAQ) program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. While these goals are not new elements of the program, they were strengthened in SAFETEA-LU and further bolstered in provisions added to the MAP-21. Growing highway congestion continues to rise at a faster rate than transportation investments. Reducing congestion is a key objective of federal surface transportation policy, and one that has gathered increasing importance in the past several years. The costs of congestion can be an obstacle to economic activity. In addition, congestion can hamper quality of life through diminished air quality, lost personal time, and other negative factors. Accordingly, the CMAQ Program includes federal funds programmatically allocated to each state for funding applicable projects.

A CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be in or benefit a nonattainment or maintenance area. Additionally, as with all Federal-aid projects, CMAQ projects must be included in the MPO's current transportation plan and Transportation Improvement Program (TIP) (or the current Statewide Transportation Improvement Program (STIP) in areas without an MPO). In nonattainment and maintenance areas, the project also must meet the conformity provisions contained in section 176(c) of the CAA and the transportation conformity regulations. Lastly, all CMAQ-funded projects need to complete National Environmental Policy Act (42 U.S.C. 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under titles 23 and 49 of the United States Code.

The District of Columbia, Maryland, and Virginia departments of transportation each receive CMAQ funding and allocate it annually to fund applicable projects. Each state follows its own selection process for identifying and funding CMAQ projects; for Maryland and Virginia many such projects are funded elsewhere in the state than the TPB planning area. Projects are selected on various criteria, only one of which is estimated emissions reduction benefits. Projects are not required to have quantifiable emissions reduction benefits; a quantitative assessment is sufficient. All projects awarded annually must be entered into the CMAQ Public Access System (PAS). Data for the CMAQ Emissions Reduction performance measure for the region is taken from the quantified benefits included in the projects listed in the PAS that have been funded in the region. Table 3 lists the quantified benefits, if any, included in the PAS for the region for recent years (2014 to 2017). Further information on each state's CMAQ project process and methodology for forecasting future performance and setting targets follows.

Table 4: Summary of Regional CMAQ Projects Emissions Reduction of VOC and NOx (2014 - 2017)

FISCAL YEAR	VOC (kg/day)	NOx (kg/day)
2014	8.087	11.688
2015	0.072	0.816
2016	3.672	5.956
2017	2.532	4.074

Source: CMAQ Public Access System

MARYLAND CMAQ PROJECT PROGRAMMING

The Maryland Consolidated Transportation Program (CTP) is a six-year capital budget for transportation projects, where CMAQ programming is determined during the one-year development process. CMAQ projects selected for programming are done so based on criteria provided by the CTP. Projects should meet all federal and legal requirements; support departmental program priorities; meet all federal match requirements to maximize federal revenue; support State plans and objectives; support existing project commitments and uphold intergovernmental agreements; and lastly support alternative modes of transportation (transit, bike, pedestrian). Projects selected for programming must be included in the STIP and must also be consistent with local plans and be included in the regional MPO long-range plan.

In addition to this formalized process, a more intuitive process is used within MDOT to fund applicable projects. A majority of the CMAQ funding is used for transit projects (bus replacements, MARC, and light rail). Funding for some signal synchronization and for the CHART program, have also utilized CMAQ funds.

Maryland Methodology for Target Setting

The target setting methodology utilizes a combined approach of historic trends and anticipated CMAQ projects programmed over the next four years. The targets were established using historic CMAQ trends, averaging emissions from FY2014 through FY2017 CMAQ projects, and the known FY2018 – FY2021 programmed projects. MDOT primarily uses two analysis tools for estimating emissions benefits of CMAQ projects. MAQONE, a Maryland specific tool for analyzing off-network projects that uses MD MOVES emission rates and it is populated with county-level defaults. Also the FHWA Emissions Calculator Toolkit, which supports a number of project types developed by FHWA to analyze CMAQ projects

The targets were adjusted to represent the average emission rates of light-duty vehicles declining over time due to the federal vehicle and fuel standards, Tier 3 along with the fleet turnover of older vehicles. Adjustments were not applied to diesel vehicle replacements. For recommended MPO targets, the statewide target was allocated to the MPO based on project location as reported in the updated FHWA's PAS.

Targets reflect the anticipated cumulative emissions reduction to be reported in the CMAQ PAS for new projects over the next four years. The Maryland CMAQ projects are programmed through MDOT's Maryland Transit Administration (MTA) and State Highway Administration (SHA).

VIRGINIA CMAQ PROJECT PROGRAMMING

Within the region, the Northern Virginia Transportation Authority (NVTA) coordinates Northern Virginia's annual programming of federal CMAQ projects as well as Regional Surface Transportation (RST) funds. CMAQ funds contribute to the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS).

The recommendation of programming is done through the Regional Jurisdiction and Agency Coordinating Committee (RJACC). Final approval is given by the Commonwealth Transportation Board (CTB). VDOT provides local matches for approved CMAQ projects, but only if the project utilizes the

funds within an established timeline. Recipients have 24 months to obligate the funds and then 48 months to expend the funds. CMAQ projects are eligible for potential funding after an application submission, a Transportation Emissions Estimation Models (TEEM) worksheet submittal for air quality benefit calculation, and a resolution of support from the respective governing bodies.

DISTRICT OF COLUMBIA CMAQ PROJECT PROGRAMMING

Currently the District of Columbia department of transportation does not have any additional steps in determining CMAQ programming beyond the federal requirements. A majority of the CMAQ programs that have been selected for funding have involved bike lanes and TDM. In the future, the department plans to add additional requirements, other than the federal minimum standards, in the programming of CMAQ projects.

District of Columbia and Virginia Methodology for Target Setting

Both the District of Columbia and the state of Virginia have selected a similar methodology for target selection for the emissions reduction performance measure. Both departments of transportation will be listing and calculating the total emissions reduction for CMAQ programmed projects for years 2018 to 2021.

TPB Methodology for Target Setting

In terms of developing a methodology that could be utilized for target setting, TPB staff considered four techniques. First, taking the average past years' data and setting targets reflective of those averages. Second, setting a trend line based on past years' data and setting targets based on those projections. Third, using the percentage of CMAQ funding in the TIP and the cost-effectiveness (kg/ton), created by a ratio, of quantified CMAQ projects in the CMAQ Public Access System to forecast future emissions and thereby creating targets. Fourth, list expected CMAQ projects for the next four years and analyze emissions benefits. This fourth method was suggested from FHWA presentations and webinars; however, it is not a requirement. The fourth method was utilized for target setting.

Based on the available quantified data and the information provided by the District of Columbia, Maryland, and Virginia departments of transportation, the TPB has summed the forecast emissions reduction benefits forecast by each state for CMAQ projects planned in the region. The combined emissions reduction is then used to set the 2-year and 4-year targets for the two applicable pollutants.

Table 5: CMAQ Program Targets: On-Road Mobile Emissions Reduction

		FFY 2018 – 2019 Two Year Target	FFY 2018 – 2021 Four Year Target
Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	Volatile Organic Compounds (VOCs)	1.838 (kg/day)	2.195 (kg/day)
	Nitrogen Oxides (NOx)	4.019 (kg/day)	4.703 (kg/day)

Source: TPB

PERFORMANCE BASED PLANNING & PROGRAMMING

Traffic Congestion and On-Road Emissions Performance Targets

Eric Randall, TPB Engineer

Transportation Planning Board
June 20, 2018

Agenda Item 7

National Capital Region
Transportation Planning Board

Contents of Presentation

- CMAQ Program Performance Measures: Overview, Data, and Forecast
  - Traffic Congestion: Peak Hour Excessive Delay
  - Traffic Congestion: Mode Share (non-SOV)
  - On road Emissions Reduction
- CMAQ Program Performance Targets for Approval

❖ These performance measures and draft targets were briefed to the board at the May 16 meeting

System Performance: CMAQ Program
(Congestion Mitigation and Air Quality)

	Performance Measures
CMAQ Program: Traffic Congestion	**Peak Hour Excessive Delay (PHED)** – Annual hours of peak hour excessive delay per capita
	Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)
CMAQ Program: Emissions Reduction	**Emissions** - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor

Traffic Congestion: Peak Hour Excessive Delay Overview

The Peak Hour Excessive Delay (PHED) measure is the per capita excessive delay on all reported segments on the National Highway System in the urbanized area

- Excessive delay = when travel speed is less than 20 miles per hour or 60% of the posted speed limit

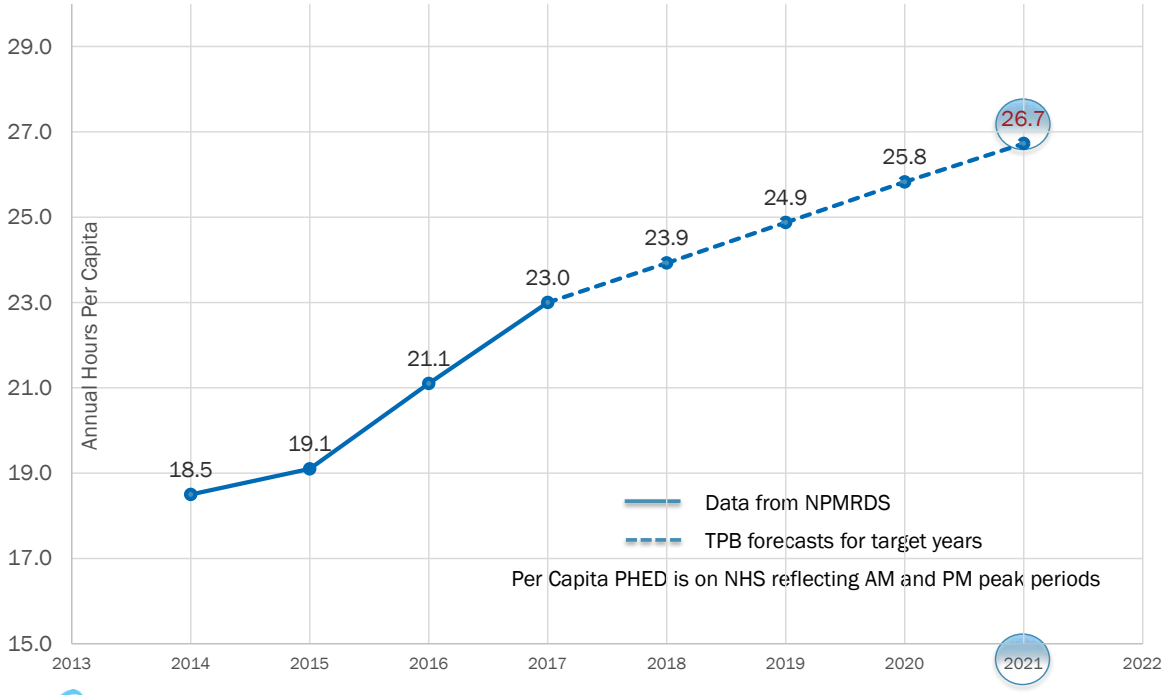
PHED is calculated by measuring [1] or forecasting:

- cumulative hours of excessive delay experienced by all people,
- travelling through all reported segments on the NHS in the urbanized area,
- during the peak period [2] *(even though titled Peak Hour),*
- for the full calendar year.

1. TPB urbanized area Peak travel hours:
   Weekday morning: 6 a.m. to 10 a.m. And Weekday afternoon: 3 p.m. to 7 p.m.
2. Current year data collected using the National Performance Management Research Data Set (NPMRDS)

Updated as of May 21, 2018

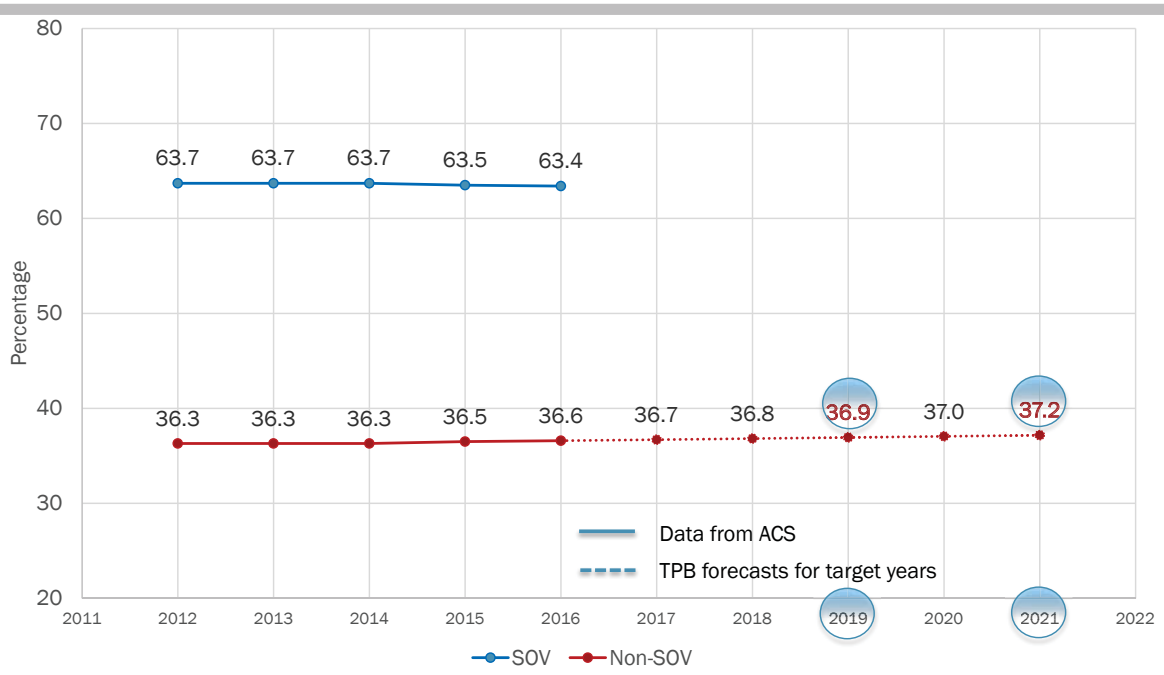
Traffic Congestion: PHED - Recent Data and Short Term Forecast (Target)



Traffic Congestion: Mode Share Overview

- Non-SOV (Single Occupancy Vehicle) mode share measure is for the commuting travel within the urbanized area.
- Includes carpools/vanpools, public transit, walking, biking, and teleworking.
- Non-SOV mode share data derived from the U.S. Census Bureau American Community Survey

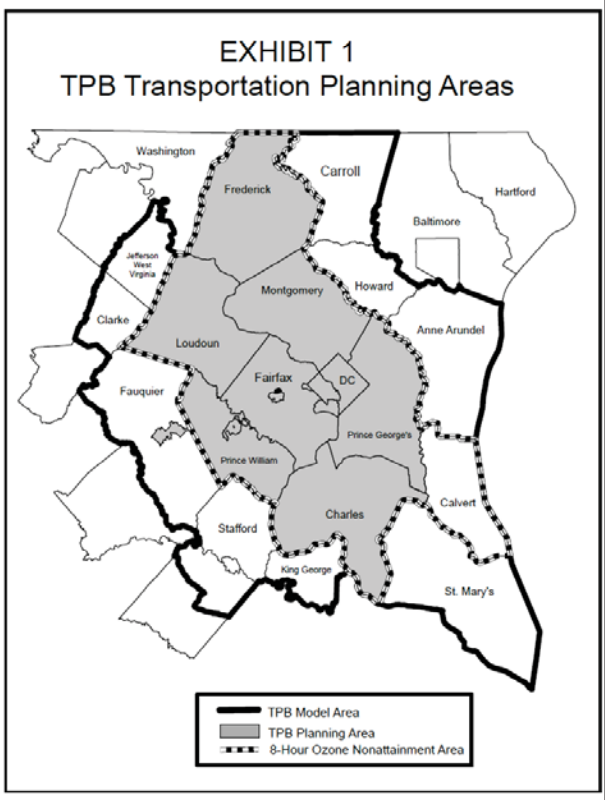
Traffic Congestion: Mode Share–Recent Data And Short Term Forecast (Target)



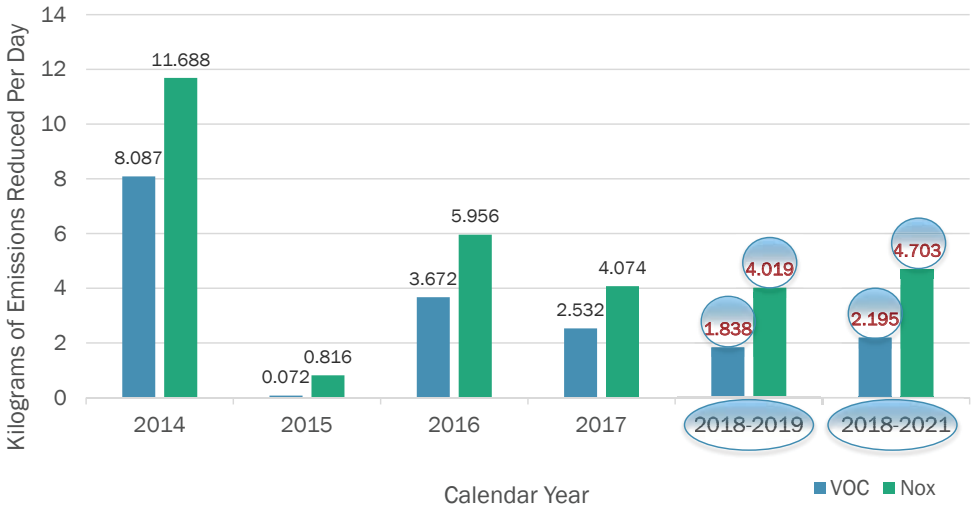
On-road Emissions Reduction - Overview

- Applies to criteria pollutants in non-attainment or maintenance areas*
- Emissions reductions data are estimates from (select) projects that have received CMAQ funds
- Forecast emissions reductions are estimates based on projects anticipated to receive CMAQ funds
- TPB targets reflect the anticipated cumulative emissions reduction to be reported by MDOT, VDOT, and DDOT for the region

* Targets for Calvert County will be set by Calvert-St Mary's MPO (outside TPB planning area) .



Emissions Reduction: Recent Data And Short Term Forecasts (Targets)



Data source for past years: FHWA Public Access System
Emissions reductions from select CMAQ funded projects only for the TPB planning area within the Washington DC-MD-VA Ozone nonattainment area

CMAQ Program Performance Targets

- Request adoption of Resolution R19-2018 to set the following targets

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	~~Not Required~~	26.7 Hours**
Mode Share (Non-SOV)	36.9%	37.2%

***Updated as of May 21, 2018 based on new FHWA guidance on calculation*

		FFY 2018 – 2019 Two Year Target	FFY 2018 – 2021 Four Year Target
Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	Volatile Organic Compounds (VOCs)	1.8376 Kg/Day	2.1950 Kg/Day
	Nitrogen Oxides (NOx)	4.0194 Kg/Day	4.7026 Kg/Day

Next Steps: TPB

- Transmit approved targets to State DOTs and adjoining MPOs
- TPB Steering Committee approval of FAMPO and BRTB MPO targets for urbanized areas
- Complete the MPO CMAQ Performance Plan with MPO targets and submit to State DOTs by September
- Complete an overall system performance report as part of the Visualize 2045 long range plan

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National Capital Region
Transportation Planning Board

ITEM 8 – Action
June 20, 2018

Virginia SMART SCALE Applications Resolution of Support

Staff Recommendation: Adopt Resolution R20-2018 to support local project applications for Virginia SMART SCALE funding.

Issues: None

Background: The board will be briefed on a Virginia state requirement that all projects submitted through the Virginia SMART SCALE funding application process be included in each Virginia MPO's constrained long range plan. If a project is not in an approved plan, a resolution must be passed by each MPO in order to submit a funding application. The board will be asked to approve a resolution to support Virginia SMART SCALE funding applications.

TPB R20-2018
June 20, 2018

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

A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT PRIORITIZATION PROCESS

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

WHEREAS, on October 18, 2017, the TPB approved the 2016 Amendment to the Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations and is the MPO's long-range plan of record; and

WHEREAS, localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is exempt from inclusion in the CLRP, or, if the project is not in the CLRP, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process; and

WHEREAS, the Virginia Department of Transportation (VDOT) receives all highway and transit SMART SCALE project submissions, has transmitted the attached list of preliminary applications received by June 1, and has worked with TPB staff in reviewing the highway and transit project submissions for submission eligibility; and

WHEREAS, absent a determination by TPB staff that a project is already included in the approved CLRP, submission of projects for SMART SCALE funding requires a resolution of support by the TPB; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit TPB to include any project into its long-range plan; and

WHEREAS, all projects that are awarded SMART SCALE funding and are not already included in the 2016 CLRP, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide; and

WHEREAS, VDOT expects the final list of projects submitted to be a subset of the attached preliminary list and will provide the TPB with a list of projects that were submitted at the August 1 deadline, and will also provide TPB with the list of projects that were awarded funding;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board supports submission of the following Northern Virginia projects to the Commonwealth of Virginia SMART SCALE Project Prioritization Process:

NORTHERN VIRGINIA PROJECTS SUBMITTED TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS

SMART SCALE PROJECT PROPOSALS NOT CURRENTLY INCLUDED IN THE APPROVED 2016 CLRP AMENDMENT

Bus Transit Projects

• ART – Arlington Transit Facilities	Arlington County Transit
• Citywide Transit Signal Prioritization on Major Corridors	DASH/Alexandria Transit
• Loudoun ADA Transition Plan	Loudoun County Transit
• Shirlington Station Expansion	Arlington County Transit
• Transit Technology and ITS Improvements	Arlington County Transit

Highway Projects

• Davis Dr. Extension and Dulles Toll Rd. Rock Hill Overpass	Fairfax County
• Fairfax Blvd./Warwick Ave. Intersection Improvements	Fairfax City
• Intersection Improvements at Old Bridge Rd.,Occoquan Rd.	Prince William County
• Jermantown Rd. Corridor Improvements	Fairfax City
• Lawyers Rd. NW and Church St. NW Roundabout	Vienna Town
• Northern Virginia Regional Multimodal Mobility Program	NVTA
• Performance Parking Deployment in Commercial Corridors	Arlington County
• Richmond Highway Corridor Improvements	Fairfax County
• Route 15 (Braddock Rd. - Roundabout)	Loudoun County
• Route 50 Roundabout at Trailhead Dr.	Loudoun County
• Ryan Rd. - Evergreen Mills Rd. to Northstar Blvd.	Loudoun County
• Safety, Capacity Enhancements at Duke/Taylor Run/Telegraph	Alexandria City
• Trailhead Dr. Roundabout - at Braddock Rd.	Loudoun County
• Wellington Rd. Widening - University Blvd. to Balls Ford Rd.	Prince William County

Bicycle & Pedestrian Projects

• 110 Trail (South)	Arlington County
• Crosstown Multimodal Connections	Arlington County
• Crystal City to Reagan National Airport Bridge	Arlington County
• Park Avenue Streetscape and Utility Relocation	Falls Church City
• Pickett Trail Connector	Fairfax City
• S. Washington Multimodal Improvements	Falls Church City

FOR INFORMATION ONLY: SMART SCALE PROJECT PROPOSALS ALREADY INCLUDED IN THE APPROVED 2016 CLRP AMENDMENT

Bus Transit Projects

- Crystal City Potomac Yard Transitway Extension (Southern) — Arlington County Transit
- DASH Zero Emission Fleet Program — DASH Alexandria Transit
- Pentagon City Multimodal Connections/Transitway Extension — Arlington County Transit
- West End Transitway - Southern Segment — Alexandria City

Rail Transit Projects

- Ballston MU Metrorail Station West Entrance — Arlington County Transit
- Crystal City Metro East Entrance — Arlington County Transit
- Northern Entrance - Eisenhower Ave Metro — Alexandria City

Highway Projects

- Belmont Ridge Rd. - Shreveport Dr. to Evergreen Mills Rd. — Loudoun County
- Braddock Rd. Improvement Phase 1 — Fairfax County
- Braddock Rd. Improvements Phase 2 — Fairfax County
- Croson Lane - Claiborne Pkwy. to Old Ryan Rd. — Loudoun County
- Devlin Rd. Widening - Linton Hall Rd. to Relocated Balls Ford Rd. — Prince William County
- Dulles West Blvd. - Loudoun County Pkwy to Northstar Blvd. — Loudoun County
- Eaton Pl. and Chain Bridge Rd. Intersection Improvements — Fairfax City
- Evergreen Mills Rd. Realignment (Reservoir Rd. to Watson Rd.) — Loudoun County
- Frontier Dr. Extension — Fairfax County
- I-95 Southbound Auxiliary Lane Project - Exit 160 to 158 — Prince William County
- Northstar Blvd (Braddock Rd. to Shreveport Dr.) — Loudoun County
- Northstar Blvd - Braddock Rd. to Tall Cedars Blvd — Loudoun County
- Prentice Dr. Extension - Shellhorn Rd. to Lockridge Rd. — Loudoun County
- Richmond Highway Bus Rapid Transit — Fairfax County
- Route 1 (Fraley Blvd) Widening — Dumfries Town
- Route 1 at Route 123 Intersection Improvements — Prince William County
- Route 15 (Battlefield Rd. to Montresor Rd.) — Loudoun County
- Route 15 (North of Montresor to Lucketts) — Loudoun County
- Route 15 Improvements with RailRd. Overpass — Prince William County
- Route 234 and Brentsville Rd. Interchange — Prince William County
- Route 234 and Sudley Manor Dr. Intersection Improvements — Prince William County
- Route 234 and University Blvd Intersection Improvements — Prince William County
- Route 28 Corridor Rd.way Improvements — Prince William County
- Route 28 NB Widening (Dulles Toll Rd. and Sterling Blvd) — Loudoun County
- Route 28 Widening NB (McLearen Rd. to Route 50) — Fairfax County
- Route 286 Widening from Route 29 to Route 123 — Fairfax County
- Route 29 Telephone Road Alternative Intersection — Fauquier County
- Route 50 Collector Improvements and new Collector Rd. — Loudoun County
- Route 50 Roundabout at Everfield Dr. — Loudoun County
- Route 15 Leesburg Bypass Interchange with Edwards Ferry Rd. — Leesburg Town
- Route 234 and Sudley Manor Dr. Intersection Improvements — Prince William County
- Route 7 - Route 9 to Dulles Greenway — Loudoun County

- Seven Corners Ring Rd. (Phase 1A Segment 1A) Fairfax County
- Shellhorn Rd./Sterling Blvd - Loudoun Co Pkwy to Randolph Dr. Loudoun County
- Soapstone Rd. Extension/Dulles Toll Rd. Overpass Fairfax County
- South Elden St. Corridor Improvements Herndon Town
- Summit School Rd. Extension and Telegraph Rd. Widening Prince William County
- University Boulevard Extension - Devlin Rd. to Wellington Rd. Prince William County
- Widen Telegraph Rd. - Minnieville to Prince William Pkwy Prince William County

Bicycle & Pedestrian Projects

- Access Improvements to West End Transitway Alexandria City
- Crystal City Streets Arlington County

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Lyn Erickson, TPB Plan Coordination and Program Director

SUBJECT: Northern Virginia SMART SCALE application process - TPB resolution of support to apply for funding

DATE: June 14, 2018

The Transportation Planning Board (TPB) has often been asked by its members to provide letters of support for various grant applications to implement transportation projects (for example, federal TIGER grant applications, etc.). In June, the TPB will be asked to approve a resolution of support for Virginia transportation projects that are being submitted by Virginia members to the 2018 Virginia SMART SCALE prioritization process to compete for Virginia SMART SCALE funding.

BACKGROUND

Virginia House Bill 2, signed by the Virginia Governor on April 6, 2014 and effective as of July 1, 2014, required the development of a prioritization process, now known as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016. Virginia's SMART SCALE (§33.2-21.4) is about picking the right transportation projects for funding and ensuring the best use of limited tax dollars. The purpose of SMART SCALE is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors, including: improvements to safety, congestion reduction, accessibility, land use, economic development and the environment. The evaluation focuses on the degree to which a project addresses a problem or need relative to the requested funding for the project. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.

As part of the SMART SCALE prioritization process, the guidance provided by the Virginia CTB indicates that Virginia localities, agencies and public transportation providers that wish to submit projects for Virginia SMART SCALE funding must show that the project is included in or is exempt from inclusion in each Virginia Metropolitan Planning Organization's (MPO) Constrained Long Range Plan (CLRP). If the project is not in an MPO's CLRP, it must have a MPO resolution of support.

There are several projects that Virginia TPB members wish to be considered for the SMART SCALE prioritization process, therefore the TPB, as the MPO representing Northern Virginia, is being asked to approve a resolution of support for those projects that are not in the TPB's current long-range plan. This resolution will not be an endorsement of a project, rather it will enable a project to be submitted for review. If the project does get awarded with SMART SCALE funding, it will then re-enter the TPB process as a new project and will be evaluated accordingly as specified in the TPB's Technical Solicitation Submission Guide. In addition, the first year of the awarded funding will be 2024, therefore there will be time for any project that gets awarded to go through the TPB process to be amended or included in its future long-range plans.

2018 PROJECT SUBMISSIONS AND SCHEDULE

For each biennial SMART SCALE cycle, basic preliminary applications must be submitted by June 1 of the calendar year, and final project applications must be submitted by August 1. The final project list is expected to be a subset of the preliminary list and will not be known until August 1, after the July TPB meeting. The TPB will therefore be asked to approve a resolution supporting submission of any project from the preliminary list at the June 20 TPB meeting, to meet the August 1, 2018 Virginia SMART SCALE deadline.

All highway and transit projects are submitted the same way to the VDOT SMART SCALE internet portal. This year, the preliminary application deadline was extended through June 8. VDOT will provide the list of preliminary submissions received as of June 8 for the TPB to consider.

Each large Virginia jurisdiction can submit up to ten applications, and the smaller jurisdictions may submit up to four. Due to the timing of the process, the resolution that will be considered by the TPB will include all preliminary applications submitted by June 8. Many Virginia localities will develop and submit more preliminary applications for the June 8 deadline than they are eligible to submit as final by the August 1 deadline. Because there is a maximum limit to how many applications each jurisdiction can submit, and because jurisdictions are still going through their own processes to identify exactly which application will be submitted as final, the list that will be approved by the TPB will contain more projects than what will actually be submitted as final on August 1.

Once all projects have been submitted, evaluation teams work through December to screen and score all projects and provide project rankings to the CTB in January. The TPB will ask Virginia to provide both the list of projects that were officially submitted, and a report on which projects receive funding.

NEXT STEPS

On June 20, the TPB will be asked to approve Resolution R20-2018 to support submission of Northern Virginia projects that are not currently in the 2016 CLRP to the Commonwealth of Virginia SMART SCALE Project Prioritization Process.

SMART SCALE

Funding the Right Transportation Projects in Virginia

VDOT

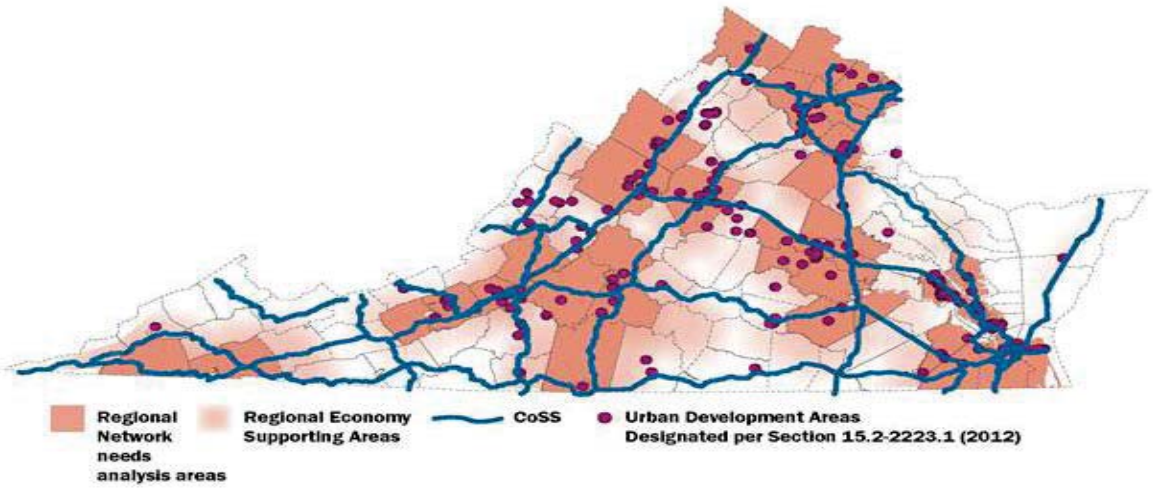
Virginia Department of Transportation

Office of INTERMODAL Planning and Investment

DRPT

Virginia Department of Rail and Public Transportation

SMART SCALE is about investing limited State and Federal tax dollars in the right projects that meet the most critical transportation needs



SMART Scale Uses Objective Quantitative Performance Scoring to Allocate Transportation Funding

1. **SAFETY – reduce the number and rate of fatalities and severe injuries**
2. **CONGESTION – reduce person hours of delay and increase person throughput**
3. **ACCESSIBILITY – increase access to jobs and travel options**
4. **ECONOMIC DEVELOPMENT – support economic development and improve goods movement**
5. **ENVIRONMENTAL QUALITY – improve air quality and avoid impacts to the natural environment**
6. **LAND USE – support transportation efficient land development patterns**

Virginia Department of Transportation

Resolution of Support from MPO Policy Board

- **Adopted policy by VA Commonwealth Transportation Board on October 24, 2017: "Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board."**
- **A resolution of MPO support to continue the final SMART Scale application process is requested for projects that are not included in the most recently adopted CLRP (2016).**
- **Funding will be awarded for FY 24 and FY 25**

SMART SCALE *Funding the Right Transportation Projects in Virginia*

More information about SMART SCALE, including a technical guide for applicants, is available at **www.vasmartscale.org**.

SMART SCALE
Funding the Right Transportation Projects in Virginia

VDOT
Virginia Department of Transportation

ITEM 9 – Information
June 20, 2018

Performance Based Planning and Programming – Draft Regional Targets for Systems Performance and Highway Assets

Staff Recommendation: Briefing on a draft set of targets developed by staff in coordination with the state DOTs.

Issues: None

Background: The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for systems performance (travel time reliability) and highway assets (bridge and pavement condition). A draft set of targets developed by staff in coordination with the state DOTs will be presented. In July, the board will be asked to adopt systems performance (TTR) targets and highway assets (bridge and pavement) targets.

SYSTEM PERFORMANCE TARGETS TRAVEL TIME RELIABILITY AND TRUCK TRAVEL TIME RELIABILITY - DRAFT

Performance-Based Planning and Programming

July 2018

TITLE REPEATED HERE (LEVEL 5 HEAD)
July xx, 2018

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

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Photo Credit: (for reports with cover photos)

ACKNOWLEDGEMENTS (OPTIONAL)
Add later

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FIGURES AND TABLES

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SYSTEM PERFORMANCE

This report summaries the federal requirements for the National Capital Region Transportation Planning Board (TPB), which is a Metropolitan Planning Organization (MPO), in the establishment of performance targets associated with System Performance. This includes performance concerning Travel Time Reliability (TTR) on both the Interstate and Non-Interstate roadways as well as the Truck Travel Time Reliability (TTTR) on Interstate roadways. The targets described in this report meet the MAP-21/FAST performance-based planning and programming (PBPP) requirements and are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia. These targets were approved by the National Capital Region Transportation Planning Board (TPB) at its regular meeting on (date).

Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP–21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and MPOs will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been gradually issuing a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for an area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety;
- Highway Assets: Pavement and Bridge Condition;
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program); and
- Transit Safety and Transit Asset Management.

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements. The initial part of the PBPP process will require coordination and agreement on specific responsibilities for each agency in accordance with the planning rule.

NATIONAL HIGHWAY SYSTEM

A number of the MAP-21 performance measures are directly involved the National Highway System[1] The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). With the adoption of MAP-21 on October 1, 2012, the NHS became the "enhanced-NHS" by adding roads that were previously classified as principal arterials but not yet part of the System. These Interstate and Non-Interstate roadways on the NHS are the primary roadways for the assessment of MAP-21 Performance-Based Planning and Programming. When performance measures are refereeing to the Interstate or Non-Interstate roadways on the NHS, it is refereeing to the MAP-21 "enhanced-NHS."

States do have the ability to make modifications to the NHS by either removing or adding additional roadways. This can be done in writing to the FHWA Division Office. Supporting documents must be included such as maps and documentation of the coordination with the effected jurisdictions. Following that, FHWA will review, summarize, and move for recommendation to FHWA HQ. With the approval, FHWA HQ will make modifications to the map.

Overview of System Performance Measures

The Federal Highway Administration (FHWA) published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) Final Rule on January 18, 2017, with an effective date of May 20, 2018, at which time the states are due to make their report to the FHWA. The rule requires states to set targets for four performance measures concerning Highway and Freight: 1) Interstate Travel Time Reliability (TTR), 2) National Highway System (NHS) TTR, 3) Greenhouse Gas Emissions, and 4) Freight Reliability (Truck Travel Time Reliability (TTTR)). In addition, the FHWA requires states to set three performance measures concerning CMAQ: 1) Peak Hour Excessive Delay (PHED), 2) Mode Share, and 3) Emissions.

This report will cover the Highway and Freight Performance Measures, specifically, TTR and TTTR. This report details the overview of the measures, data acquisition, as well as the methodology and forecasting methods recommended for future target setting.

[1] https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/

Table 1: Summary of System Performance Measures

	Performance Measures
National Highway System	(1) **Interstate Travel Time Reliability (TTR)** - Percent of person-miles traveled on the Interstate System that are reliable
	(2) **NHS (Non-Interstate) Travel Time Reliability (TTR)** - Percent of person-miles traveled on the non-Interstate NHS that are reliable
	Performance Measures
Freight Movement	(4) **Freight Reliability (TTTR)** Measurement of travel time reliability on the Interstate System using Truck Travel Time Reliability (TTTR) Index.

TRAVEL TIME RELIABILITY AND TRUCK TRAVEL TIME RELIABILITY

The Travel Time Reliability (TTR) measure assesses the reliability of roadways on the Interstate and Non-Interstate (NHS) systems. TTR is defined by the FHWA as the percent of person-miles on the (Interstate/NHS) that are reliable. Concerning freight, reliability is the ratio of the Interstate System Mileage providing for reliable Truck Travel Time Reliability (TTTR). Data are derived from the travel time data set found in the National Performance Management Research Data Set (NPMRDS). The metrics to be used are Level of Travel Time Reliability (LOTTR) and the TTTR Index.

Regarding the roles and responsibilities of both states and MPOs, state DOTs are required to establish two and four-year targets for the Interstate, but only a four-year target for the TTR of the NHS by May 20, 2018. These targets will be included in the state's baseline performance period report due to the FHWA on October 1, 2018. MPOs are required to either support the State targets or establish their own quantifiable four-year targets within 180 days of the State target establishment.

On December 18, 2017, TBP staff led a webinar with representatives of Virginia, Maryland, and the District of Columbia departments of transportation for the purposes of coordination and sharing information regarding these performance measures, particularly with regards for target setting and forecasting.

TPB Forecasting

After the collection of data there are three general approaches that could be utilized for forecasting performance: the extrapolation of measured performance or the use of travel demand model data.

- Extrapolation of Measured Performance
    - For this approach, measured data for the previous years of 2014 through 2017 would be selected either by month or year. This data would then be extrapolated, via polynomial regression, through the year 2021. This would cover both the two and

four-year targets. This approach would result in either a fitted line or a best fit curve as a means of forecasting.

- Travel Demand Model
  - In 2016 TPB produced a travel demand model which produced congestion/related outputs for modelled years 2016, 2020,2025, etc. Forecasting will be achieved by utilizing such outputs as Percentage of Congested AM Peak Hour VMT estimates to project change in congestion, applying the percentage changes to measured performance.
- Averaging
  - Taking the average of both the extrapolation of measured performance and the utilization of the Travel Demand Model as a means of forecasting the targets.

The following pages will show and explain charts of both approaches. The charts showing the TTR for Interstate and NHS roadways are in terms of the percent of person miles on a roadway that is reliable. Charts illustrating TTTR are measured using a scale/index to determine the reliability of conditions for trucks. In all cases, the percentages shown are based on the TTR or TTTR for the TPB region.

Table 2: Summary of Statewide Travel Time Reliability Targets for Interstate and Non-Interstate Roadways

State	Interstate or Non-Interstate	Two-Year State Target	Four-Year State Target
District of Columbia	Interstate	24.0%	23.0%
	Non-Interstate	Not Applicable	60.0%
Maryland	Interstate	72.1%	72.1%
	Non-Interstate	Not Applicable	81.7%
Virginia	Interstate	82.2%	82.0%
	Non-Interstate	Not Applicable	82.5%

Figure 2: Extrapolation of Interstate and Non-Interstate for Travel Time Reliability

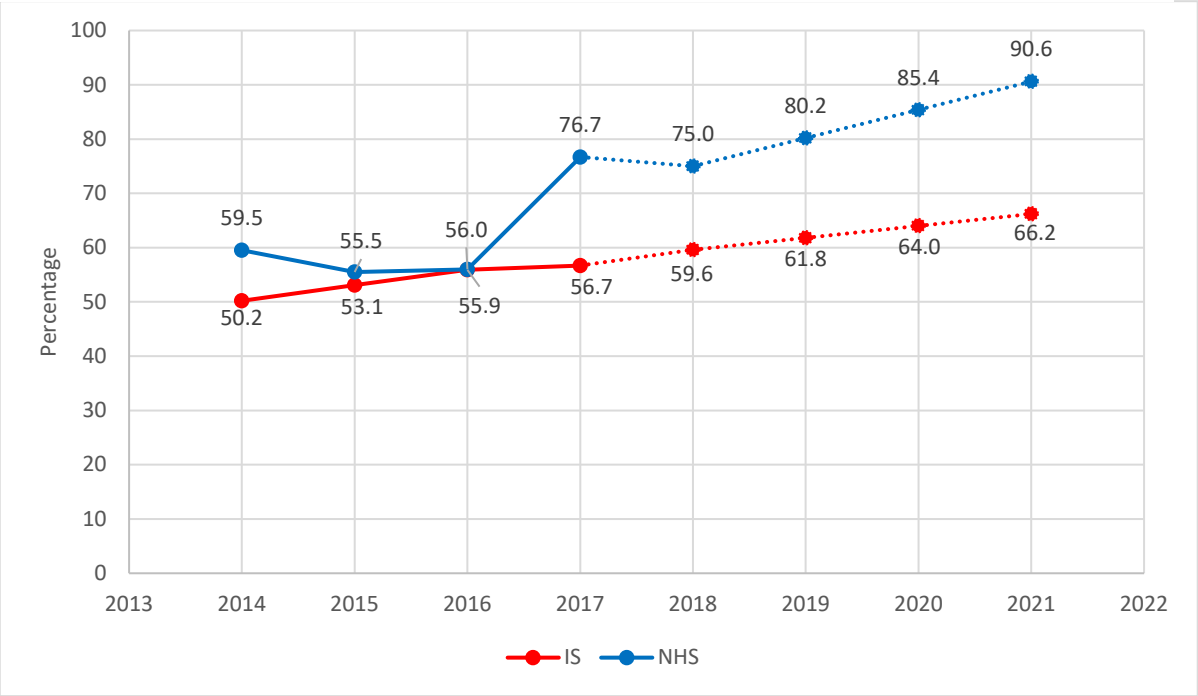
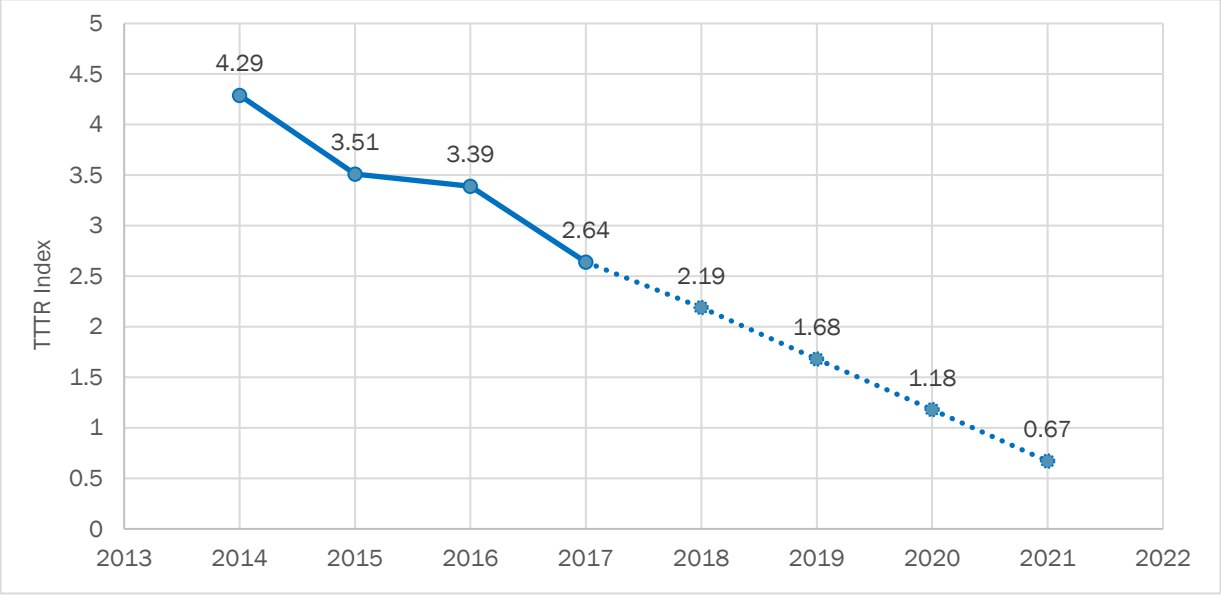


Figure 1: Extrapolation of Interstate for Truck Travel Time Reliability



Figures 1 and 2 illustrate the extrapolation of the previous NPMRDS data collected from years 2014, 2015, and 2016 for TTR and TTTR. Measures were extrapolated from 2018 to 2021, which cover both two and four-year target years of 2019 and 2021. The TTR for Interstate and Non- Interstate roadways shows an overall increase in the TTR, which translates into roadways are becoming more reliable in regard to congestion. Figure 2 shows a decreasing TTTR Index for the roadways. This

translates into commercial trucks having increased more reliable routes of transport, with respect to congestion.

Figure 3: Travel Demand Model for Interstate and Non-Interstate for Travel Time Reliability

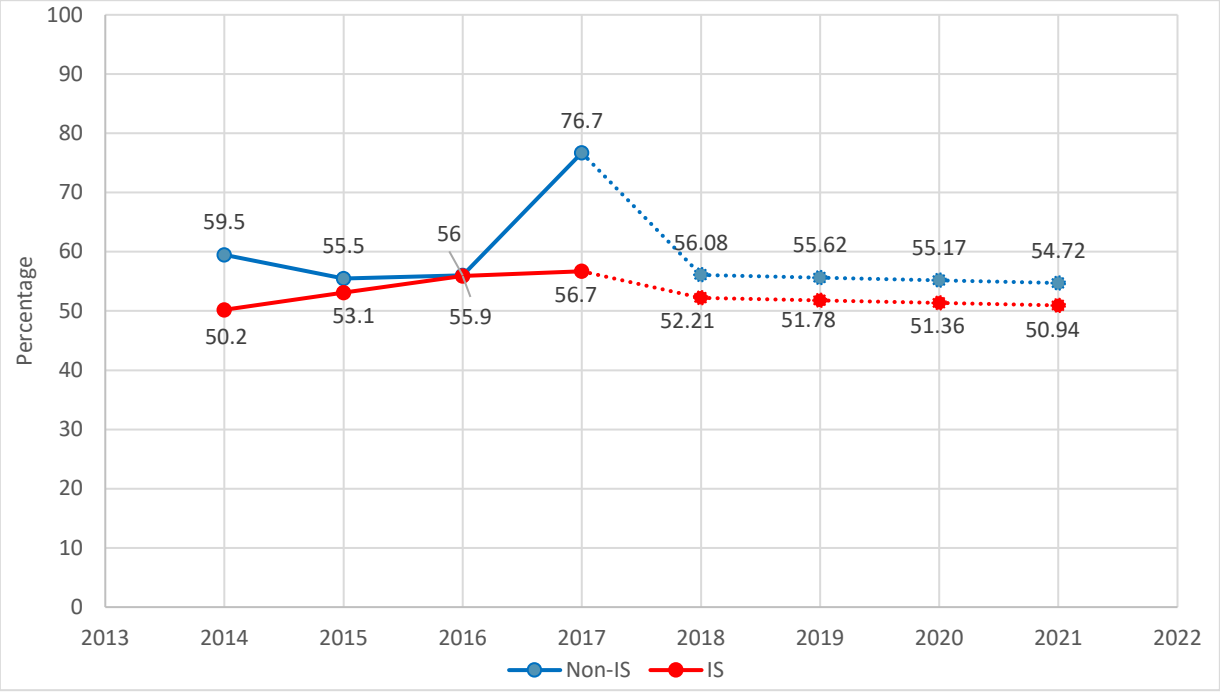


Figure 4: Travel Demand Model for Interstate for Truck Travel Time Reliability

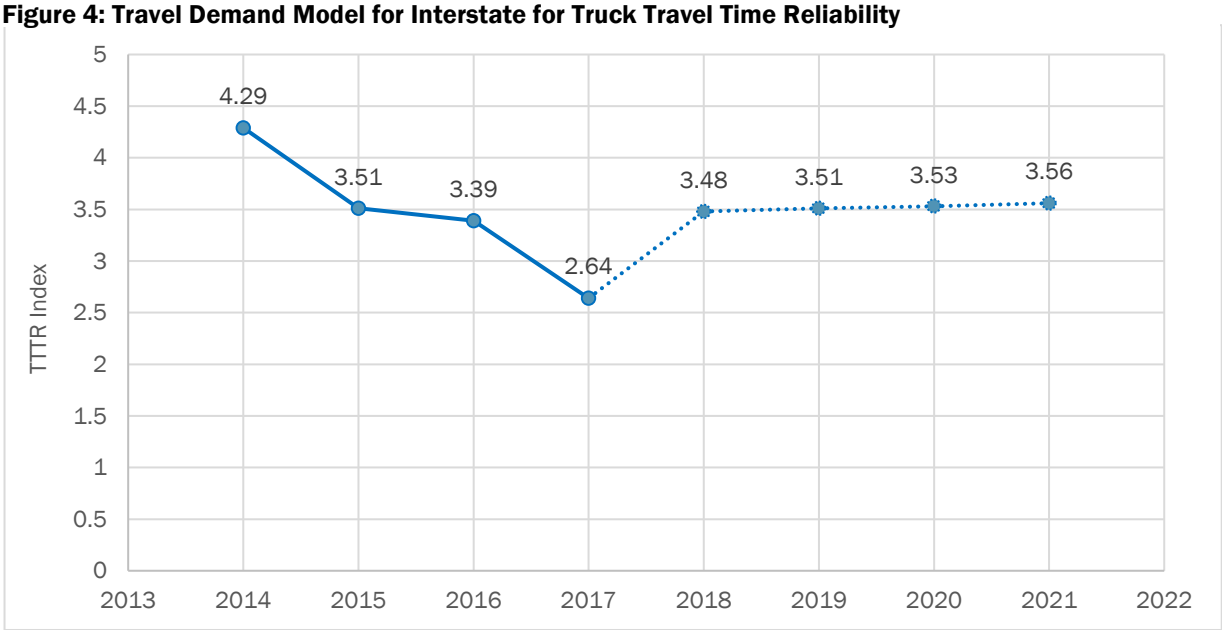


Figure 4 and 5 illustrate the application of the TPB Travel Demand Model on the performance measures TTR and TTTR. The Travel Demand Model does not provide a specific output for TTR or TTTR, however, it does provide called Percentage of Congested AM Peak Hour VMT. Taking this output it rate of change was calculated from the TPM Travel Demand Model from year 2017 to 2025. This rate of change was did applied to the 2016 recorded TTR and TTTR data. The 2016 data was utilized instead of 2017 data, due to the belief that 2017 data is an outlier. With this number and the collected data, a compounded growth rate was calculated far enough to capture both two and four-year target years. Figure 4 illustrates the reliability of roadways slowly decreasing over time. The same steady decrease of the TTTR is shown in Figure 5.

Figure 5: Averaging of Extrapolation and Travel Demand Model of Interstate and Non-Interstate for Travel Time Reliability

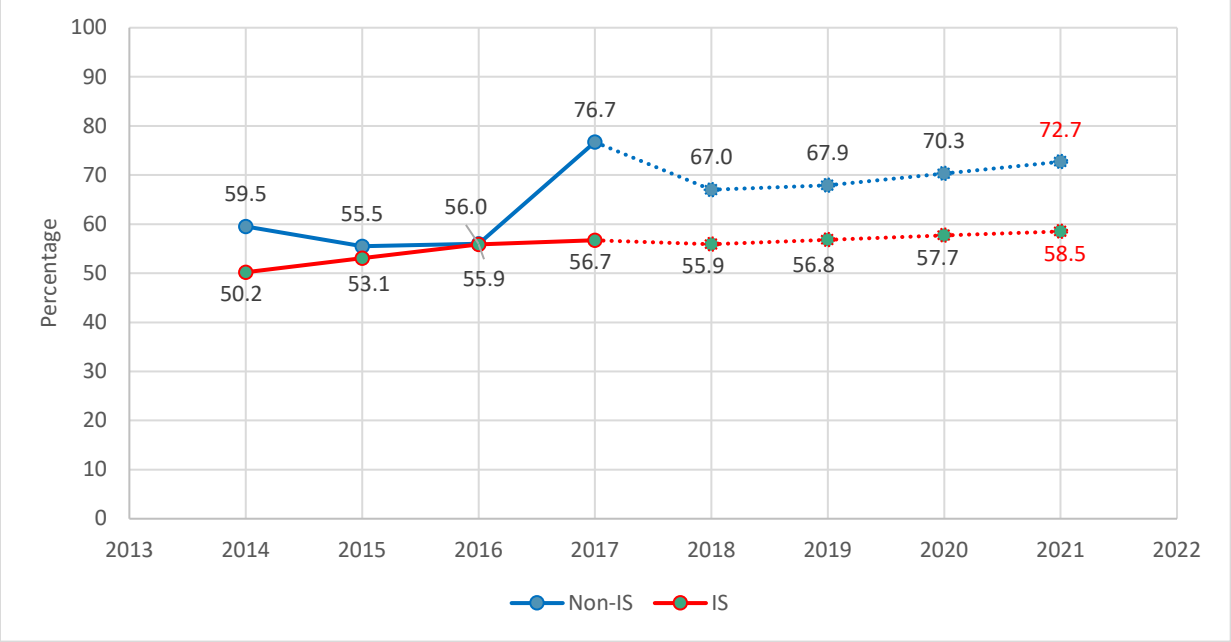
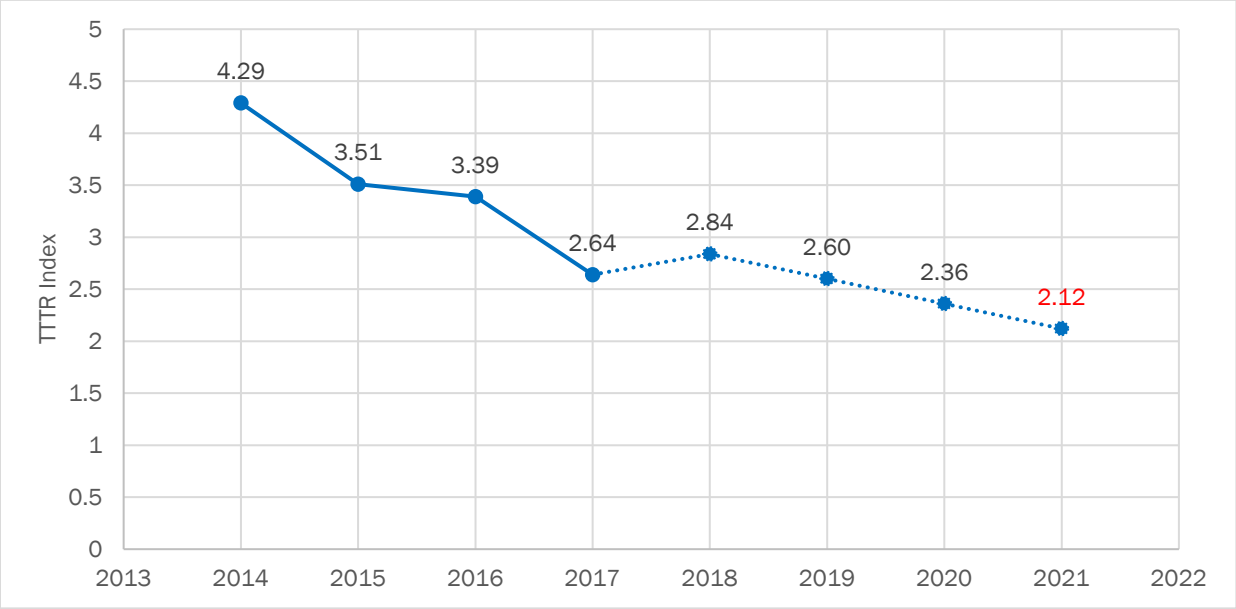


Figure 6: Averaging of Extrapolation and Travel Demand Model of Interstate for Truck Travel Time Reliability



TPB TARGET SETTING

Based on the performance data and forecasting methodology in the previous section, Tables 3 and 4 show the proposed regional targets for the TPB planning area for the three performance measures. These are four-year targets, covering the period 2018 through 2021.

Table 3: Regional Travel Time Reliability Targets for the Interstate and Non-Interstate Roadways

Travel Time Reliability	Four-Year Target (2018 – 2021)
Interstate (NHS)	58.5%
Non-Interstate (NHS)	72.7%

Table 4: Regional Truck Travel Time Reliability for the Interstate System Roadways

Truck Travel Time Reliability	Four-Year Target (2018 – 2021)
Interstate System	2.12

REGIONAL TARGETS FOR PAVEMENT AND BRIDGE - DRAFT

Performance-Based Planning and Programming

July 2018

National Capital Region
Transportation Planning Board

TITLE REPEATED HERE (LEVEL 5 HEAD)
July xx, 2018

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

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Design: COG Communications
Photo Credit: (for reports with cover photos)

ACKNOWLEDGEMENTS (OPTIONAL)
Add later

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PAVEMENT AND BRIDGE

This report provides an overview of the performance measures concerning the condition of bridges and pavements within the National Capital Region Transportation Planning area. This information will be useful for determining performance targets and coordinating with the Departments of Transportation of the states of Maryland, Virginia, and the District of Columbia, as required by MAP-21. The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective May 20, 2017.

Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP–21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and MPOs will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been gradually issuing a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for an area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety;
- Highway Assets: Pavement and Bridge Condition;
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program); and
- Transit Safety and Transit Asset Management.

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements. The initial part of the PBPP process will require coordination and agreement on specific responsibilities for each agency in accordance with the planning rule.

Pavement and Bridges Condition Performance Measures

The Pavement and Bridge Condition Performance Measures final rule, published in the Federal Register on January 18, 2017, establishes measures for State DOTs to assess the condition of pavements on the non-Interstate NHS (National Highway System); pavements on the Interstate System (IS); and bridges carrying the NHS, including on- and off-ramps connected to the NHS. Targets must be set for six particular areas; 1) Percent of pavements on the Interstate System in good condition, 2) Percent of pavements on the IS in poor condition, 3) Percent of pavements on the NHS in good condition, 4) Percent of pavements on the NHS in poor condition, 5) Percentage of NHS bridge deck classified in good condition, 6) Percentage of NHS bridge deck classified in poor condition.

Table 1: Summary of Pavement and Bridge Performance Measures

	Performance Measures
Pavement	Percent of pavements on the IS in good condition
	Percent of pavements on the IS in poor condition
	Percent of pavements on the NHS in good condition
	Percent of pavements on the NHS in poor condition
Bridge	Percentage of NHS bridge deck classified in good condition
	Percentage of NHS bridge deck classified in poor condition

In terms of calculating the metrics for this measure (pavement) the Highway Performance Monitoring System (HPMS) used by the FHWA to calculate good/poor metrics and the measures. Considerations include the roughness, cracking, and rutting for asphalt and faulting for concrete structures. The measures are to be aggregated by lane miles. Also, HPMS pavement data collection requirements have been revised to require more comprehensive collection of data for the NHS routes.

For the bridges performance measure, the measures are based on deck area. The classification is based on National Bridge Inventory (NBI) condition ratings for the Deck, Superstructure, Substructure, and Culvert. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.) Deck area is computed using NBI criteria of Structure Length, Deck Width or Approach Roadway Width (for some culverts).

STATE DOTS AND MPO TARGET SETTING AND REPORTING RESPONSIBLITIES

Pavement

State DOTs must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS. These must be statewide two and four-year targets for the non-Interstate NHS and four-year targets for the Interstate by May 20, 2018. Targets must subsequently be reported to

FHWA by October 1, 2018. MPO can either support the relevant State DOTs four- year target or establish their own by 180 days after the State DOT's target are established.

Bridges

State DOTs must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership. These must be statewide two and four- year targets by May 20, 2018, with subsequent reporting to FHWA by October 1, 2018. As with the pavement performance measures, MPOs can either support the relevant State DOT(s) four-year target or establish their own by 180 days after the State DOT's target are established.

Penalties

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition. If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.

Table 2: District of Columbia Statewide Pavement Targets

Interstate	CY 2018 – 2020 Two Year Target	CY 2018 – 2022 Four Year Target
Percent Good	10%	5%
Percent Poor	5%	5%
NHS (Non-Interstate)	**CY 2018 – 2020 Two Year Target**	**CY 2018 – 2022 Four Year Target**
Percent Good	67%	54%
Percent Poor	7.1%	14.1%

Table 3: Maryland Sub-Regional Pavement Targets

Interstate	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Percent Good	45%	45%
Percent Poor	<3%	<3%
NHS (Non-Interstate)	**CY 2018 – 2019 Two Year Target**	**CY 2018 – 2021 Four Year Target**
Percent Good	25%	25%
Percent Poor	<5%	<5%

Table 4: Virginia Statewide Pavement Targets

Interstate	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Percent Good	45%	45%
Percent Poor	<3%	<3%
NHS (Non-Interstate)	**CY 2018 – 2019 Two Year Target**	**CY 2018 – 2021 Four Year Target**
Percent Good	25%	25%
Percent Poor	<5%	<5%

Table 5: District of Columbia Statewide Bridge Performance Measure

Bridges	CY 2018 – 2020 Two Year Target	CY 2018 – 2022 Four Year Target
Deck Area Good	15.8%	24.9%
Deck Area Poor	8.6%	4.1%

Table 6: Maryland Statewide Bridge Performance Measure

Bridges	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Deck Area Good	29.5%	27%
Deck Area Poor	2%	5%

Table 7: Virginia Statewide Bridge Performance Measure

Bridges	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Deck Area Good	33.5%	33%
Deck Area Poor	3.5%	3%

TPB METHODOLOGY AND TARGET SETTING

The TPB targets for the metropolitan planning area for pavement and bridge condition were developed by taking the state DOT targets and applying them to the lane miles and bridge deck area in the TPB planning area for each state. Based on the performance data and forecasting methodology in the previous section, Tables 8 and 9 show the proposed regional targets for the TPB planning area for the three performance measures. These are four-year targets, covering the period 2018 through 2021.

Table 8: Regional Pavement Condition – DRAFT Targets

Interstate	CY 2018 – 2021 Four Year Target
(1) Percentage of pavements on the **Interstate** System in **Good** condition	52.7%
(2) Percentage of pavements on the **Interstate** System in **Poor** condition	1.7%

Table 9: Regional Bridge Condition – DRAFT Targets

NHS (Non-Interstate)	CY 2018 – 2021 Four Year Target
(3) Percentage of pavements on the **NHS** (excl. Interstate) in **Good** condition	**31.1%**
(4) Percentage of pavements on the **NHS** (excl. Interstate) in **Poor** condition	**7.0%**

PERFORMANCE BASED PLANNING & PROGRAMMING

National Highway System & Freight and Pavement & Bridge Performance Measures – Draft Targets

Eric Randall, TPB Engineer

Transportation Planning Board
June 20, 2018

Agenda Item 9

National Capital Region
Transportation Planning Board

Contents of Presentation

- National Highway System & Freight
  - Overview of Measures
  - Travel Time Reliability Data and Draft Targets
  - Truck Travel Time Reliability Data and Draft Targets
- Pavement and Bridge
  - Overview of the Measures
  - Pavement Condition Draft Targets
  - Bridge Condition Draft Targets
- Next Steps

National Highway System & Freight: Overview of Performance Measures

	Performance Measures
National Highway System	**Interstate Travel Time Reliability (TTR)** - Percent of person-miles traveled on the Interstate System that are reliable
	NHS (Non-Interstate) Travel Time Reliability (TTR) - Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable

	Performance Measures
Freight Movement	**Freight Reliability (TTTR)** - Measurement of travel time reliability on the Interstate System using a Truck Travel Time Reliability (TTTR) Index.

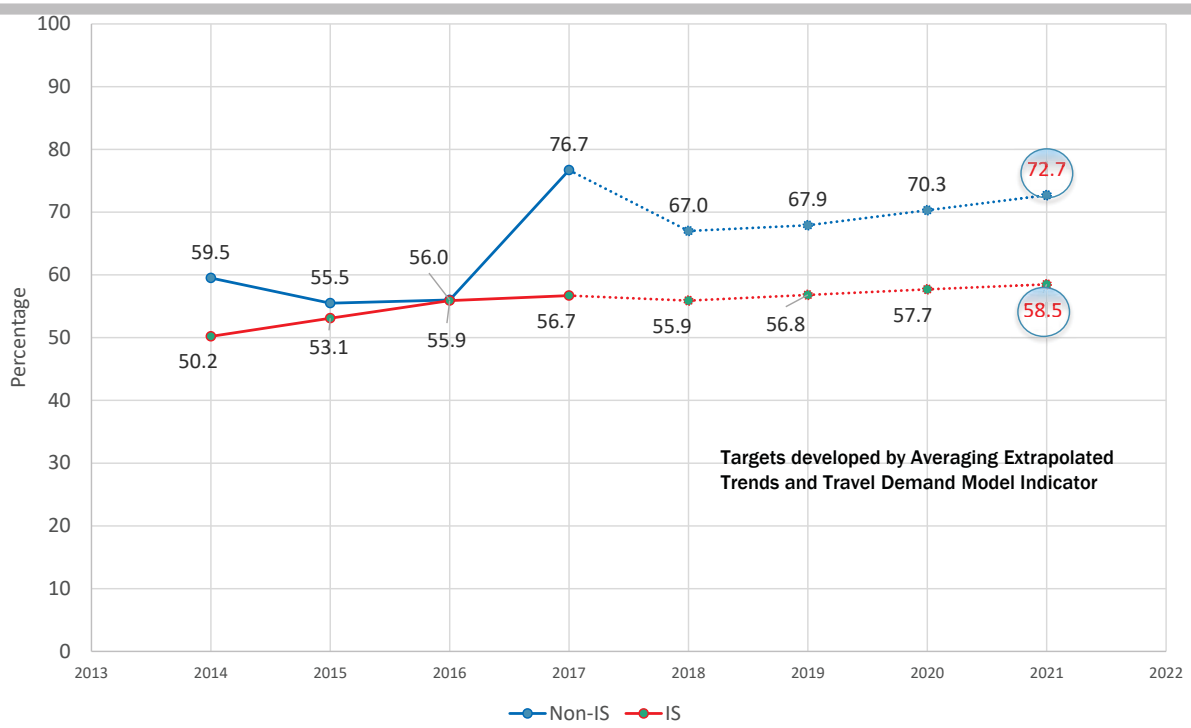
National Highway System & Freight – Target Requirements

- State DOTs must establish **two** and **four-year targets** (2019 and 2021 respectively) for the Interstate TTR and the TTTR, but only a four-year target for the Non-Interstate NHS, by May 20, 2018
- MPOs have 180 days from the establishment of state DOT targets to either support or establish their own **four-year targets** for the measures
- All TTR/TTTR targets will be reported in the states' baseline performance period reports due to FHWA by October 1, 2018

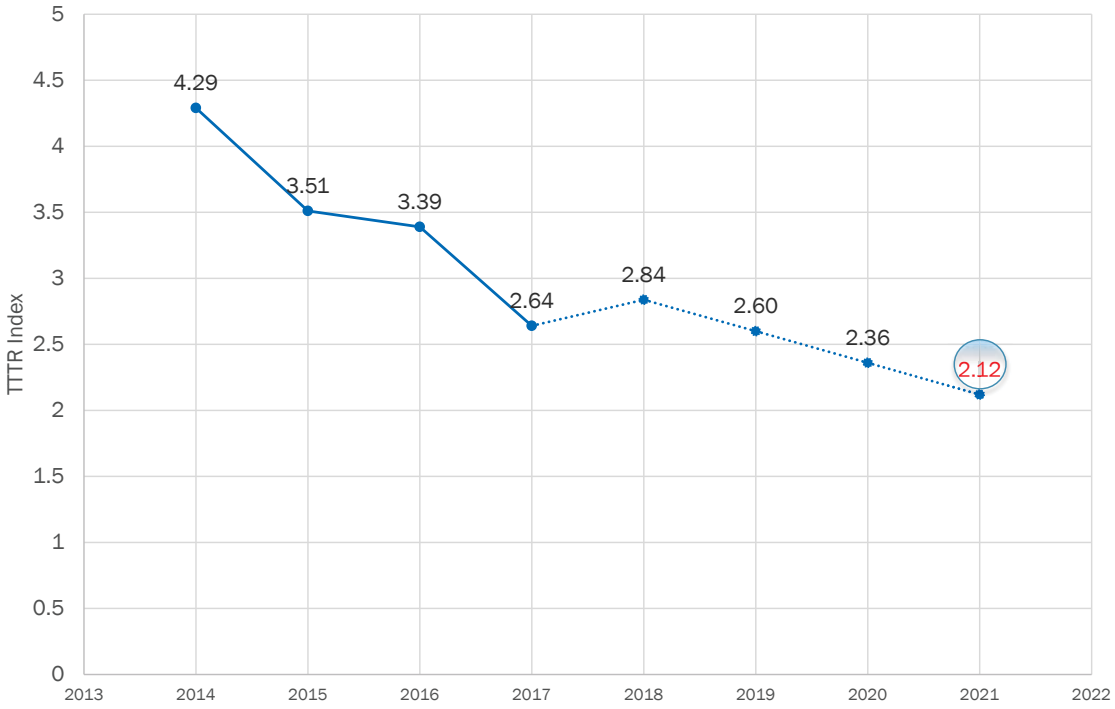
Travel Time Reliability (TTR) & Truck Travel Time Reliability (TTTR) Data

- Data is collected through the National Performance Management Research Data Set (NPMRDS)
  - Procured and sponsored by the Federal Highway Administration (FHWA), this is the designated source for TTR/TTTR data
  - It is an archived speed and travel time data set (including associated location data) covering the National Highway System (NHS)
  - Data available at 5 minute intervals for Passenger vehicles, Trucks, and Trucks and Passenger vehicles combined
- Travel Time Reliability (TTR): the percent of person-miles for which the ratio of a longer travel time (80th percentile) to a "normal" travel time (50th percentile) is < 1.5 for the reporting segment
- Truck Travel Time Reliability (TTTR) Index: the ratio of a longer travel times (95th percentile) to a "normal" travel time (50th percentile)

TTR: Recent Data and Short Term Forecast (Target)



TTTR Index: Recent Data and Short Term Forecast (Target)



Regional Highway System and Freight – Draft Targets

	CY 2018 – 2021 Four Year Target
TTR – Interstate Percent of person-miles traveled on the Interstate System that are reliable	**58.5%**
TTR – Non-Interstate NHS Percent of person-miles traveled on the non-Interstate NHS that are reliable	**72.7%**
TTTR Index Ratio of the Interstate System Mileage providing for Reliable Truck Travel Times	**2.12**

Pavement and Bridge Condition Performance Measures

Performance Measures
(1) Percentage of pavements on the **Interstate** System in **Good** condition
(2) Percentage of pavements on the **Interstate** System in **Poor** condition
(3) Percentage of pavements on the **NHS** (excl. Interstate System) in **Good** condition
(4) Percentage of pavements on the **NHS** (excl. Interstate System) in **Poor** condition
(5) Percentage of **NHS Bridges** Classified as in **Good** Condition
(6) Percentage of **NHS Bridges** Classified as in **Poor** Condition

Pavement and Bridge – Target Requirements

- Pavement: measurement of the condition (**good** or **poor**) of pavement on both the Interstate and Non-Interstate roadways on the NHS
  - For Pavement, State DOTs established **two** and **four-year targets** (2019 and 2021 respectively) for the NHS (Non-Interstate) roadways, but only a **four-year target** for the Interstate NHS, by May 20, 2018
- Bridge: Measurement of the bridge deck area condition (**good** or **poor**) for all bridges on the NHS
  - For Bridges, State DOTs established **two** and **four-year targets** for the bridge deck condition by May 20, 2018
- MPOs must either support the State targets or establish their own quantifiable **four-year targets** within 180 days
- All Pavement and Bridge targets will be reported in the states' baseline performance period reports due to FHWA by October 1, 2018

Pavement and Bridge Measures – Data

- Pavement: data is reported annually by State DOTs into the Highway Performance Monitoring System (HPMS)
- Bridge: data is reported annually by State DOTs into the National Bridge Inventory (NBI)
- TPB staff accessed this data to determine performance for the region for the pavement and bridge performance measures

- A map site for the pavement and bridge conditions has been developed: https://gis.mwcog.org/webmaps/tpb/pbpp/pavement_bridge/

Regional Pavement – Draft Targets

Interstate	CY 2018 – 2021 Four Year Target
(1) Percentage of pavements on the **Interstate** System in **Good** condition	**52.7%**
(2) Percentage of pavements on the **Interstate** System in **Poor** condition	**1.7%**

NHS (Non-Interstate)	CY 2018 – 2021 Four Year Target
(3) Percentage of pavements on the **NHS** (excl. Interstate) in **Good** condition	**31.1%**
(4) Percentage of pavements on the **NHS** (excl. Interstate) in **Poor** condition	**7.0%**

- The pavement targets for the state DOTs are based primarily on an assessment of future budget allocations for maintaining a state of good repair
- Regional targets were developed by taking the state DOT targets and applying them to the lane miles in the TPB planning area for each state

Regional Bridges – Draft Targets

Bridges	CY 2018 – 2021 Four Year Target
(5) Percentage of **NHS Bridges** Classified as in **Good** Condition	**29.8%**
(6) Percentage of **NHS Bridges** Classified as in **Poor** Condition	**3.5%**

- The bridge targets for the state DOTs are based primarily on an assessment of future budget allocations for maintaining a state of good repair
- Regional targets were developed by taking the state DOT targets and applying them to the bridge deck area in the TPB planning area for each state

Next Steps – TPB

- Receive and respond to comments on draft targets
- TPB adopts targets at July 18 meeting
- MPO provide all targets to state DOTs for inclusion in Baseline Period Performance reports to be submitted to FHWA by October 1, 2018
- Inclusion of targets in the System Performance report for Visualize 2045

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National Capital Region
Transportation Planning Board

TPB Area: Summary of TTR Data for Interstate and Non-Interstate NHS

TTR Performance	2014	2015	2016	2017
Interstate Percent of person-miles traveled on the Interstate System that are reliable	50.2%	53.1%	55.9%	56.7%
Non-Interstate NHS Percent of person-miles traveled on the non-Interstate NHS that are reliable	59.5%	55.5%	56.0%	76.7%
TTTR Performance	**2014**	**2015**	**2016**	**2017**
Interstate Ratio of the Interstate System Mileage providing for Reliable Truck Travel Times	4.29	3.51	3.39	2.64

District of Columbia Pavement Targets

- District of Columbia targets were established on May 20
- Statewide target percentage was applied to the total lane miles of both the Interstate and Non-Interstate roadways on the NHS

Interstate	CY 2018 – 2020 Two Year Target	CY 2018 – 2022 Four Year Target
Percent Good	10%	5%
Percent Poor	5%	5%

NHS (Non-Interstate)	CY 2018 – 2020 Two Year Target	CY 2018 – 2022 Four Year Target
Percent Good	67%	54%
Percent Poor	7.1%	14.1%

Maryland Sub-Region Pavement Targets

- Maryland targets were established on May 20.
- Sub-region targets at the county level were provided to TPB staff
- The Sub-region target percentage was applied to the total lane miles of both the Interstate and Non-Interstate roadways on the NHS

Interstate	CY 2016 – 2018 Two Year Target	CY 2016 – 2020 Four Year Target
Percent Good	~~Not Required~~	62.8%
Percent Poor	~~Not Required~~	0.3%

NHS (Non-Interstate)	CY 2016 – 2018 Two Year Target	CY 2016 – 2020 Four Year Target
Percent Good	32.4%	31.6%
Percent Poor	6.5%	7.2%

Virginia State Pavement Targets

- Virginia statewide targets were established on May 20
- Statewide target percentage was applied to the total lane miles of both the Interstate and Non-Interstate roadways on the NHS

Interstate	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Percent Good	45%	45%
Percent Poor	<3%	<3%

NHS (Non-Interstate)	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Percent Good	25%	25%
Percent Poor	<5%	<5%

District of Columbia Bridge Targets

- District of Columbia targets were established on May 20

Bridges	CY 2018 – 2020 Two Year Target	CY 2018 – 2022 Four Year Target
Deck Area Good	15.8%	24.9%
Deck Area Poor	8.6%	4.1%

- Statewide target percentage was applied to the bridge deck area condition (good or poor) for all bridges carrying NHS

Maryland State Bridge Targets

- Maryland targets were established on May 20.

Bridges	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Deck Area Good	**29.5%**	**27%**
Deck Area Poor	**2%**	**5%**

- Statewide target percentage was applied to the bridge deck area condition (good or poor) for all bridges carrying NHS in the region

Virginia State Bridge Targets

- Virginia targets were established on May 20

Bridges	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Deck Area Good	**33.5%**	**33%**
Deck Area Poor	**3.5%**	**3%**

- Statewide target percentage was applied to the bridge deck area condition (good or poor) for all bridges carrying NHS in the region

ITEM 10 – Information
June 20, 2018

Regional Travel Trends

Staff Recommendation: Briefing on travel trends and other key factors that influence travel behavior in the Washington region.

Issues: None

Background: Staff will present travel trends and other key factors that influence travel behavior in the Washington region. The story map presentation is the latest update to a series of presentations last provided in 2016.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Timothy Canan, Planning Data and Research Program Director
SUBJECT: Travel Trends of the Metropolitan Washington Region, 2018
DATE: June 14, 2018

KEY SUMMARY

- Between 2000 and 2007, regional Vehicle Miles of Travel (VMT) increased at a faster rate than population and jobs. Since 2007, however, while population and jobs have continued to increase and Metrorail ridership decreased, regional VMT has remained comparatively flat. This may be attributable to four overarching factors:

    1. Increased teleworking and alternate work schedules have contributed to slower growth in work trips in the region.
    2. The rapid growth in non-motorized facilities, including shared bicycle providers and dedicated routes, has prompted considerable growth in bicycle/pedestrian travel.
    3. Older adult baby boomers are retiring in large numbers and many are aging in place in the Washington region.
    4. Planning efforts are resulting in favorable alignment of land use development and transportation investment in regional Activity Centers and other areas served by transit, which can lead to slower growth in regional VMT. As a result, more planning with an emphasis of optimizing balanced land use and transportation is needed.

- Average weekday Metrorail ridership has declined every year since 2010, In 2017, average weekday ridership reached 613,000, its lowest point since 2000, and was down from its highest level in 2008 when it reached 752,000.

BACKGROUND

Approximately every two years, staff briefs the TPB on the recent demographic, economic, and other characteristics that influence regional travel to provide a snapshot of travel trends in the Washington region. Staff last presented this information to TPB at its April 2016 meeting. At the June 20, 2018 TPB meeting, staff will present the latest iteration, *Travel Trends of the Metropolitan Washington Region, 2018,* which includes updated information and findings on regional travel trends.

This analysis entailed a review of updated information on population and household growth, employment growth, income trends, the influencing role of the federal government in the region, commerce trends, and the roles these factors have on regional travel. As part of this analysis, the Travel Trends update provides key indicators for regional travel, including information on the regional Vehicle Miles of Travel (VMT), travel time, travel mode share, teleworking, and trends occurring on

non-motorized vehicular travel modes. The overall findings of this analysis remain consistent with those last presented in April 2016.

DEMOGRAPHIC AND ECONOMIC TRENDS

Between 2007 and 2016, the TPB region's population grew by 16%, increasing from 4.8 million to 5.6 million persons. This growth was fueled by natural increase and net international migration. The fastest-growing age group was older adult baby boomers. While not necessarily known as a retirement destination, the Washington region is increasingly hosting retiring older adults who are choosing to age in place and not relocate to other areas. During the same period, employment grew by 5.7%, increasing from 2.7 million to 2.9 million jobs.

According to estimates, there were 4.76 million persons residing in the region in 2005 and 26% of that amount was in Activity Centers. By 2015, the total population increased to 5.39 million persons, and the share within Activity Centers had increased to 28%. Thus, the population increased both in real terms and in the percentage located within Activity Centers. There were 2.98 million jobs in the region in 2005 and Activity Centers contained approximately 65%. By 2015, there were 3.16 million jobs and the percentage of jobs within Activity Centers remained unchanged.

The federal government continues to play a significant role in the economy of the region. Over the past two decades, federal employment has accounted for approximately 12% of the region's wage and salary jobs. Federal procurement spending in the Washington region plays a significant role in the region's economy as well; however, substantial spending decreases between 2010 and 2013, followed by only modest increases between 2014 and 2016 have occurred in this region. Annual federal procurement spending has not returned to pre-2013 federal budget sequestration levels. Procurement spending reached its highest amount in 2008 with $82.4 billion. By 2016, this amount decreased to $73.8 billion.

The region has recently experienced faster employment growth in the Leisure and Hospitality, Education and Health Services, and "Other" Services employment sectors. These jobs tend to be less concentrated in commercial centers and Activity Centers compared to jobs in historically more dominant employment sectors, including Professional and Business Services and Financial Services. In addition, commercial office vacancy rates continue to rise in the region despite decreases nationally.

EFFECTS ON REGIONAL TRAVEL

Although regional weekday VMT increased steadily between 2000 and 2008, it decreased in 2009 and has remained comparatively flat since then. When adjusted for population, weekday VMT/capita increased 8.5% between 2000 and 2007, but decreased 12.7% between 2007 and 2016. This has occurred during a period of robust population growth and decreases in Metrorail ridership.

Between 2010 and 2016 when per capita VMT decreased, auto-related commute travel modes (Drive Alone, and Carpool/Vanpool) experienced decreases in their share, while all other modes experienced increases. Growth in transit and bicycle/pedestrian facilities have provided many regional commuters with additional travel choices. The region also experienced substantial increases in teleworking. These developments, coupled with demographic shifts, have had a mitigating effect

on regional VMT growth. Nevertheless, the automobile continues to the be dominant mode of travel in this region. This, coupled with declining transit ridership, results in substantial congestion that still occurs on the region's transportation system, and this congestion is significant in key areas during peak travel times. The Travel Time Index (TTI), a ratio of actual travel time to free-flow travel time, decreased on the region's interstates during the AM and PM peak from 2010 to 2012. The TTI on these facilities increased in 2013 and 2014 and remained approximately the same in 2015. It is important to underscore, however, that while the TTI may have fluctuated during this time, the region's interstates and all other facility types were still considered to be congested during peak periods. This can adversely affect quality of life, efficiency of commerce, and delivery of time-sensitive services.

The latest update of COG's Cooperative Forecasts, Round 9.1, indicate robust growth in population, households, and employment through 2045. This will result in continued increases in regional travel demand and point to the importance of including projects, programs, and policies that favorably address congestion and mobility challenges in the region's long-range transportation plan.

ITEM 11 – Information
June 20, 2018

Visualize 2045: Update to the Equity Emphasis Areas

Staff Recommendation: Briefing on the TPB-approved methodology to update the Equity Emphasis Areas using the most recent survey data in preparation for Visualize 2045.

Issues: None

Background: Staff have applied the TPB-approved methodology to update the Equity Emphasis Areas using the most recent American Community Survey data in preparation for Visualize 2045. The resulting map will be shared.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Wendy Klancher, TPB Transportation Planner
Timothy Canan, TPB Planning Data and Research Program Director
Sergio Ritacco, TPB Transportation Planner

SUBJECT: Updated Equity Emphasis Areas

DATE: June 14, 2018

The TPB adopted the methodology for Equity Emphasis Areas (EEAs) and the resulting map in March 2017 after a thorough consultation process with the TPB Technical Committee and COG's Planning Directors Technical Advisory Committee as the first step to enhance the approach to analyze the long-range transportation plan for Title VI and Environmental Justice (EJ) considerations. In preparation for Visualize 2045, the Equity Emphasis Areas were updated with the most recent Census estimates using the TPB-approved methodology. The TPB will be briefed on the changes and asked for feedback.

TPB staff used the 2012-2016 5-year estimates from the American Community Survey (ACS) from the U.S. Census Bureau to update the Equity Emphasis Areas. The 2010-2014 5-year estimates were used to prepare the map initially. Although the methodology is unchanged, using updated demographic estimates has resulted in some minor changes to the original EEAs. Figure 2 identifies which of the original EEAs have been removed as well as the new EEAs that have been added as a result of using updated data within the same methodological framework. Figure 3 contains the updated EEA map.

TPB staff briefed the TPB Technical Committee (Tech) and COG's Planning Directors Technical Advisory Committee (PDTAC) on the updated Equity Emphasis Areas at its May 4 and April 10 meeting, respectively. As of today, no comments were received from the TPB Technical Committee and comments from PDTAC members at the meeting indicated support for and understanding of the updated Equity Emphasis Area using more recent data. TPB staff invited the Technical Committee and Planning Directors Committee members to continue to provide additional comments following the meeting and offered to consult further, if desired. To date, no further comments have been received.

BACKGROUND AND CONTEXT

Federal regulations require the TPB to analyze the long-range transportation plan for disproportionately high and adverse impacts on low-income and minority populations. The TPB's primary purpose for the Equity Emphasis Areas is for use as an analytical tool to identify *regional* impacts of the planned transportation projects as whole by comparing accessibility and mobility measures for the Equity Emphasis Areas collectively with the rest of the region.

Additionally, for all TPB-administered project selection programs, including the Transportation and Land Use Connections Program (TLC), the Transportation Alternatives Set-Aside Program (TAP), and the Enhanced Mobility Program, TPB staff have incorporated applicable initiatives into the selection criteria or priorities.

The EEAs GIS layer and associated data have been made available to local jurisdictions to use at their discretion in efforts considering equity in initiatives such as education, health, and green space.

THE TPB-APPROVED METHODOLOGY

The TPB-approved methodology relies on the U.S. Census Bureau American Community Survey (ACS) data on income, race and ethnicity to determine what Census tracts are considered Equity Emphasis Areas. A 5-year time series of ACS is used because ACS data are updated using a revolving geographic sample and using a 5-year series ensures estimates for the entire region are included. Federal regulations require the TPB to consider both low-income and minority populations when examining the long-range transportation plan for disproportionate impacts. Four population groups are considered: Low-Income, African-American, Asian, and Hispanic/Latino.

To normalize and compare the data across the four population groups and in the region, the EEA methodology entails assigning a value to each of the demographic factors for every Census tract. Higher estimates of each of the demographic factors receive higher values. For each tract, those values determine the index score for each population group and then the index scores are added together, and the tract is considered to be an EEA if the total score exceeds an established threshold. Income is weighted more heavily to reflect the assumption that income is a more significant predictor of an individual's ability to access transportation than race or ethnicity. The interactive online map of the original Equity Emphasis areas as well as the TPB-approved methodology can be found at: mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas.

UPDATING EQUITY EMPHASIS AREAS

TPB staff updated the Equity Emphasis Areas with latest available 5-year ACS data (2012 - 2016) to support analysis of Visualize 2045. In the future, EEAs will be updated in conjunction with each major long-range transportation plan update using the latest-available Census or ACS data available at that time. Major plan updates, like Visualize 2045, occur at least once every four years in accordance with federal regulations.

The spatial patterns in the updated EEAs are similar to the original map, and the clusters of EEAs remain generally unchanged, as shown in Figure 2. While some tracts dropped off and others were added when applying the TPB-approved methodology with latest ACS data, the difference at the regional level is negligible.

Table 1 shows the updated EEAs comprise 351 tracts, or 28.5 percent of the 1,230 tracts in the region. This is slightly lower compared to the original EEA map developed using 2010-2014 data, which included 360 tracts, or 29.2% of the total tracts in the region. Table 2 shows that EEAs accounted for 28 percent of the region's population when 2010-2014 data were used. This share increased slightly to 28.2 percent in the update.

Minor changes in the demographic data included in the update resulted in some localized changes in EEAs because the values already were very close to the methodological threshold used to determine what constitutes an EEA or not. In the updated EEAs, there were no new clusters of EEAs. Moreover, no large clusters of EEAs in original map were eliminated in the update. Figure 1 shows that the regional averages for the four population groups used in the EEA methodology change very little between the two datasets. At the tract level, changes in the low-income population was a predominant reason that a tract was either removed or added as an EEA in the updated map.

Individual maps and data tables of the updated Equity Emphasis Areas for TPB member jurisdictions are available, please contact Sergio Ritacco at (202) 962-3232 or sritacco@mwcog.org for these materials.

NEXT STEPS

Following the June TPB meeting, staff will revise the online interactive map to reflect the updated Equity Emphasis Areas (EEAs). The Title VI/Environmental Justice analysis of Visualize 2045 will occur later this year and examine regional mobility and accessibility measures for the EEAs compared to the rest of the region for disproportionately high and adverse impacts. Staff expects to brief the TPB and Technical Committee between October and December on the results from this analysis.

Figure 1: Regional Averages by Population Group
2010-2014 versus 2012-2016 American Community Survey 5-Year Estimates

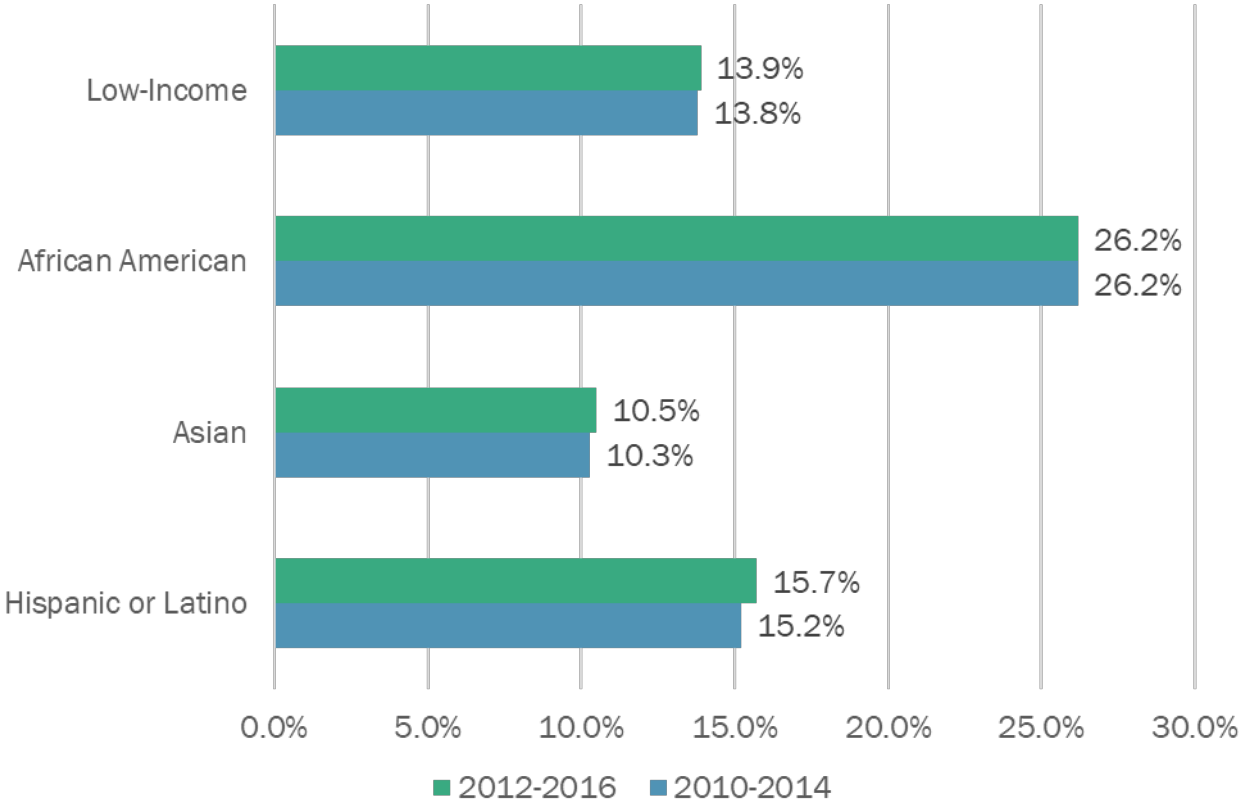


Table 1: Changes in Equity Emphasis Area Tracts by Jurisdiction

	Number of Tracts in Original EEA"s	Number of Tracts in Updated EEA's	Net Change	Number of Tracts Added	Number of Tracts Removed
Alexandria City, VA	11	9	-2	1	-3
Arlington County, VA	10	12	2	4	-2
Charles County, MD	4	5	1	2	-1
District of Columbia	106	97	-9	2	-11
Fairfax City, VA	1	0	-1	-	-1
Fairfax County, VA	46	43	-3	7	-10
Falls Church City, VA	0	0	-	-	-
Fauquier County, VA	0	0	-	-	-
Frederick County, MD	11	9	-2	1	-3
Loudoun County, VA	5	5	-	2	-2
Manassas City, VA	3	1	-2	-	-2
Manassas Park City, VA	1	1	-	-	-
Montgomery County, MD	46	49	3	9	-6
Prince George's County, MD	103	103	-	11	-11
Prince William County, VA	13	17	4	7	-3
Total	360	351	-9	46	-55

Source: The original EEA's are based on data from the 2010-2014 American Community Survey (ACS) 5-Year Estimates and the updated EEA's are based on the 2012- 2016 ACS 5-Year Estimates.

Table 2: Population in Equity Emphasis Areas by Jurisdiction

	Original Equity Emphasis Areas		Updated Equity Emphasis Areas		Change in Population in EEA's	
	Original Population	Percent of Population	Population	Percent of Population	Population Change	Percent Change
Alexandria City, VA	50,411	34.4%	45,072	29.8%	-5,339	-4.7%
Arlington County, VA	43,449	19.7%	46,778	20.7%	3,329	1.0%
Charles County, MD	14,846	9.8%	18,058	11.7%	3,212	1.9%
District of Columbia	367,379	59.2%	355,176	55.0%	-12,203	-4.2%
Fairfax City, VA	4,788	20.4%	0	0.0%	-4,788	-20.4%
Fairfax County, VA	213,594	19.1%	214,326	18.9%	732	-0.2%
Falls Church City, VA	0	0.0%	0	0.0%	-	-
Fauquier County, VA	0	0.0%	0	0.0%	-	-
Frederick County, MD	49,869	20.8%	39,929	16.4%	-9,940	-4.4%
Loudoun County, VA	25,631	7.6%	25,837	7.1%	206	-0.4%
Manassas City, VA	17,627	43.6%	7,556	18.4%	-10,071	-25.2%
Manassas Park City, VA	6,865	45.8%	6,765	42.7%	-100	-3.0%
Montgomery County, MD	211,704	21.1%	254,559	24.8%	42,855	3.7%
Prince George's County, MD	404,364	45.7%	412,062	45.9%	7,698	0.2%
Prince William County, VA	67,173	15.7%	101,648	22.9%	34,475	7.2%
Total	1,477,700	28.0%	1,527,766	28.2%	50,066	0.2%

Source: The original EEA's are based on data from the 2010-2014 American Community Survey (ACS) 5-Year Estimates and the updated EEA's are based on the 2012- 2016 ACS 5-Year Estimates.

Figure 2: Change in Equity Emphasis Areas (EEAs)
Between Original EEAs and Updated EEAs
Based on 2012- 2016 ACS 5-Year Estimates and the TPB-Approved Methodology

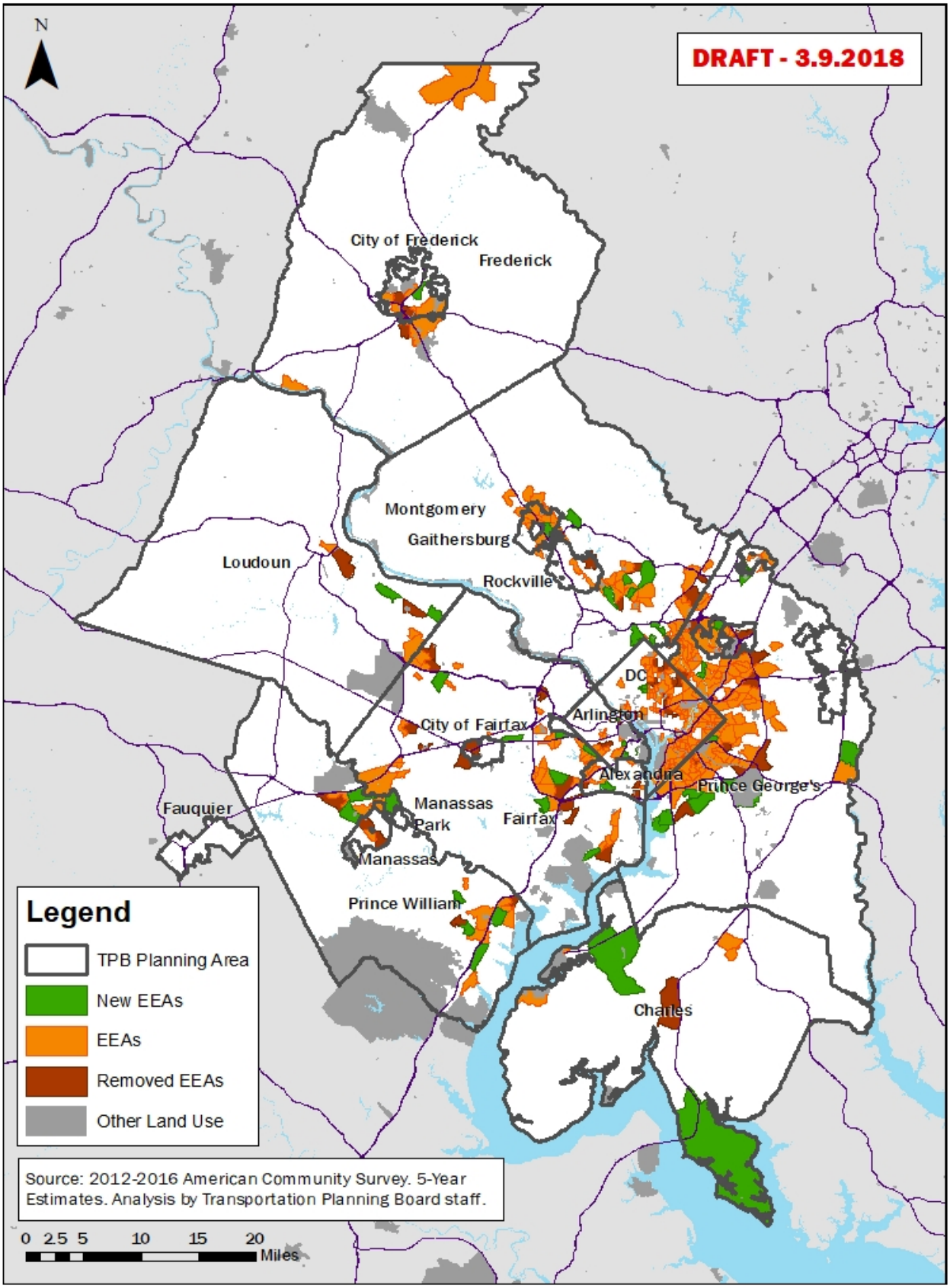
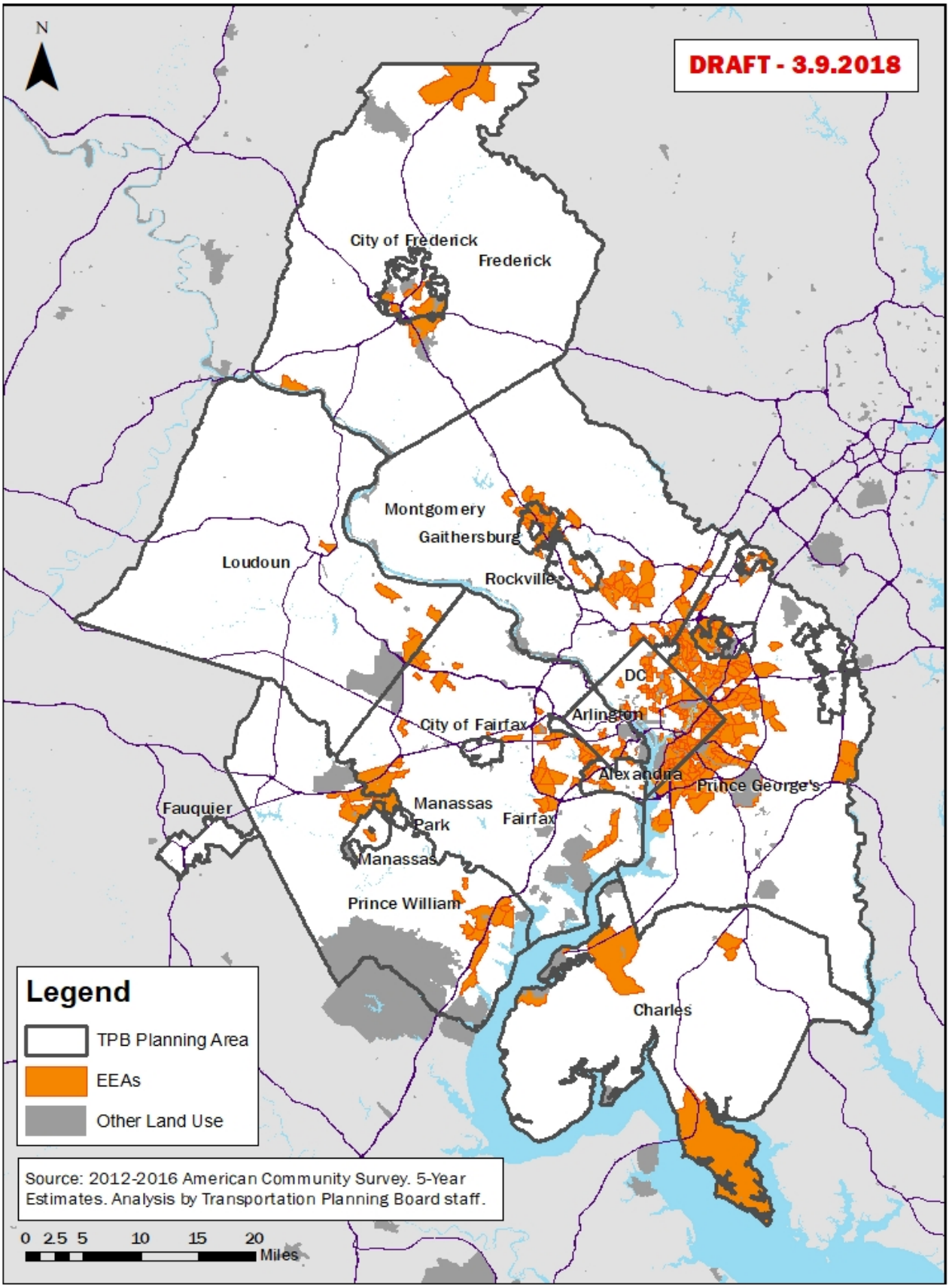


Figure 3: Equity Emphasis Areas (EEAs)
Based on 2012- 2016 ACS 5-Year Estimates and TPB-Approved Methodology



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

Visualize 2045: Update to the Equity Emphasis Areas

Sergio Ritacco
Transportation Planner

Transportation Planning Board
June 20, 2018

Item #11

National Capital Region
Transportation Planning Board

Purpose

- Briefing on updated Equity Emphasis Areas (EEAs)

Background

- The TPB adopted EEA methodology in March 2017 to enhance how the long-range plan is analyzed for Title VI and Environmental Justice (EJ) considerations
- Using the TPB-approved methodology, the EEAs were updated with the most recent American Community Survey data
- The EEA's will be used to analyze Visualize 2045 for disproportionate impacts on low-income and minority populations
- TPB staff will update the EEAs with the latest data in conjunction with each major plan update (every 4 years)

TPB Approved Methodology

- American Community Survey data by Census tract for 4 groups: Low-Income, African American, Asian, and Hispanic/Latino
- Index scores determined for every tract based on regional averages for the 4 groups
- Index scores are totaled and a tract is an EEA if the total score exceeds established thresholds
- Income is weighted more heavily than race or ethnicity

National Capital Region
Transportation Planning Board

Methodology for Equity Emphasis Areas
March 29, 2017

The Equity Emphasis Areas were developed using tract-level Census data to identify communities that have significant concentrations of low-income and / or minority populations. The methodology used to identify these communities focuses on four minority population groups:

- Low-Income[1]
- African American,
- Asian, and
- Hispanic or Latino.

Data from the 2010-2014 American Community Survey for each of the four population groups was used. To identify concentration, the tract percent for each group was divided against its respective regional average.[2] This resulted in a tract-level Ratio of Concentration, or the number of times the regional average, for each population group.

To identify tracts with significant concentrations of low-income or minority population groups, as well as to normalize and compare results across the four groups and region, an Index Score was calculated based on each groups' Ratio of Concentration for every tract in the region. Index Scores for each population group were aggregated to reach an uncapped Total Index Score. Total Index Scores greater than or equal to 4.00 are considered Equity Emphasis Areas.

Tract are identified as Equity Emphasis Areas if one of two criterions are met. Tracts must have a concentration of individuals identified as low-income more than one-and-a-half times the regional average (see Table 1 below) or high concentrations of two or more minority population groups and/or high concentrations of one or more minority population groups together with low income concentrations at or above the regional average (see Table 2 on next page). Index scores are used to

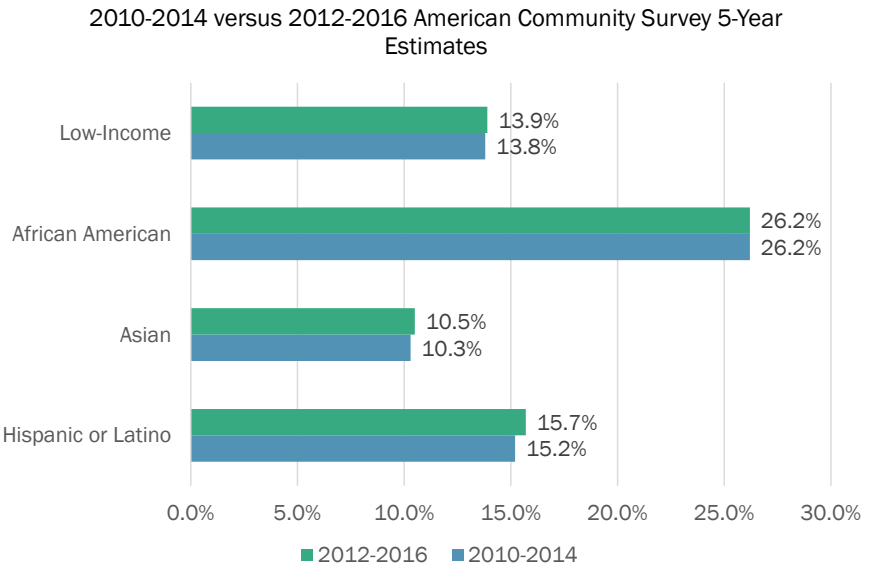
For more detail:
https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/

EEAs for Visualize 2045

- The original EEA map produced in 2017 used 2010-2014 5-year estimates from the American Community Survey (ACS)
- In preparation for Visualize 2045 analysis, staff updated the EEAs using the latest ACS data: 2012-2016 5-year estimates
- The updated EEA map shows:
  - Some localized changes because values already were close to thresholds
  - Minimal change at the regional level; clusters remain largely the same

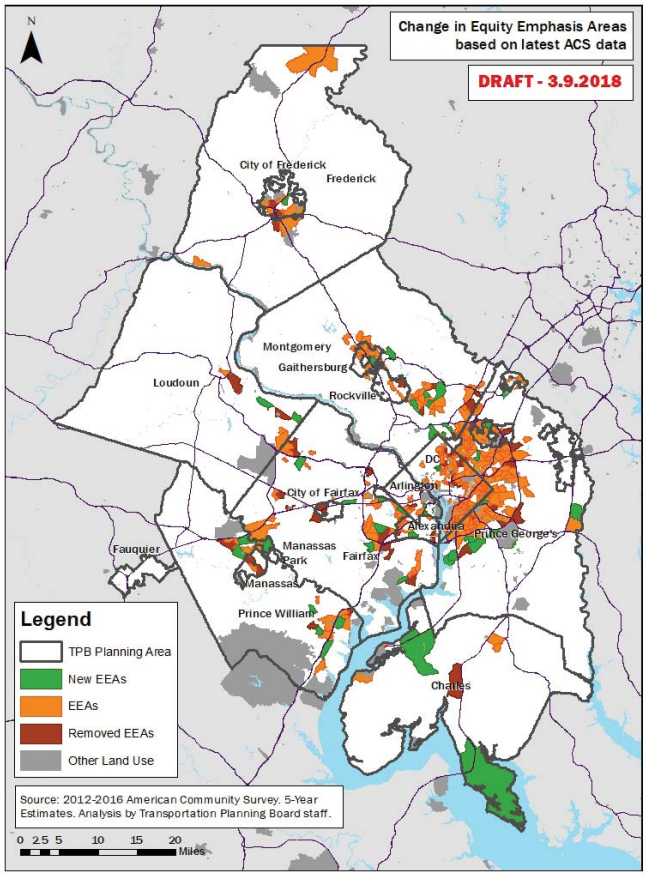
Changes in Regional Average

between American Community Survey datasets



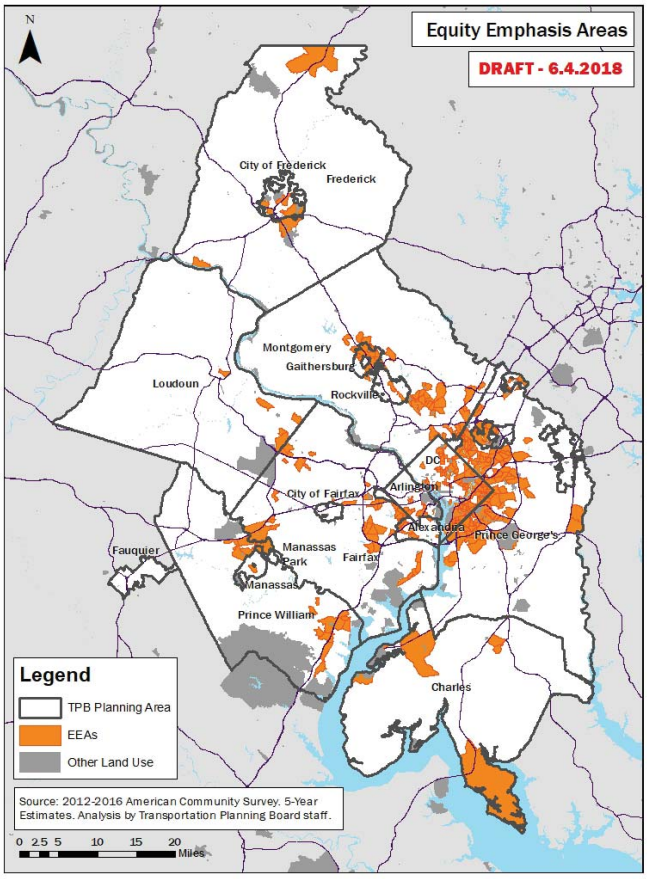
Changes to the EEAs

Between Original and Updated EEAs



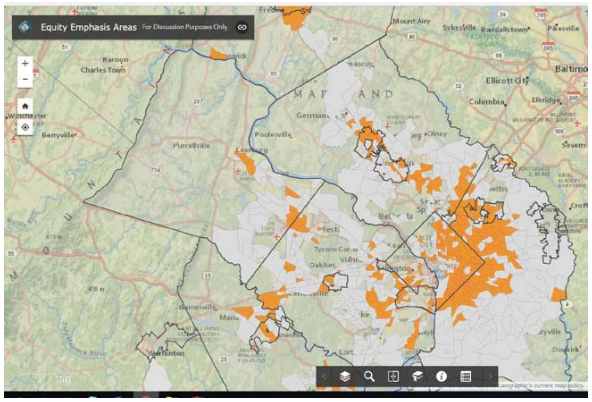
Updated EEAs

Based on 2012- 2016 ACS 5-Year Estimates and TPB-Approved Methodology



EEA's and Visualize 2045 Analysis

- Staff will revise the online interactive map
- Staff will conduct the analysis of Visualize 2045 and compare regional accessibility and mobility in EEA's versus the rest of the region
- TPB will be briefed on the results in the Oct/Nov/Dec timeframe



Online interactive map: gis.mwcog.org/webmaps/tpb/clrp/ej/

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ITEM 12 – Information
June 20, 2018

Implementing the Concepts of TPB's Seven Endorsed Initiatives

Staff Recommendation: Briefing on TPB staff activities.

Issues: None

Background: The board will be briefed on TPB staff activities to date.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Staff Activities to Advance the Seven Endorsed Initiatives
DATE: June 14, 2018

This memo summarizes staff activities to advance efforts to implement projects, programs, and policies represented by the seven transportation improvement initiatives endorsed by the TPB earlier this year.

In December of 2017 and January of 2018, the TPB endorsed a set of seven regional transportation improvement initiatives. These initiatives were the outcome of a two-year effort lead by the TPB's Long Range Plan Task Force that undertook a methodical evaluation of what projects, programs, and policies the region could undertake to substantively improve the unsatisfactory performance outcomes anticipated to be delivered by the 2016 Constrained Long-Range Transportation Plan (CLRP).

With its endorsement, the board issued a call to action for its member jurisdictions and agencies to commit to fully explore the concepts contained in the initiatives and take action to implement projects, programs, and policies to fully realize the potential improvements in the transportation system's performance.

Chairman Allen advised staff to work with the appropriate subject matter experts to identify specific implementation actions that TPB members could take—individually and collectively—to make the projects, programs, and policies part of TPB's future financially constrained long-range plans.

ACTIVITIES

TPB staff have been working on a few different fronts to build awareness of the endorsed initiatives among a number of partners and inviting them to identify what actions the TPB and its members can take to implement the initiatives. Figure 1 summarizes the staff activities which have either been completed, are underway, or planned. The following section provides a summary description of these activities.

Figure 1 Staff Activities to Advance TPB Endorsed Initiatives

TPB Planning Activities	• Assess Visualize 2045 constrained element inputs against TPB initiatives (Input Solicitation Guide) • Inclusion in Visualize 2045 document • Endorsed intiatives part of project selection criteria for TPB funding (TLC & TAP) • Technical Committee briefing series - best practices, case studies
Regional Subject Matter Experts	• Commuter Connections Subcommittee • Planning Directors Technical Advisory Committee • Housing Directors Advisory Committee • Regional Public Transportation Subcommittee • Bicycle/Pedestrian Subcommittee
Public Stakeholders	• Newspaper op-ed by TPB Chair • Discussion with COG Board (TPB Chair) • Briefing for Federal City Council (TPB Staff Director) • TPB Public Forums and accompanying ambassador kits for jurisdiction representatives • Local jurisdictions council committees (Fairfax County TAC) • Outreach through TPB's CAC and AFA committees
TPB Member Agencies	• Staff inputs to local planning, programming, and outreach efforts.

TPB Planning Activities

Visualize 2045, the region's long-range transportation plan, scheduled to be adopted later this year, (October 2018) will substantively reflect the TPB's endorsed initiatives in several different ways.

The first step of the long-range plan was to solicit inputs from the TPB members jurisdictions and agencies to the plan. In January of this year, TPB staff performed an assessment of the major projects to determine how best they supported or advanced five of the seven endorsed initiatives, since the two bicycle and pedestrian initiatives were endorsed later. This information was shared with the TPB at the time it approved the inputs to be included in the regional air quality conformity analysis.

Following this action, the seven endorsed initiatives were added to Visualize 2045, as part of the first-ever aspirational element in a TPB long-range transportation plan. For the first time, in addition to projects that the region's transportation agencies expect to be able to afford between now and 2045, the plan includes aspirational projects, programs, and policies that go beyond financial constraints. Introducing these initiatives as an element of the long-range transportation plan not only elevates their status as aspirational goals, but also demonstrates the region's commitment toward making them a reality. This commitment can be leveraged when local leaders are called upon to make decisions on projects, programs, and policies that impact the transportation system.

Additionally, for all TPB-administered project selection programs, including the Transportation and Land Use Connections Program (TLC), the Transportation Alternatives Set-Aside Program (TAP), and the Enhanced Mobility Program, TPB staff have incorporated applicable initiatives into the selection criteria or priorities.

To highlight local efforts that are already in line with the seven endorsed initiatives, TPB staff have asked jurisdictional staff to present relevant projects, programs, and policies at monthly TPB Technical Committee meetings. Sharing local efforts that are consistent with the initiatives helps elevate the status of these efforts and serves to promote the endorsed initiatives.

Regional Subject Matter Experts

The TPB is looking to its subject matter experts on TPB and COG subcommittees and through member agencies for current and best practices for implementing these initiatives. TPB staff have presented or are scheduled to present this call-to-action to the following committees: COG Planning Directors Technical Advisory Committee, COG Housing Directors Advisory Committee, TPB Commuter Connections Subcommittee, TPB Regional Public Transportation Subcommittee, and the TPB Bicycle and Pedestrian Subcommittee. Each committee has been invited to brief the TPB with its recommendations in the later part of this calendar year.

The Commuter Connections Subcommittee has convened a monthly working group of Transportation Demand Management (TDM) experts to discuss projects, programs, and policies that can support the endorsed initiative which calls for increased teleworking and other TDM programs. The working group has been briefed and asked to provide ideas for projects, programs, and policies pertinent to their respective focus areas and jurisdictions.

The COG Planning Directors Technical Advisory Committee has been discussing the initiative focused on "Bringing jobs and housing closer together" at several meetings, and is scheduled to present feedback from their deliberations at the July 20 TPB meeting.

The COG Housing Directors Advisory Committee received a presentation on this at their May meeting. The TPB Regional Public Transportation Subcommittee and the TPB Bicycle and Pedestrian Subcommittee will be discussing the initiatives at their upcoming June and July meetings.

Public Stakeholders Building Awareness

Building awareness among members of the public about the TPB's purpose and expectations for the endorsed transportation improvement initiatives will be critical to secure the support for actions to be taken at local, state and regional levels to implement the projects, programs and policies to realize the benefits the initiatives have to offer. To this end, staff has been working with TPB officers to reach out to the media, other policy committees, technical, and citizen advisory committees at the local levels.

Additionally, TPB staff conducted twelve public forums throughout the region, including an online forum that was recently held on June 6. Collectively, these forums garnered over 300 participants throughout the region who shared their observations and aspirations for their communities as they relate to the endorsed initiatives. The TPB's Citizens Advisory Committee and Access for All Committee also participated in public forums at their respective meetings.

NEXT STEPS

Staff will be working with the COG and TPB committee subject matter expert groups to assist them in identifying specific actions the TPB and its members could take. Staff intends to provide an opportunity for the representatives of these groups to share their suggestions for further actionable items with the TPB during the board meeting in the latter half of this year. Staff anticipates TPB will consider the suggestions from these various groups and take appropriate action.