



TRANSPORTATION PLANNING BOARD

Wednesday, April 19, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

SPECIAL WORK SESSION

2:15 P.M. – 4:00 P.M. Meeting of the Long-Range Plan Task Force
(Walter A. Scheiber Board Room)

AGENDA

- 12:00 P.M. 1. **PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. **APPROVAL OF THE MINUTES OF THE MARCH 29, 2017 MEETING**
Bridget Donnell Newton, TPB Chairman
- 12:25 P.M. 3. **REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman
- 12:30 P.M. 4. **REPORT OF THE CITIZENS ADVISORY COMMITTEE**
Jeremy Martin, TPB Citizens Advisory Committee Chairman
- 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**
Bridget Donnell Newton, TPB Chairman

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ACTION ITEMS

- 12:50 P.M.** **7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2017 PROCLAMATION**
Nicholas Ramfos, TPB Operations Programs Director
- In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at 86 locations in the region for Friday May 19. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.
- Action: Approve the Bike to Work Day 2017 Proclamation.**
- 1:00 P.M.** **8. REVIEW OF COMMENTS RECEIVED AND APPROVAL OF VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) AND MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
Andrew Austin, TPB Transportation Planner
- At the March 29 meeting, the board was briefed on the three VDOT and MDOT projects submitted for inclusion in an air quality conformity analysis for the Amendment to the 2016 Constrained Long-Range Plan (CLRP) and FY 2017-2022 TIP, which were released for a 30-day public comment period that ended April 8. The board will be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity analysis.
- Action: Adopt Resolution R20-2017 to approve the project submissions for inclusion in the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP.**
- 1:10 P.M.** **9. BRIEFING ON DRAFT SCOPE OF WORK FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CLRP AND THE FY 2017-2022 TIP**
Jane Posey, TPB Transportation Engineer
- At the March 29 meeting, the board was briefed on the draft scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP which was released for a 30-day public comment period that ended April 8. The board will be briefed on the comments received and recommended responses, and asked to approve the scope of work for the air quality conformity analysis.
- Action: Approve the scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP**

1:15 P.M. 10. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR NORTHERN VIRGINIA TPB JURISDICTIONS

John Swanson, TPB Transportation Planner

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

Action: Adopt Resolution R21-2017 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018.

1:30 P.M. 11. APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO ADD NINE NEW PROJECTS TO THE FY 2017-2022 TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Rene'e Hamilton, VDOT

VDOT has requested an amendment to add the I-66 Outside the Beltway project and the I-395 Express Lanes Northern Extension and related projects to the FY 2017-2022 TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment. On April 7, 2017, the Steering Committee reviewed the amendment and recommended approval.

Action: Approve Resolution R22-2017 to amend the FY 2017-2022 TIP

1:35 P.M. 12. BRIEFING ON OZONE MAINTENANCE PLAN AND APPROVAL OF LETTER TO MWAQC WITH RECOMMENDATIONS RELATED TO MOTOR VEHICLE EMISSIONS BUDGETS

Jane Posey, TPB Transportation Engineer

The Metropolitan Washington Air Quality Committee (MWAQC) is preparing a request to EPA for redesignation of the Washington, DC-MD-VA non-attainment area to attainment status for the 2008 ozone standard, along with a maintenance plan demonstrating compliance with the 2008 ozone standard through 2030. The board will be briefed on the ozone maintenance plan and on the establishment of motor vehicle emissions budgets in the plan.

Action: Approve letter to the Metropolitan Washington Air Quality Committee providing recommendations related to the establishment of motor vehicle emissions budgets in the ozone maintenance plan

INFORMATION ITEMS

1:40 P.M. 13. PERFORMANCE BASED PLANNING AND PROGRAMMING DRAFT REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Eric Randall, TPB Transportation Engineer

The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for setting targets for transit asset management, by providers of public transportation and by metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region will be presented. In May, the board will be asked to adopt transit asset management targets for the region.

1:50 P.M. 14. LONG-RANGE PLAN TASK FORCE STATUS REPORT

Bridget Donnell Newton, TPB Chairman

In March, the board formally established the Long-Range Plan Task Force and charged it to accomplish several activities. The Task Force met on April 10 and discussed regional goals and challenges. The board will be updated on the schedule and progress made to date of the task force activities.

NOTICE ITEM

1:55 P.M. 15. NOTICE OF PROPOSED AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP), AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

Lyn Erickson, TPB Plan Development and Coordination Program Director

As described in the attached materials, MDOT has requested an additional amendment to the 2016 CLRP to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495. An amendment to include this project in the Plan requires an air quality conformity analysis and this analysis can occur as part of the off-cycle conformity analysis as identified in Item 9. Following a public comment period which ends on May 13, 2017, the Board will be asked to approve this project submission at the May 17, 2017 meeting. The draft conformity results for all of the projects are scheduled to be released for public comment on September 14, 2017 and the TPB is scheduled to adopt the entire plan amendment and conformity analysis at its October 18, 2017 meeting.

2:00 P.M. 15. ADJOURN

The next meeting is scheduled for May 17, 2017.

MEETING AUDIO

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**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

March 29, 2017

MEMBERS AND ALTERNATES PRESENT

Bob Brown, Loudoun County
James Davenport, Prince William County
Allison Davis, WMATA
James Davenport, Prince William County
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPD
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
David L. Meyer, City of Fairfax
Ron Meyer, Loudoun County
Jackson Miller, Virginia House of Delegates
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Eric Shaw, DC Office of Planning
Jarrett Smith, City of Takoma Park
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Victor Weissberg, Prince George's County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Nicholas Ramfos
Robert Griffiths
Eric Randall
Ron Milone
Andrew Austin
Andrew Meese
Dusan Vuksan
Michael Farrell
Mark Moran
Jane Posey

Daivamani Sivasailam	
Charlene Howard	
Ken Joh	
Mark Moran	
Ben Hampton	
Abigail Zenner	
Lori Zeller	
Wendy Klancher	
Sergio Ritacco	
Lamont Cobb	
Arianna Koudoumas	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stuart Freudberg	COG/EO
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Monica Backmon	NVTA
Mike Lake	Fairfax County DOT
Regina Moore	VDOT
Norman Whitaker	VDOT
Regina Moore	VDOT
Maria Sinner	VDOT
Tim Roseboom	DRPT
Mike Lake	FCDOT
Steve Brigham	Public Engagement Associates
Julie Hirka	Vienna Resident
Deanna Heier	Dunn Loring Resident
Rachel Galowich	MIT
Ron Burns	Frederick County
Nydia Blake	Aide/Neabasco Supervisor Office/PWC
Pierre Holloman	City of Alexandria
Patricia Happ	NVTC
Andrew Mowry	Loudoun County
Melissa Williams	MD Transportation Authority
Stewart Schwartz	Coalition for Smarter Growth
Nancy Smith	NOVA Alliance
Tim Davis	City of Frederick

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Deanna Heier, Dunn Loring resident, thanked TPB staff who notified the public about the proposed changes to the CLRP. She spoke against the changes to the ramps on the I-66 project outside the Beltway. She said her community is primarily concerned with design changes to the ramps. She said the ramps to the I-495 interchange would have a negative impact on her community.

Ms. Hook, Dunn Loring resident, said she was also concerned about the I-66 ramps. She said that it appeared as though the new designs would be higher and wider than originally proposed and would

have a negative impact on her community. She asked VDOT for an updated environmental impact assessment and more public engagement about the changes.

Julie Hirka, Vienna resident, also spoke against the changes to the I-66 outside the Beltway project. She was concerned about the impact of more trucks and higher polluting vehicles on the interstate and how the increased noise would affect the community specifically near the Vienna Metro and Oakton High School. She was also concerned that the project is putting profit over safety and that it is not consistent with the scope of the original proposal. She also requested a public hearing schedule before any changes are completed.

2. APPROVAL OF MINUTES OF THE FEBRUARY 15 MEETING

A motion was made to approve the minutes for the February 16, 2017 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the TPB Technical Committee met on March 3. He said that at the meeting the committee was briefed on a number of items, including some that were scheduled to be presented to the board that the meeting. Those items include the carryover funding for and a description of the FY 2018 Unified Planning Work Program. He said that the committee was also briefed on the Commuter Connections Work Program, the Equity Emphasis Areas, the Long-Range Plan Task Force, and upcoming TIP amendments.

Chairman Newton announced that Mr. Harris from Gaithersburg was remotely participating in the meeting.

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

Mr. Martin said that the CAC hosted Chairman Newton at the committee's meeting on March 8. He said that Chairman Newton led the committee in a robust discussion about the TPB's priorities and ways that the CAC could be most helpful and influential with the TPB. He said the committee spent a lot of time discussing the Long-Range Plan Task Force. He said the discussion focused on how the TPB could influence funding for unfunded projects, how the TPB could consider land-use issues as part of the task force, and the types of performance measurements – including mobility and accessibility – that should be part of the process. He said that Chairman Newton provided the committee with good insight into the direction that the task force is taking.

Mr. Martin said that the committee also talked about public engagement around the long-range plan. He said that the CAC had hoped that public engagement would intersect more directly with the Long-Range Plan Task Force, because it would help get the public more interested and involved. He said that the committee believes that public engagement should include both statistically robust approaches, and more innovate approaches that allow for more opportunities to take the engagement process outside traditional channels.

Mr. Martin said that the committee was also briefed on the Equity Emphasis Areas and the Environmental Justice Analysis.

Chairman Newton noted the addition of a new item to the agenda, which was a report from the Access for All (AFA) Advisory Committee. Ms. Newton said that the board in the past has heard from the committee when the board has discussed the CLRP, but she said she believes it is important that the committee have the opportunity on a regular basis to provide input. In the absence of Mr. Allen who chairs the advisory committee, Chairman Newton noted that Wendy Klancher on staff would provide the report.

Ms. Klancher reminded the board that the AFA was reconstituted in the summer of 2016 to include a wider membership. She said that the committee meets five times a year, and that its last meeting was on February 23. At that meeting the AFA was briefed on the COG/TPB specialized transportation grants that are provided by the FTA. This included a discussion about the Enhanced Mobility Section 5310 program. She said that the next solicitation is expected to kick off in August 2017 and will include \$5 million in funding. The committee was also briefed by the Fairfax County Department of Neighborhood and Community Services about an Enhanced Mobility grant that the department received for a Northern Virginia mobility access project. The committee received an update from Metro about WMATA's FY 2018 budget. The committee also provided feedback on the Equity Emphasis Areas map. The feedback was positive. Finally, the committee was also briefed on the Transportation/Land-Use Connections program (TLC). She said that the next AFA meeting is scheduled for May 11.

5. REPORT OF STEERING COMMITTEE

Referring to the mailout and handout material, Mr. Srikanth briefed the board on Steering Committee actions, letters send/received and the director's report.

He said the Steering Committee actions included three amendments to the Transportation Improvement Program (TIP): 1) A request from Montgomery County to program \$39 million in TIGER grant funds; 2) the addition of approximately \$740,000 in federal and local funds for a project in Charles County, to replace Hill Road Bridge, and 3) a request from Virginia to add approximately \$7.5 million for work activities on the I-395 express lanes extension project, which has already been added to the CLRP and TIP.

Mr. Srikanth said the Steering Committee also reviewed a request from MDOT to add approximately \$560 million to advance the expansion and replacement of the Harry Nice Bridge. He said that this was an action item on the TPB's agenda, and he noted that the Steering Committee recommended the board approve this TIP amendment.

Mr. Srikanth said that staff received a late request from WMATA to consider a TIP amendment on an urgent basis. He said that the TIP amendment was essentially good news in that WMATA and the FTA had reached agreement on FTA releasing previously approved funding that would provide more than \$200 million for WMATA's projects and programs, all of which are under the maintenance and state of good repair activities. He said since this request came after the last Steering Committee meeting, the action has been added to the TPB's agenda as Item 14. He said that staff had reviewed the request with the three DOTs who oversee TPB activities and with the federal agency representatives. Staff finds that the amendment would not affect the CLRP, the fiscal constraint of the CLRP or TIP nor the air quality conformity analysis and as such, staff recommends the board approve this request under the later item on the agenda.

Mr. Srikanth reviewed the letters sent and received, which included a letter jointly sent by the Federal Highway Administration and Federal Transit Administration that approved the air quality conformity analysis of the 2016 CLRP. The packet also included a letter from WMATA acknowledging comments made by the TPB's Access for All Advisory Committee.

Mr. Srikanth reviewed updates and announcements, which included: 1) a memo from COG Executive Director Chuck Bean to the COG board providing a status report on the efforts to establish a Metrorail safety commission; 2) a memo from Nick Ramfos, who is the staff director for Commuter Connections, informing the TPB that Commuter Connections is partnering with a consortium led by University of Maryland and some private automobile manufacturers to pilot test autonomous vehicles and electric vehicle systems within this region. The U.S. Department of Energy is providing grant funding for this project; 3) a copy of the latest TPB News providing details on the regional forum on Safe Routes to School that was co-hosted by the TPB's Bicycle and Pedestrian Subcommittee.

6. CHAIR'S REMARKS

Chairman Newton thanked the board and staff for their flexibility in rescheduling the board meeting following the snow storm that hit two weeks earlier. She noted that there were a large number of topics to cover during the day's meeting and said assumed that members had reviewed all of the read-ahead materials. She encouraged members for future meetings to be sure to read the material that is sent out ahead of time. She also said she would like to begin all meetings on time. As an aside, she said wanted to give a "shout-out" to Mr. Snyder and the City of Falls Church. She said she had just a heard a story about a 92-year-old crossing guard in Falls Church, which she thought was incredible.

Chairman Newton highlighted the importance of Item 11, which would establish the Long-Range Plan Task Force's Phase II work. In order to allow sufficient time for this and other items, she said she wanted to have the administrative actions taken care together and as such wanted to change the ordering of agenda items as follows: Items 7, 8, 9, followed by 12, 13, 14, and then followed by 11 and 10. She asked if there were objections. There were none.

ACTION ITEMS

7. APPROVAL OF AMENDMENTS TO THE FY 2017 UNIFIED PLANNING WORK PROGRAM (UPWP), AND APPROVAL OF THE FY 2017 CARRYOVER FUNDING TO FY 2018

Ms. Erickson said that she would cover Items 7 and 8 on the Unified Planning Work Program (UPWP) together. She said that the UPWP is the TPB's annual budget document that summarizes all of the work activities at the TPB, including: the federal metropolitan planning process; staffing meetings; gathering and analyzing data; and responding to board requests. She said that the UPWP also covers activities like the Long-Range Plan Task Force. She that the TPB is required to provide a regional forum for transportation planning, and that the federal government must approve TPB plans and programs in order for transportation funding to flow into the region. She thanked the members of the board for making the TPB a priority.

Ms. Erickson said that the staff memo to the board described in more detail all of the actions the board was being asked to take, and that she would briefly review them. She said that she will address the three resolutions the board will be considering and she noted that they are all related to the budget and activities of the TPB for the remaining time of the current fiscal year and the next fiscal year beginning in July of this year. She said that the first resolution amends the current UPWP to identify funding activities that staff will not be completing during this fiscal year. The second carries this funding over from the FY 2017 UPWP into the 2018 UPWP. The third resolution was to approve the FY 2018 UPWP. She said that federal funding accounts for 80% of the UPWP. The three state DOTs contribute 10%, and the local jurisdictions contribute the final 10% through their COG dues. She said that the assumed budget amount for FY 2018 UPWP is \$16.3 million, which includes new funds for FY 2018, unexpended funds from FY 2016 (two years ago), and the carryover funding from the current fiscal year into the next one which the board would be approving in the first of three resolutions. Noting that the UPWP funds staff, long-range planning activities (including public outreach and the financial analysis), the constrained projects solicitation for the fall, and the Equity Emphasis Areas, she reviewed the planned activities for FY 2018 and highlighted some of the new activities. She said that the UPWP covers the federally required performance-based planning and programming changes that will come this year with the primary focus on setting performance targets on a variety of topic areas starting with transit asset management and highway safety. Other items funded by the UPWP include TIP amendments, regional traffic signal and power backup system surveys, the cooperative forecast, the Transportation/Land-Use Connections program, as well as communications and outreach activities. Speaking about the FY 2018 UPWP, Ms. Erickson thanked the DOTs for generously allowing the reprogramming of their unused

technical assistance funds to be programmed towards the long-range plan task force activities. She said that reprogramming was the main reason that the TPB would be able to fully meet the needs of the resolution that the board is scheduled to approve later on in the agenda. Speaking to the three sets of actions, she said that they had been reviewed by the state departments of transportation and the technical committee, including at its recent meeting on March 3. She said that after the TPB acts on the three resolutions, the document will be submitted to the federal government for approval. She said that the FY 2018 UPWP starts on July 1, 2018.

A motion was made to adopt Resolution R12-2017 and R13-2017 to approve the amendment to the FY 2017 UPWP and the FY 2017 carryover funding to FY 2018. The motion was seconded and approved unanimously.

8. APPROVAL OF THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)

Discussion for Item 8 occurred during Item 7.

A motion was made to adopt Resolution R14-2017 to approve the FY 2018 Unified Planning Work Program. The motion was seconded and approved.

9. APPROVAL OF THE DRAFT FY 2018 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Mr. Ramfos said that the TPB was briefed on the FY 2018 draft of the Commuter Connections Work Program at the February 15 meeting. He said that the document was released for public comment. Two changes were made. One added an impact analysis for the Guaranteed Ride Home Baltimore project. The other change added funding to the marketing component of the work program from Howard County for a promotion of the real-time ridesharing app. He said that there were no comments on the draft.

A motion was made to adopt Resolution R15-2017 to approve the FY 2018 Commuter Connections Work Program. The motion was seconded and approved.

10. (AGENDA ITEM 12) APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Chairman Newton skipped ahead in the agenda to Item 12, approval to amend the FY 2017-2022 TIP to include project and funding updates for the Northern Virginia section of the TIP.

Ms. Hamilton explained that this TIP amendment was basically an update to reflect the planned funding in the Commonwealth's six-year plan.

Ms. Hudgins did not raise an issue with the TIP but she did speak about some of the comments on the CLRP amendments that came up during the public comment period. She said that she and other colleagues who represent the area had not been briefed on the proposed changes to the design of the I-66 improvements project. She explained that there had been consensus around a preferred alternative and as part of that, no horizontal or vertical increases to on-ramps were going to go forward. But she said that had changed. She noted that while she would vote to approve the TIP she was concerned about the changes to the proposed I-66 ramps within the CLRP.

Ms. Hamilton said that the agency does have a plan to conduct outreach to the public and the elected officials of the affected jurisdictions. She explained that VDOT had not yet gone to the public with information about the changes to the I-66 ramps because they were waiting on more detailed information to share. She also explained that the agency had only recently selected its private sector partner to design, build and operate the Express lanes on I 66 and the partner had proposed some changes to the preferred alternative that VDOT had chosen. She said these proposed changes are being reviewed internally and would then be taken through a public engagement process. She also said the

project's environmental analysis and document would be revised. She said while the proposed changes were intended to improve operations, they also were intending to avoid impacts on some structures near the on-ramp sites such the Metrorail's power station building. She said that when they had more details, VDOT would work with citizens and with elected officials.

A motion was made to approve Resolution R17-2017 to amend the FY 2017-2022 TIP. The motion was seconded and approved.

11. (AGENDA ITEM 13) APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO ADD THE GOVERNOR HARRY W. NICE BRIDGE IMPROVEMENT PROJECT FOR THE MARYLAND TRANSPORTATION AUTHORITY (MTA)

Chairman Newton introduced the next item to amend the FY 2017-2022 TIP to add the Governor Harry M. Nice Bridge improvement project for the Maryland Transportation Authority.

A motion was made to approve Resolution R18-2017 to amend the FY 2017-2022 TIP. The motion was seconded. The board voted to approve the TIP amendment to add the Governor Harry M. Nice Bridge improvements.

12. (AGENDA ITEM 14) APPROVAL TO AMEND THE FY 2017-2022 TIP FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

Chairman Newton next introduced a TIP amendment for WMATA. She said that the board had been briefed on the item and there was nothing to add.

A motion was made to approve Resolution R19-2017 to amend the FY 2017-2022 TIP. The resolution to amend the TIP for WMATA was approved.

13. (AGENDA ITEM 11) LONG-RANGE PLAN TASK FORCE

Chairman Newton introduced the topic with a recap of the discussion during the February meeting when the board had agreed to a set of changes to the draft resolution and that the TPB's resolution for this meeting reflected all of those agreed upon changes. She then said that leading up to today's meeting, she had had discussions with the two vice chairs of the board about the work the board will be undertaking with this action. She said the outcomes will be based on the TPB's commitment to taking this on and the ability that the board has to make a difference. Chairman Newton said, "And it's going to be very, very important for all of us -- I can't say this strongly enough -- to take off our parochial hats and put on our regional hats. That's what we're here for as a transportation planning board." Describing her expectations she said "We hope to achieve a consensus-based plan which I really do sincerely hope can be a consensus-based proposal, a set of transportation projects, programs, and policies that are not yet part of our region's long-range transportation plan, but that we believe collectively will be game-changers and have the potential to provide meaningful and substantive improvements to our region's ability to satisfactorily address the current congestion, mobility, and accessibility challenges that we are all incurring. I also think that they will enable us to successfully manage the growth that we all hope will come to our region." She noted that plan will not have detailed engineering studies or implementation plans for each of the proposals but rather it would be a high-level analysis conducted to identify the potential improvements that these projects, programs, and policies can provide. She said that following the approval of this plan, the TPB will be able to make a case for these to be funded or other implementation actions taken, and make these a part of the constrained element of the region's long-range transportation plan.

Chairman Newton said that "to do all of the above on a consensus basis by the end of the year is a very tall order. I and our two vice-chairs believe that it's something that we should commit ourselves to doing. We believe it can be done by having this task force, whose members are completely focused on the

activities to be accomplished, committed to doing so while looking for common ground for this board with such diverse views.” In order to ensure that the Task Force is well positioned to do this work within this limited time, she and the officers of the board were proposing to limit the number of members on the task force and to have her appoint the members to the task force. She said this proposal was now part of the resolution in front of the board with the details of how the appointment process would work detailed as an attachment to the resolution. She also said that due to some personal time commitments that have come into her life and Mr. Allen's significant commitments on the District's Council, she had asked Mr. Fisetto to serve as chair of this task force. She thanked Mr. Fisetto for accepting this responsibility. She said that Mr. Allen and herself would still be involved, but Mr. Fisetto would be taking the lead.

Chairman Newton then noted a change to the resolution which was under the sixth "Resolved" clause. She said that the resolution now specified that the TPB in July 2017 will approve 6-10 projects, programs, and policies that will have been identified by the task force in June. With that, Chairman Newton asked for a motion to approve resolution R16-2017 before opening it up for discussion.

Mr. Ron Meyer moved to adopt Resolution R16-2017, Establishing the Mission and Tasks of the Long-Range Plan Task Force. The motion was seconded.

Mr. Lovain asked if under charge 3 of the resolution staff could examine the scenario analysis of NVTA. Mr. Srikanth responded that staff has already met with NVTA staff and that TPB staff will be able to inform the task force on NVTA's work.

Mr. Ron Meyer stated his desire to work towards a list of projects, policies and programs that could potentially receive new federal funding. He noted a few projects he would be interested that the group consider.

Mr. Zimbabwe asked if the membership needed to be limited to elected officials, as written in the second bullet of the membership page.

Chairman Newton replied saying that southern Maryland had also brought up the same question.

Mr. Erenrich stated that the membership structure does not automatically include representation for the first and second largest jurisdictions in the region (counties), and that he believes they should be incorporated.

Mr. Weissberg echoed Mr. Erenrich's concerns and asked that counties be added to the membership list.

Mr. Snyder asked for clarification from Chairman Newton as to what the membership structure would be.

Chairman Newton replied that the members would come from the TPB and would be a balance of large and small jurisdictions from DC, Maryland and Virginia, and with diverse interests. Chairman Newton replied to Mr. Erenrich's and Mr. Weissberg's concerns by saying that the term "state-level jurisdictions" was not meant to exclude counties or cities. She said it was meant to capture representation from the three states covered by the TPB's planning area considering the District as a state for discussion purposes. She recommended that under the second bullet, "elected officials" be changed to read "six additional representatives."

Mr. Snyder stated he believed every TPB member should be able to serve on the task force. He also said that the notion of the words "projects, policies, and programs" is very important, and he hoped that this effort is not just limited to short-term projects that may make participants in this process feel good in the short term but in the long term do not address larger issues like air quality and true mobility around the region over the long term.

Chairman Newton then replied to Mr. Snyder's concern by saying that if the task force were large with an unlimited membership, it could become unwieldy. She stated the importance of members committing to coming to every meeting so that discussions are not backsliding or repeated and the task force can move forward.

Mr. Fisette stated he agreed the term "elected officials" should be changed to strike "elected." He further clarified the "state-level jurisdiction" comment by saying it was meant to describe the balance between DC, Maryland and Virginia. He then responded to the concerns raised by Mr. Snyder by stating his belief in the added benefits to efficiency that a more limited membership structure would provide, and that the TPB will be constantly kept up to date along the way.

Mr. Snyder asked if the membership structure could be changed to allow any TPB member to volunteer themselves into a position onto the task force.

Chairman Newton replied that the current structure allows for board members to nominate themselves and that the chairs will decide on the final make-up of the task force, but that having a structure which would allow 45 members as opposed to a more limited 15 or 18 seemed unworkable to the chairs.

Ms. Glaros asked for further clarification of the term "state-level jurisdictions."

Chairman Newton and Mr. Fisette stated that local, county or state representatives were eligible. Mr. Fisette recommended changing the language to "two each from the District of Columbia, Maryland and Virginia."

Ms. Glaros stated her belief that it is important to keep the membership open to those who are interested in participating, and suggested that there should not be a cap on membership.

Mr. Ron Meyer asked if the change Mr. Fisette suggested could be formalized to remove "elected" and "the state-level jurisdictions." This passed as a friendly amendment.

Ms. Hudgins expressed concern with the limit of six additional representatives beyond the chairs.

Mr. Ron Meyer, in response to Ms. Hudgin's concern, suggested changing "six" to "nine," and Ms. Hudgins agreed that would be acceptable. This passed as a friendly amendment (the change of "six" to "nine" and of "two" to "three", and of the total number of task force members from "15" to "18").

Mr. Weissberg stated that he believed it is important to have county representatives within the structure of the task force.

Mr. Fisette replied to Mr. Weissberg, noting the potential challenges of specifying counties but not cities in the membership structure. He said that making these types of distinctions could unravel the structure.

Chairman Newton responded to this conversation by emphasizing the importance of the task force as a regional and not parochial activity.

Mr. Lovain said that nine additional representatives would be satisfactory to him, and he trusts the officers of the TPB to assure jurisdictional diversity in their selections.

Mr. Herling stated that he believes the task force members will be expected to think regionally and not just represent the interests of their home jurisdictions.

Mr. Weissberg stated that he agrees that task force members should think regionally, but that certain jurisdictions are affected disproportionately by regional issues, and that members representing those jurisdictions would be more sensitive to these issues on the task force.

Mr. Groth recommended that "member jurisdictions" be changed to read "three each from the member jurisdictions of the District of Columbia, Maryland and Virginia." Discussion ensued and this was agreed upon.

Ms. Russell asked if there would be an option to appoint alternates.

Ms. Rishell asked if there would be a limit to the membership in the case that more than 18 people self-nominate.

Chairman Newton replied that there will be 18 members selected to serve on the task force. She then asked if Ms. Russell wanted to introduce a motion to amend.

Mr. Fisette responded to Ms. Russell's question saying that there could be a system where alternates attend every meeting in order to stay connected, but that the question of alternates has not yet been fully decided upon.

Mr. Snyder made a motion to amend the membership structure. He proposed deleting the second bullet, and put in its place, "Members of the Transportation Planning Board who volunteer," and to delete the "total number of task force members" line. The motion was seconded.

Ms. Hudgins stated that having a higher number of members may allow more jurisdictions to participate, especially if alternates were allowed, but that she understood the problems with having too large a group. She stated the importance of having enough voices in the room to create regional buy-in.

Chairman Newton responded to the amendment stating she hoped task force members will be able to think regionally and that the task force could become too large if membership is unlimited. She also stated that in selecting members she will ensure the group will represent the board and the region.

Mr. Kannan stated his belief that the board needs to get out of its comfort zone in order to effectively execute the charges of the task force. He said the task force needs to think regionally which is possible to do without everyone at the table at once.

Mr. Nohe expressed concern that the discussion about the membership structure was taking too long, and that he was concerned the board was focusing on the structure of the membership rather than the content of the work the task force will be embarking on.

Mr. Ron Meyer stated his preference for having guidelines including a timeline and membership structure in order to accomplish the charges of the task force, and that he hopes board members can trust the chairs to pick a good group. He also stated that anyone would be able to attend the task force meetings and that the task force is the beginning of a long-term process in addressing the problems the region faces.

Mr. Fisette stated his disagreement with the proposed amendment because of his belief that the size of the task force must be limited in order to be productive, and that other regional bodies deploy task forces with limited numbers of members. He stated that the work of the task force will be brought back before the board for debate.

Mr. Snyder stated his belief that the task force should be inclusive, and that if it is not inclusive then the work is less likely to be implemented.

Mr. Lewis stated that the region is making progress and gave the example of the Nice Bridge, which was recently approved by the TPB and will help the people of Southern Maryland and Virginia.

Chairman Newton called for a vote on Mr. Snyder's amendment to delete the second bullet, and put in its place, "Members of the Transportation Planning Board who volunteer," and to delete the "total number of task force members" line.

A voice vote was inconclusive. A hand vote resulted in 11 ayes, 14 nays and one abstention (Ms. Smyth). The amendment failed.

Chairman Newton called for a vote on the full proposal including the membership page. A hand vote resulted in 20 ayes, 2 nays (Mr. David Meyer and Mr. Snyder), and 3 abstentions (Mr. Weissberg, Mr.

Lewis and Ms. Hamilton). The motion passed.

Chairman Newton requested that anyone interested in serving on the task force should reach out to her via email or phone any time before Monday morning, and that the first task force meeting is scheduled for April 10.

Mr. Srikanth stated that the second meeting will take place on April 19, and that there may be up to two meetings a month through July, when the board will be asked to endorse the list of projects, policies and programs.

14. (AGENDA ITEM 10) ENDORSEMENT OF THE MAP FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI / ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

Mr. Ritacco referred to the mailout material. He thanked the board, the Technical Committee, Citizens Advisory Committee and Access for All Advisory Committee for their time reviewing the Equity Emphasis Areas map for the proposed enhancements to the Title VI environmental justice analysis of the CLRP and other planning activities. He referred to his memo and map which identified areas of high concentrations of low-income and minority populations, described as Equity Emphasis Areas. He said that there is a federal requirement to analyze the CLRP for any disproportionately high and adverse impact on low-income and minority populations. He said that the map which identifies these areas is the first phase of this approach. Once the map is approved, staff will begin the analysis.

Mr. Ritacco summarized the concerns of Prince George's county regarding an earlier version of the map. He said that county representatives felt that areas were not included in the map that ought to be. To correct this, staff adjusted the selection criteria to include a low-income concentration score. He said that throughout the process of developing the map, staff received lots of supportive and productive comments.

He said that work on the second phase will be conducted from May to June.

Ms. Glaros, Mr. Weissberg, and Mr. Shaw thanked staff for their work.

Mr. Weissburg moved to adopt Resolution R17-2017 to endorse the map of Equity Emphasis Areas. Mr. Shaw seconded the motion, which was unanimously approved.

NOTICE ITEMS

15. NOTICE OF PROPOSED AMENDMENT TO THE 2016 FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP), AS REQUESTED BY THE VIRIGNIA DEPARTMENT OF TRANSPORTATION (VDOT) AND THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

Ms. Erickson introduced a notice item about a CLRP amendment. She explained that this year there was no annual solicitation. But she explained that there were some projects that needed to be included in an off-cycle analysis. She explained that Virginia proposed an off ramp from I-95 and modifications to the I-66 outside the Beltway HOT lanes project in Fairfax and Loudoun. She also explained that Maryland was able to fund improvements to the Governor Harry M. Nice Bridge so the date of completion would be moved up.

16. NOTICE OF PROPOSED DRAFT SCOPE OF WORK FOR AN AIR QUALITY CONFORMITY ANALYSIS FOR AN AMENDMENT TO THE 2016 CLRP TO INCLUDE THE PROJECTS DESCRIBED IN ITEM 14

Ms. Posey explained that with the changes to the CLRP there would also be an Air Quality Conformity analysis and that the board would be asked to approve the amendment in October. She said that the scope of work is out for public comment, and the board will be asked to approve the scope at its April

meeting.

Mr. Kannan asked about how any changes in fuel efficiency standards from the Federal government would affect the air quality analysis.

Ms. Posey explained that this simple amendment would not be affected by any changes at this time.

Mr. Srikanth explained further that any changes to fuel efficiency would have to go through a federal rule making process and that those CAFE standards are not an explicit input into the analysis. At this time, it is uncertain what the timing of any changes might be and how they may affect future analyses.

Ms. Smyth took the opportunity to further explain the changes to the I-66 ramps. She said that one of the things that has been added for Option A is another access at 123 to the HOT lanes to allow for access from both the east and west. She also said that there is an additional ramp over Gallows Road and the Dunn Loring Metro.

OTHER ITEMS

17. ADJOURN

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

Meeting Highlights: TPB Technical Committee April 2017

April 13, 2017

The Technical Committee met on April 7, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's April agenda:

- **TPB agenda item 7**
The committee was briefed on the 2017 Regional Bike to Work Day. Staff explained that events are being organized at 86 locations in the region for Friday, May 19. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives. The TPB will be asked to approve a Bike to Work Day proclamation at its April meeting.
- **TPB agenda items 8-9**
The committee received a recap of items out for public comment and summary of public comments to date regarding the proposed "out-of-cycle" amendment to the 2016 constrained long range plan (CLRP) and the Air Quality Conformity Analysis for the amendment to the 2016 clrp and 2017-2022 Transportation Improvement Program (TIP). At the April 19 TPB meeting, the board will be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP. The board will also be asked to approve the scope of work for the air quality conformity analysis.
- **TPB agenda item 10**
Staff briefed the committee on projects that have been recommended for funding under the FY 2018 Transportation Alternatives Set-Aside Program (TAP) for Northern Virginia TPB jurisdictions. Staff explained that a portion of federal TAP funding is sub-allocated to the TPB for project selection in Northern Virginia. At its April meeting, the TPB will be asked to approve the projects recommended by a technical review panel for funding as part of the FY 2018 project solicitation conducted by the Virginia Department of Transportation (VDOT).
- **TPB agenda item 12**
The committee will be briefed on the Region's Redesignation Request and Maintenance Plan for Ozone.
- **TPB agenda item 13**
The committee was briefed on the federally required performance-based planning and programming transit asset management targets set by providers of public transportation and a draft set of targets for the metropolitan planning area.
- **TPB agenda item 14**
Staff provided a status report on the Long-Range Plan Task Force. Staff reminded the committee that in March, the TPB formally established the task force and charged it with several activities. The committee was updated on the proposed schedule and work plan of the task force's activities.

The following items were presented for information and discussion:

- **2018 Quadrennial Update of the Long-Range Plan**
Staff explained that the 2018 Long-Range Plan must be approved by the TPB by October 2018 in order to meet federal requirements. The committee was updated on progress to date and various components of the Long-Range Plan, including the financial analysis element and the proposed public outreach efforts.
- **Project Prioritization in the Washington Region: A Series of Presentations on How Funding Agencies Prioritize Projects for Funding in the CLRP and TIP**
Over the next several months, the funding agencies will have the opportunity make presentations to the Technical Committee regarding their project prioritization processes for identifying projects for inclusion in the CLRP and TIP. At the April meeting, the committee received presentations from Maryland DOT and Virginia DOT.
- **Performance-Based Planning and Programming – Pavement and Bridge Condition Performance**
The committee was updated on the metropolitan planning area's measured performance for pavement and bridge condition, a category of the federally-required performance-based planning and programming rules.
- **Intercity Bus and Tourism**
The committee was briefed on the tasks that TPB staff have undertaken to meet the new federal requirements regarding Intercity Bus and Tourism.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – April 7, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

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

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County James Davenport
PRTC Betsy Massie
VRE Christine Hoeffner
VDOT Norman Whitaker
Regina Moore
VDRPT Clinton Edwards
NVPDC -----
VDOA -----

WMATA

Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Andrew Meese, DTP
Nicholas Ramfos, DTP
Andrew Austin, DTP
Bill Bacon, DTP
Lamont Cobb, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Ken Joh, DTP
Arianna Koudounas, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Dzung Ngo, DTP
Jinchul Park, DTP
Jane Posey, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Jon Schermann, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xei, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Patrick Zilliacus, DTP
Sunil Kumar, DEP
Paul DesJardin, DCPS
Nicole McCall, DCPS

OTHER

Alex Brun, MDE
Victor Henry, BMC
Michelle Martin, MDOT
Bill Orleans



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: April 13, 2017

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: April 13, 2017

At its meeting on April 7, the TPB Steering Committee approved the following resolution to amend the FY 2017-2022 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement:

- SR20-2017: To include \$1.04 million in Bridge Replacement and Rehabilitation and local/matching funds for the Mouth of Monocacy Road Bridge Replacement project, as requested by the Montgomery County Department of Transportation.

The committee reviewed a draft amendment to the 2016 CLRP and the FY 2017-2022 TIP that has been requested by the Virginia Department of Transportation to update the project cost for the I-395 Express Lanes Northern Extension project to \$462 million, to update the project cost for the Transform I-66 Outside the Beltway to \$3.388 billion, and to include \$419 million in federal, state, and private funding for five projects associated with the I-395 Express Lanes Northern Extension project, and to include \$1.42 billion in private and state funding for two projects associated with the Transform I-66 Outside the Beltway project. The Steering Committee recommended that the CLRP and TIP amendment be approved by the TPB with resolution R22-2017 under Item 11 of the April 19 meeting.

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

Attachments

- SR20-2017

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
MOUTH OF MONOCACY ROAD BRIDGE REPLACEMENT PROJECT, AS REQUESTED
BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)**

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

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

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

WHEREAS, in the attached letter of March 17, MCDOT has requested that the FY 2017-2022 TIP be amended to include \$1.04 million in Bridge Replacement and Rehabilitation (BR) and local/matching funds for engineering and right-of-way acquisition between FY 2017 and FY 2022 for the Mouth of Monocacy Road Bridge Replacement project (TIP ID 6584) in Montgomery County, as described in the attached materials, and

WHEREAS, this project 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 \$1.04 million in BR and local/matching funds for engineering and right-of-way acquisition between FY 2017 and FY 2022 for the Mouth of Monocacy Road Bridge Replacement project in Montgomery County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 7, 2017.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

March 17, 2017

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

Dear Chairman Newton:

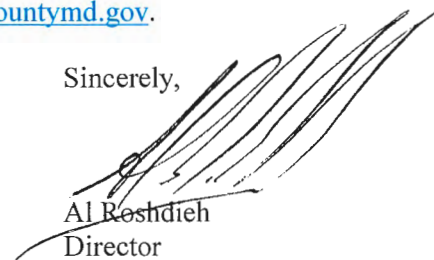
The Montgomery County Department of Transportation (MCDOT) requests the following amendment to the suburban Maryland portion of the National Capital Region Transportation Planning Board's FY 2017-2022 Transportation Improvement Program (TIP) for the Mouth of the Monocacy Road Bridge Replacement. The Mouth of the Monocacy Road Bridge project will replace a low volume, one-lane bridge with a new one-lane bridge. Monocacy Road is classified as an exceptional rustic road and is structurally deficient. Additionally, the bridge is eligible for federal funding.

MCDOT is requesting to add the preliminary engineering and right of way to the FY 2017-2022 TIP for a total of \$1.04 million. Construction funding is scheduled to be programmed in FY 2023 and FY 2024. Please refer to the enclosed TIP amendment for details.

MCDOT requests that this amendment be approved by the Transportation Planning Board Steering Committee at its April 7, 2017 meeting. Thank you for your cooperation in this matter.

Should you have any questions, please contact Mr. Gary Erenrich, Special Assistant to the Director at (240)777-7156 or, gary.erenrich@montgomerycountymd.gov.

Sincerely,



Al Roshdieh
Director

Encl:

cc: Gary Erenrich, MCDOT

Office of the Director

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

montgomerycountymd.gov/311



301-251-4850 TTY

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

FY 2017 - 2022

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

Bridge

Bridge Renovation

TIP ID: 6584	Agency ID: M-0043	Title: Mouth of Monocacy Road Bridge Replacement	Complete: 2023	Total Cost: \$3,050
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Facility: Mouth of Monocacy Road Bridge	BR	80/0/20	100 a	150 a	150 a	150 a	150 a	40 a	740
From: Monocacy River									
To:	Local	0/0/100						300 b	300

Total Funds: 1,040

Description: The Mouth of Monocacy Road Bridge, built in 1971, is a single span (47'-6" span length) steel beam structure carrying a 14'-9" roadway (one lane bridge). The bridge has very low traffic volume, ADT of 135 in 2011. The road is classified as an exceptional rustic road in the Rustic Roads Functional Master Plan. The steel beams and bearings are in poor condition. The structure is structurally deficient. It has a bridge sufficiency rating of 29.4 out of 100 and is eligible for replacement using federal funding. The bridge and road will be closed to traffic during construction.

Amendment: Add New Project **Approved on: 4/7/2017**
 Amend project into the FY 2017-2022 TIP with \$1.04 million in Bridge Replacement and Rehabilitation (BR) and local funds between FY 17 and FY 22 for engineering and right-of-way acquisition. An additional \$2.01 million is scheduled to be programmed in FYs 23 and 24.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: April 13, 2017

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



Spring 2017 Regional *Street Smart* Kickoff Event

**Tuesday, April 25th
10:30 a.m.**

Takoma Langley Crossroads Transit Center
Langley Park, MD 20783



ITEM 7 – Action
April 19, 2017
Approval of Regional Bike to Work Day
2017 Proclamation

Staff

Recommendation: Approve the Bike to Work Day 2017 Proclamation.

Issues: None

Background: In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at 86 locations in the region for Friday, May 19. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.



Proclamation

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

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

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

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

WHEREAS, Capital Bikeshare's regional bike sharing system has hundreds of stations within the District of Columbia, the City of Alexandria, and Arlington, Fairfax and Montgomery Counties; and

WHEREAS, the National Capital Region Transportation Planning Board through its Commuter Connections program promotes bicycling and organizes Bike to Work Day along with the Washington Area Bicyclist Association; and

WHEREAS, the week of May 15th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

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

1. Proclaims Friday, May 19, 2017 as Bike to Work Day throughout the Washington, DC metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.



Pit Stops

NORTHEAST

Anacostia River Trail/River Terrace
Edgewood – Met Branch Trail
Ivy City
NoMa
Union Market

NORTHWEST

Adams Morgan
Columbia Heights (Afternoon)
Franklin Square
Freedom Plaza
Georgetown Waterfront Park Area
Glover Park
Golden Triangle – LStreet
Golden Triangle – Farragut Square
Mt. Vernon Triangle
National Geographic Society
Riggs Park at Seabury (Afternoon)
Shaw
West End at American College of
Cardiology (Afternoon)

SOUTHEAST

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

SOUTHWEST

The Wharf/Southwest Waterfront
(Afternoon)

CHARLES

Indian Head

FREDERICK

Frederick City

MONTGOMERY

Bethesda
FDA White Oak
Friendship Heights
Gaithersburg
National Institutes of Health Bldg One
Naval Support Activity Bethesda
North Bethesda – at Pike & Rose
Rock Springs Business Park
Rockville – Fallsgrove
Rockville – Town Center
Rockville – Twinbrook
Silver Spring – Discovery Place

PRINCE GEORGE'S

Bowie – Old Town
Bowie – Town Center
Capitol Heights
College Park – City Hall/UMD
Greenbelt
Hyattsville
Oxon Hill/National Harbor
Port Towns – Edmonston (Morning)
Port Towns – Edmonston (Afternoon)
Suitland
University of Maryland

TAKOMA PARK

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

ALEXANDRIA

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

ARLINGTON

Arlington – Ballston
Arlington – Columbia Pike/Penrose Square
Arlington – Crystal City Water Park
Arlington – East Falls Church Metro Station
Arlington – Rosslyn
Arlington – Rosslyn Afternoon Party, Heavy Seas
Arlington – Shirlington
Arlington – Shirlington Afternoon Party, New District

FAIRFAX

Burke VRE Station
Fair Lakes
Fairfax City Downtown
Fairfax County Government Center
Falls Church
Fort Belvoir
Herndon
Mosaic
Mt. Vernon – Collingwood Park
Reston – Wiehle-Reston East Metrorail Station
Springfield/Metro Park at Walker Lane
Tysons Corner Center
Vienna

LOUDOUN

Leesburg
Sterling

PRINCE WILLIAM

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

BIKE TO WORK DAY 2017

Nicholas Ramfos
TPB Operations Programs Director

National Capital Region Transportation Planning Board
April 19, 2017



Background

- **Rolled out regionally in 2001 by Commuter Connections**
- **Friday May 19, 2017**
- **Celebrates bicycling as a clean, fun, and healthy way to get to work**
- **Participation goal set**



Support for Cyclists

- **Cycling classes**
- **Bicycling to work guides (pamphlets)**
- **86 pit stops throughout region**
- **Guaranteed Ride Home**
- **Commuter Convoys**

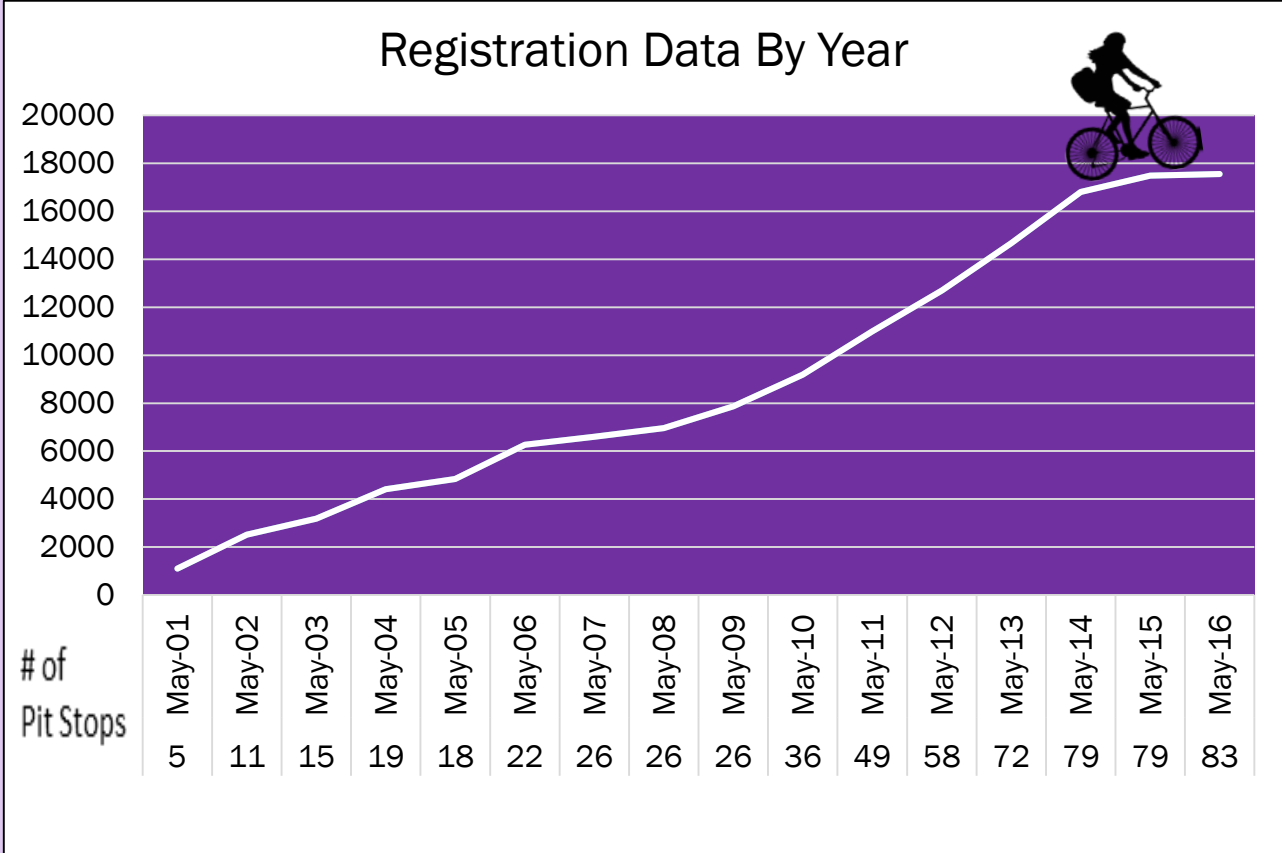


Event Freebies

- **Food & prizes**
- **Bike maps and literature**
- **Bicycle raffles**
- **Bicycle Tune-Ups**
- **Free T-Shirts**



Event Growth by Year



Bike to Work Day

- Coincides with National Bike to Work week
- 17,500 registrants in 2016
- Goal for 2017 is 18,600
- Proclamation at April TPB meeting



Employer Involvement

- **Business community support**
- **Reduced parking and improved employee health & fitness**
- **Employer sponsored pit stops**
- **Employer Challenge**



Support for Bicyclists at Work

- **Bicycles racks**
- **Bike lockers and cages**
- **Showers**
- **Personal gym lockers**
- **Bike subsidy**
- **Capital Bikeshare memberships**



Bike to Work Day Survey

- **Conducted every three years (2013)**
- **Online survey to all event participants**
- **Response rate of 29 percent**
- **Measures impacts of bicycle commuting before and after event**
- **Survey results used in TERM Analysis**
- **Preliminary Survey Results for 2016 event being reviewed (survey conducted Nov 2016)**



Bike to Work Day 2013 Survey

Age Breakdown

Age	Percent
18-24	3%
25-34	26%
35-44	22%
45-54	28%
55-64	17%
65 +	4%



Bike to Work Day 2013 Survey

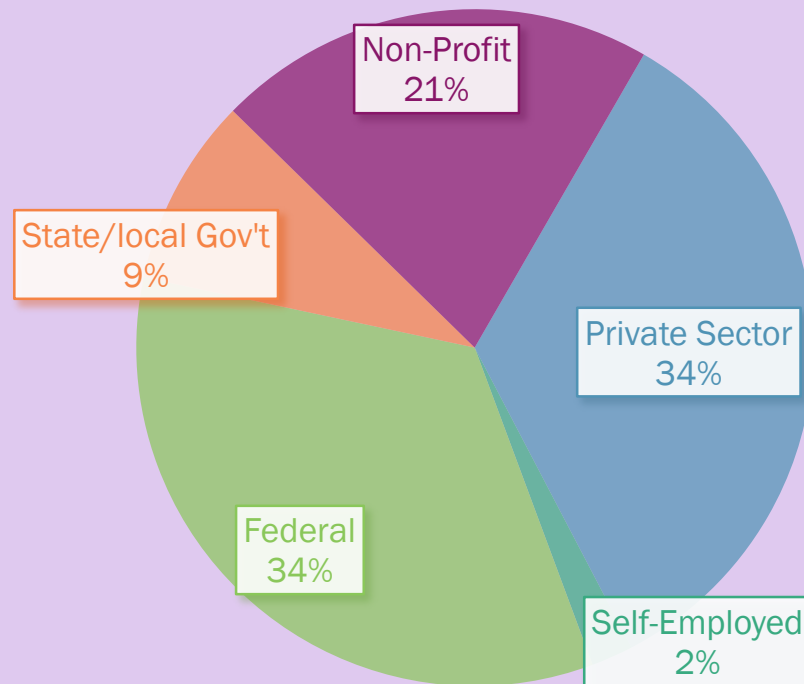
**Home and
Work States**

State	Home	Work
District	28%	48%
Maryland	28%	21%
Virginia	44%	31%



Bike to Work Day 2013 Survey

Type of Employer



Bike to Work Day 2013 Survey

- **Prior to Bike to Work Day 17% of respondents never commuted by bicycle**
- **After Bike to Work Day**
 - **10% of respondents start bicycling to work 1.4 days/week**



Rain Date Policy

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



Rain Date Policy Reasoning

- **The ambiguity – what’s enough rain to postpone the event?**
- **What if it rains in one area of the region and not another?**
- **No guarantee it wouldn’t rain on rain date**
- **May send the wrong message that one cannot bike in the rain**



VIP Invitations

- **WABA to formally invite elected officials**
- **All TPB members on the list**
- **Officials asked to RSVP to the pit stop of their choice.**



Website

**BIKE TO WORK DAY 2017
FRIDAY MAY 19**

HOME EMPLOYER RESOURCES EVENT INFO FIRST TIME RIDER INFO REGISTER SPONSORS

Bike to Work Day

On Friday May 19, 2017 Commuter Connections and the Washington Area Bicyclist Association invite you to celebrate bicycling as a clean, fun, and healthy way to get to work. Be one of the first 16,000 to register and attend a pit stop in D.C., MD, and VA to receive a free T-shirt, refreshments, and be entered into a raffle for a new bicycle.

2017 Registration Now Open

Pit Stops

Over 85 Bike to Work Day pit stop events will be held throughout D.C., Maryland, and Virginia. Take a break at a pit stop on your way to work for food, beverages, fun, and prizes. Register now, it's free! There are also a few pit stops open for your afternoon commute back.
[Read More...](#)

Commuter Convoys

Bicycle commuter convoys are forming now for Bike to Work Day on 2017. All bicyclists are welcome to join the free convoys and there's no need to sign up. Convoys are led by experienced bicycle commuters.
[Read More...](#)

Event Poster

Download a PDF of the new Bike to Work

Find a Ride Buddy

Use the Washington Area Bike Forum to find

Increase Cycling Skills

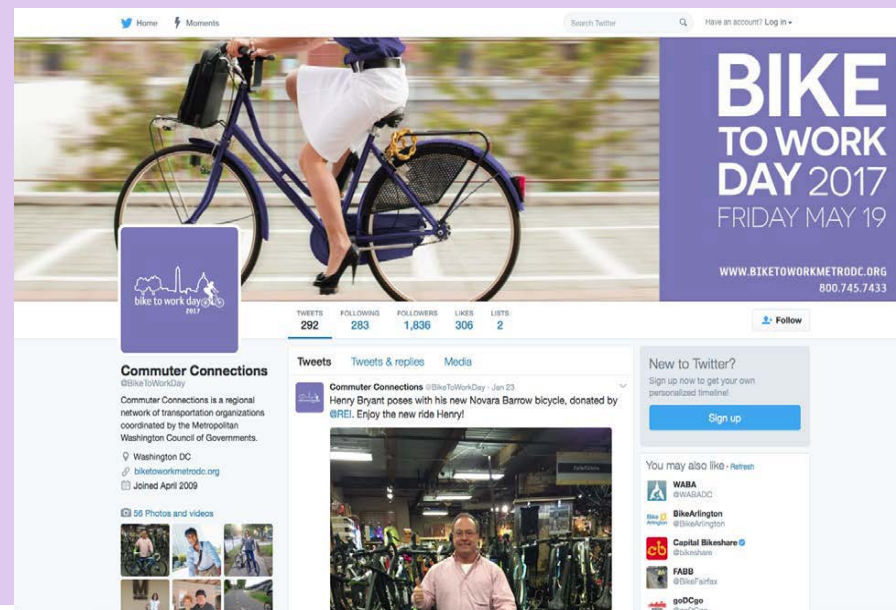
WABA's adult bicyclist education

Sponsors

GO Alex



Social Media



Posters and Rack Cards

Pre-register by May 12 for Free T-Shirt* and Bike Raffles!

FREE FOOD, BEVERAGES and GIVEAWAYS at all locations

Visit biketoworkmetrodc.org for pit stop locations & times.
*T-Shirts available at pit stops to first 16,000 who register.
Over 85 pit stops throughout D.C., Maryland, and Virginia!

BIKE TO WORK DAY 2017
FRIDAY MAY 19

BIKETOWORKMETRODC.ORG
for free registration
or call 800.745.7433

#BTWD2017

bike to work day 2017

Bike to Work Day is also funded by DC, MD, VA and U.S. Departments of Transportation.

BIKE TO WORK DAY 2017
FRIDAY MAY 19

Register free at
www.BIKETOWORKMETRODC.org
or call 800.745.7433

Pre-Register by May 12 for free T-shirt* and bike raffle!

FREE FOOD, BEVERAGES and GIVEAWAYS at all locations

Over 85 Bike to Work Day pit stops located in D.C., Maryland and Virginia!

Visit www.biketoworkmetrodc.org for specific pit stop locations and times.

*T-shirts available at pit stops to first 16,000 registrants.

#BTWD2017

bike to work day 2017

BIKETOWORKMETRODC.ORG
for free registration
or call 800.745.7433

#BTWD2017

bike to work day 2017

Bike to Work Day is also funded by DC, MD, VA and U.S. Departments of Transportation.

Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Departments of Transportation.

Printed on recycled paper

T-Shirts



Banners

BIKE TO WORK DAY 2017
FRIDAY MAY 19

Register at
BIKETOWORKMETRODC.ORG
or call 800.745.7433

ARLINGTON – SHIRLINGTON
Shirlington Library
4200 Campbell Ave
6:30 am to 9:00 am

SPONSORS: COMMUTER CONNECTIONS, WASHINGTON AREA BICYCLIST ASSOCIATION, Takoma Bicycle, ICF, Allegra ALLERGY, Bike Arlington, BICYCLE SPACE, California TORTILLA, DC BIKE LAWYERS.COM, GO Alex, Marriott.

GRAPHIC: bike to work day 2017 (with skyline and cyclist icon), and silhouettes of four cyclists in green, yellow, red, and blue riding on a path with arches below.



Banners

BIKE TO WORK DAY 2017
FRIDAY MAY 19

ARLINGTON – SHIRLINGTON

Shirlington Library
4200 Campbell Ave
6:30 am to 9:00 am

Register at
BIKETOWORKMETRODC.ORG
or call 800.745.7433

COMMUTER CONNECTIONS | **WASHINGTON AREA BICYCLIST ASSOCIATION** | *Takoma Bicycle* | **ICF** | **Allegra ALLERGY**

Bike Arlington | **BICYCLE SPACE** | **California TORTILLA** | **DC BIKE LAWYERS.COM** | **GO Alex** | **Marriott**

bike to work day 2017



Nicholas Ramfos

TPB Operations Programs Director

(202) 962-3312

nramfos@mwkog.org



mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

ITEM 8 – Action

April 19, 2017

Review of Comments Received and Approval of Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) Project Submissions for the Out-of-Cycle Air Quality Conformity Analysis for the Amendment to the 2016 Constrained Long Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program (TIP)

Staff

Recommendation: Adopt Resolution R20-2017 to approve the project submissions for inclusion in the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP.

Issues: None

Background: At the March 29 meeting, the board was briefed on the three VDOT and MDOT projects submitted for inclusion in an air quality conformity analysis for the Amendment to the 2016 Constrained Long-Range Plan (CLRP) and FY 2017-2022 TIP, which were released for a 30-day public comment period that ended April 8. The board will be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity analysis.

TPB R20-2017
April 19, 2017

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

RESOLUTION ON INCLUSION IN AN OFF-CYCLE AIR QUALITY CONFORMITY ANALYSIS OF SUBMISSIONS FOR THE 2016 FINANCIALLY CONSTRAINED LONG RANGE PLAN (CLRP) AMENDMENT AND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long-range transportation plan be reviewed and updated at least every four years; and

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

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

WHEREAS, in the attached letter of March 2, 2017 the Maryland Department of Transportation (MDOT) requested that the CLRP be amended to include updated information pertaining to the Governor Harry W. Nice Bridge Replacement project; and

WHEREAS, in the attached letter of March 7, 2017 the Virginia Department of Transportation (VDOT) requested that the CLRP be amended to include updated information pertaining to the I-66 Corridor Improvements Outside the Beltway project and a new off-ramp from the I-95 Express Lanes to Russell Road near Marine Base Quantico; and

WHEREAS, amending these projects into the CLRP would require that a new air quality conformity analysis be performed "off-cycle," prior to the next scheduled update of the CLRP in 2018; and

WHEREAS, both MDOT and VDOT have agreed to pay for this off-cycle air quality conformity analysis out of their Technical Assistance portion of the FY 2017 and FY 2018 Unified Planning Work Programs; and

WHEREAS, the transportation implementing agencies in the region have submitted project descriptions and inputs for the Air Quality Conformity Analysis, which have been reviewed by the Technical Committee at its meeting on March 3 and April 7, 2017; and

WHEREAS, on March 9, 2017, the project submissions for the off-cycle CLRP Amendment were released for a 30-day public comment and interagency consultation period which ended April 8; and

WHEREAS, the TPB was briefed on the submissions to the 2016 CLRP Amendment at its March 29, 2017 meeting during the public comment and interagency consultation period and at the April 19, 2017 meeting, the TPB was briefed on the public comments received on the submissions for the off-cycle CLRP Amendment, and the responses provided to the public comments; and

WHEREAS, the adoption of the off-cycle CLRP Amendment by the TPB is scheduled for the October 18, 2017 meeting upon completion of a 30-day public comment and interagency consultation on the results of the regional air quality conformity analysis for the off-cycle CLRP Amendment beginning on September 14, 2017; and

WHEREAS, the project submissions for the off-cycle CLRP Amendment have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the off-cycle CLRP Amendment, the project submissions as described in the attached memorandum.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Proposed Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP)
DATE: April 13, 2017

The project submissions for inclusion in the Air Quality Conformity Analysis of the off-cycle amendment to the CLRP were released for public comment on March 9, 2017. The attached materials summarizing the projects were presented to the board at its March 29 meeting.

The public comment period ended on April 8. All comments received can be reviewed online at mwcog.org/TPBcomment. The board will be presented with a summary and compilation of the comments received and the responses provided by the implementing agencies and TPB staff. The board will be asked to approve the projects for inclusion in the Air Quality Conformity Analysis of the CLRP on April 19.

SUMMARY OF PROJECTS

VDOT is proposing to construct an off-ramp from the northbound I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp would provide direct access from the northbound HOT lanes to Russell Road. More information can be found on this project on the CLRP project description form starting on page 5.

VDOT is also proposing modifications to the I-66 outside the Beltway HOT lanes project in Fairfax and Loudoun Counties to reflect changes to the “preferred alternative” which was included in the 2016 CLRP. These proposed changes would modify the locations of various access points between the HOT lanes and general purpose lanes, as well as some other roadways. More information can be found on this project on the CLRP project description form starting on page 9.

Maryland has recently approved funding to advance construction of the Governor Harry W. Nice Bridge Improvement Project. The Governor Harry W. Nice Bridge connects Charles County, Maryland to King George County, Virginia over the Potomac River, and this project will replace the existing 2-lane structure with a new 4-lane structure. This project is already included in the current 2016 Constrained Long Range Plan (CLRP). However, MDOT is proposing modifications to the construction timeline to reflect an earlier completion date of 2023 instead of 2030. More information can be found on this project on the CLRP project description form starting on page 23.

NEXT STEPS

Following the TPB approval of the project inputs on April 19, the Air Quality Conformity Analysis will be conducted between April and September. Draft results will be published in September at the commencement of a second public comment period. Following that, the TPB will be asked to approve the Air Quality Conformity Analysis and the off-cycle CLRP amendment on October 18, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 7, 2017

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

RE: Off-Cycle Amendments to the Constrained Long Range Plan and Air Quality Conformity Analysis

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the National Capital Region Transportation Planning Board's Constrained Long Range Plan (CLRP) and Air Quality Conformity Analysis (AQC) for two projects:

- 1.) I-66 Corridor Improvements Project Outside the Beltway
- 2) I-95 Express Lanes Marine Base Quantico Access at Russell Road.

We have provided CLRP project description forms and air quality conformity input data as documentation of these requests. We understand that reasonable charges for TPB staff's evaluation of these amendments will be assessed against VDOT's TPB Technical Assistance budget.

The Commonwealth of Virginia has entered into a Public Private Partnership (P3) to design, build and operate the I-66 Outside the Beltway Express Lanes. The proposed CLRP Amendment reflects two potential access option scenarios for future direct access ramps to and from the Express Lanes. Both access option scenarios are being considered by the Commonwealth and its P3 partner. We are requesting evaluation of the two options, and one option will be selected by the Virginia P3 prior to the Board's final action on the Amendment. The requested amendments are limited to the Express Lane access changes detailed in the attached CLRP project description form and Air Quality Conformity Inputs and a change in completion date for Phase 1 of the project from 2021 to 2022. Otherwise, the project description as approved by the TPB Board of Directors, including descriptions of transit services, reservation of space in the median for future transit extensions, and bike-pedestrian facilities, remains in effect.

The Russell Road I-95 Express Lanes Access project is part of the larger Atlantic Gateway initiative. The Atlantic Gateway is a package multi-modal of projects focused on the I-95/I-395 corridor

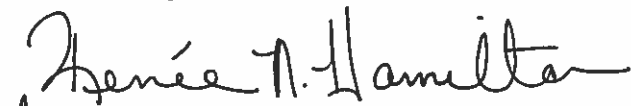
between Washington, D.C., and Fredericksburg, VA. Atlantic Gateway project component 3A consists of a southern extension of the I-95 Express Lanes. VDOT is conducting an analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (I-495) and U.S. Route 17 (Mills Drive) in Stafford County, Virginia. This analysis will include a 10-mile extension of the I-95 Express Lanes from south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133).

As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10-mile extension of the I-95 Express Lanes to have better access to Marine Base Quantico. Without providing this access, vehicle trips originating in Stafford County that travel to employment centers near the base would not have a choice to access the Marine Base Quantico via the I-95 Express Lanes system. Almost all of this work will be within the Fredericksburg Area Metropolitan Planning Organization (FAMPO) region and will be outside the boundaries of the TPB CLRP planning area.

Both projects will be fully funded by a combination of Federal, State and private sources assembled by the Commonwealth, so the amendments will not affect the fiscal constraint status of the CLRP or TIP. VDOT requests that both matters be placed on the March, 2017 agendas of the Citizens Advisory Committee and the Transportation Planning Board in order to initiate the Amendment process. VDOT's representative will attend the Transportation Planning Board meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,


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

cc:

Ms. Ms. Renée Hamilton, VDOT-NoVA
Ms. Susan Shaw, P.E., VDOT-NoVA
Ms. Amanda Baxter, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA, VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM

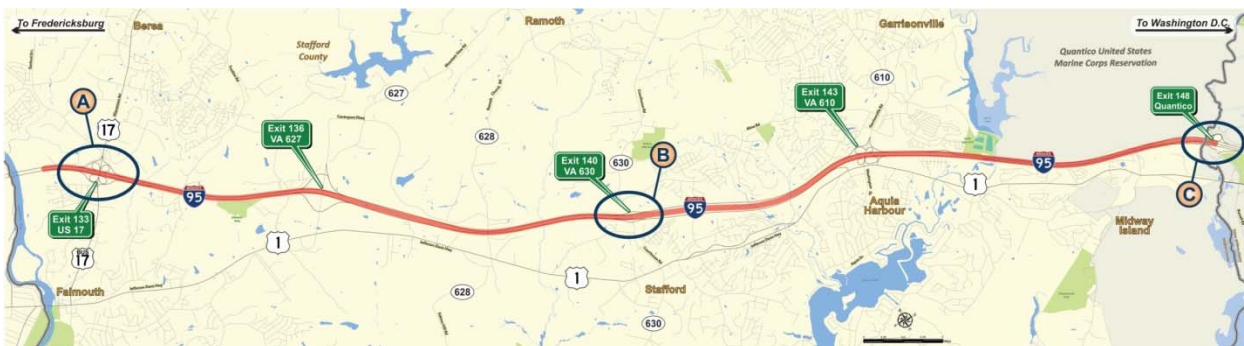


BASIC PROJECT INFORMATION

1. Submitting Agency: Virginia Department of Transportation
2. Secondary Agency: n/a
3. Agency Project ID: **UPC 110527**
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: **I-95 Express Lane Extension to Fredericksburg**
7. Facility: **Interstate 95**
8. From (at): **Exit 148: Russell Road (Prince Wm Co, VA)**
9. To: **0.25 mile south of Exit 148 (Stafford Co, VA)**
10. Description: Project components include:

VDOT is conducting analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (I-495) and U.S. Route 17 (Mills Drive) in Stafford County, Virginia. This analysis will include a 10-mile extension of the I-95 Express Lanes from south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133).

As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10-mile extension of the I-95 Express Lanes to have better access to Marine Base Quantico. Without providing this access, vehicle trips originating in Stafford County that travel to employment centers near the base would not have a choice to access the Marine Base Quantico via the I-95 Express Lanes system.



11. Projected Completion Year: **2022**
12. Project Manager: **Amanda Baxter**
13. Project Manager E-Mail: **Amanda.Baxter@vdot.virginia.gov**
14. Project Information URL:
http://www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp
15. Total Miles: **0.25 mile (approximate)**

CLRP PROJECT DESCRIPTION FORM

16. Schematic (file upload):



17. State/Local Project Standing (file upload):

18. Jurisdictions: Prince William and Stafford Counties, VA

19. Baseline Cost (in Thousands): **16,500** cost estimate as of 02/01/2017

20. Amended Cost (in Thousands): N/A cost estimate as of MM/DD/YYYY

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

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

22. Provide a Comprehensive Range of Transportation Options

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

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

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

CLRP PROJECT DESCRIPTION FORM

23. Promote Regional Activity Centers

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

24. Ensure System Maintenance, Preservation, and Safety

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

25. Maximize Operational Effectiveness and Safety

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

26. Protect and Enhance the Natural Environment

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

27. Support Interregional and International Travel and Commerce

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

- Long-Haul Truck
- Local Delivery
- Rail
- Air

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

- Air
- Amtrak intercity passenger rail
- Intercity bus

28. Additional Policy Framework Response

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

MAP-21 PLANNING FACTORS

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

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

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

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

CONGESTION MANAGEMENT INFORMATION

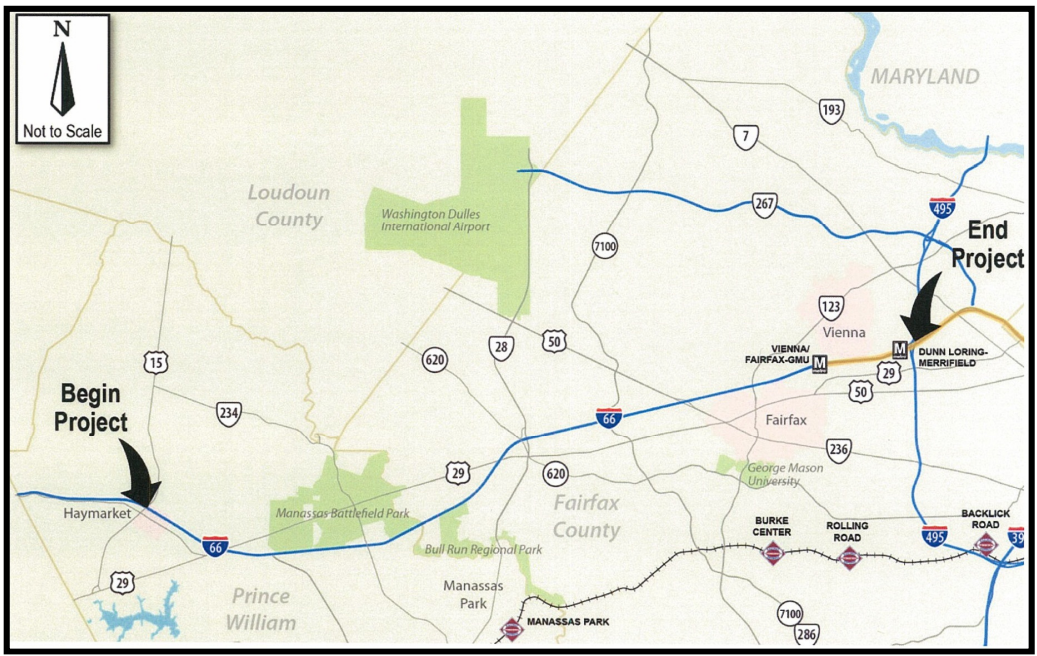
31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it: **I-95 Northbound – General Purpose Lanes**
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

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

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM BASIC PROJECT INFORMATION

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **Virginia Department of Rail & Public Transportation**
3. Agency Project ID: **0066-96A-297, P101 UPC#105500, UPC#110496**
4. Project Type:
 - Interstate Primary Secondary Urban Bridge Bike/Ped
 - Transit CMAQ ITS Enhancement Other
 - Federal Lands Highways Program Human Service Transportation Coordination
 - TERMS
5. Category:
 - System Expansion; System Maintenance; Operational Program;
 - Study; Other
6. Project Name: **I-66 Corridor Improvements Project Outside the Beltway**
Prefix Route Name Modifier
7. Facility: **I-66**
8. From: **US 15, Prince William County**
9. To: **I-495, Fairfax County**



10. Description:

The Commonwealth's I-66 Corridor Improvements Project ("Project") outside the Beltway was first submitted for the 2015 CLRP Air Quality Analysis, and a subsequent FY16 submission provided minor modifications to the project, based on the Commonwealth Transportation Board's (CTB's) selection of a Preferred Alternative on October 27, 2015. The adopted 2016 CLRP amendment that includes these modifications was approved by the TPB on November 16, 2016.

The project CTB's Preferred Alternative in the most recently adopted CLRP includes the following elements:

- Three general purpose lanes in each direction between US 15 in Haymarket and I-495 / Capital Beltway (with auxiliary lanes between interchanges where needed: between US 29 Gainesville and VA 234 Bypass / Prince William Parkway; and between US 29 Centreville and I-495 / Capital Beltway);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- A phased approach to construction that includes express lanes from Gainesville to I-495 in the first phase (opening in 2022), with the remaining portion of the corridor express lanes between Gainesville and Haymarket constructed by 2040. In addition, a typical section that provides space in the median for future transit will be phased as well, between US 15 Haymarket and US 29 Centreville;
- New or expanded commuter park and ride lots in the corridor;
- New high-frequency bus service with more predictable travel times; and
- Direct access ramps to and from the Express Lanes.

Under the P3 project development process, the Virginia Department of Transportation (the Department) has partnered with a P3 developer to design, construct, and operate the I-66 Express Lanes. Modifications for future direct access ramps to and from the Express Lanes, under two potential access option scenarios, are being considered by the P3 developer and the Department. "Access Update Option A" reflects the proposed access point configuration included in the P3 developer's technical proposal for the project. "Access Update Option B" includes the access points in Update A, plus potential additional access points that are under consideration by the P3 developer and the Department:

"Access Update Option A":

- Haymarket - west of US 15 – to / from east and west*
- Gainesville - US 29 – for Phase 1, the eastbound entrance from the General Purpose lanes to the I-66 Express lanes and the westbound exit from the I-66 Express lanes to the General Purpose lanes are located east of US 29
- Gainesville - at University Boulevard – to / from east
- VA 234 Bypass / Prince William Parkway – to / from west*
- Cushing Road Park and Ride Lot / VA 234 Bypass – to / from east*
- Manassas - Balls Ford Road Park and Ride Lot – to / from east
- East of Sudley Road - I-66 mainline transition ramps to allow (i) eastbound movement from General Purpose lanes to I-66 Express lanes

and (ii) westbound movement from I-66 Express lanes to General Purpose lanes

- Centreville – VA 28 – to / from east and west (access between west and south excluded)
- Centreville – I-66 mainline transition ramps to allow all movements between I-66 General Purpose lanes and I-66 Express lanes
- Centreville – Stringfellow Road – to / from east
- Fair Oaks – Monument Drive – to / from east and west
- Fairfax – US 50 – to / from east (I-66) and northwest (US 50)
- Fairfax – VA 123 – to / from east and west
- Vienna – Vaden Drive – to / from west
- Dunn Loring – from Eastbound I-66 General Purpose lanes to Eastbound I-66 Express lanes
- I-495 interchange – all movements towards the west of the I-495 interchange are provided: (i) from northbound I-495 General Purpose lanes and I-495 Express lanes to westbound I-66 Express lanes, (ii) from southbound I-495 General Purpose lanes and I-495 Express lanes to westbound I-66 Express lanes, (iii) from eastbound I-66 Express lanes to northbound I-495 General Purpose lanes and I-495 Express lanes and (iv) from eastbound I-66 Express lanes to southbound I-495 General Purpose lanes and I-495 Express lanes

** Ramps implemented in ultimate phase of Preferred Alternative by 2040; all other access is part of Phase 1, constructed by 2022.*

“Access Update Option B”:

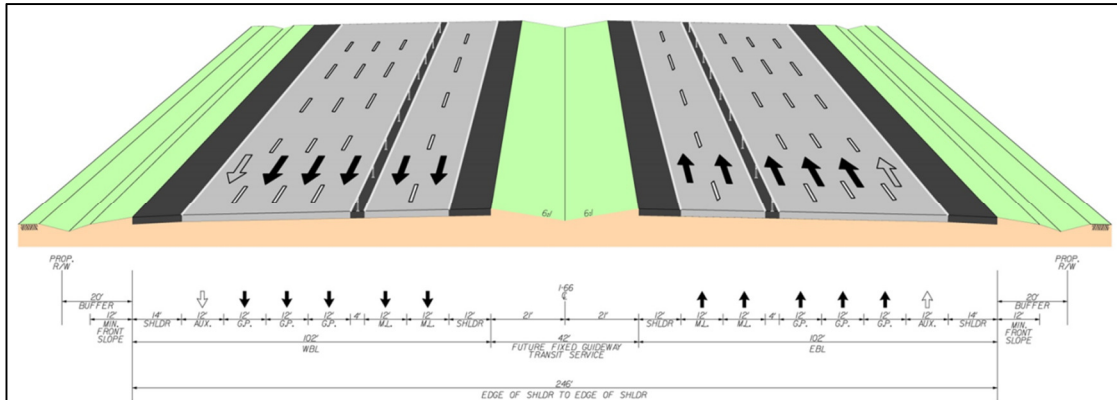
Includes all access points in Access Update Option A plus:

- *VA 234 Bypass / Prince William Parkway – to / from east*
- *Centreville – West of US29 – I-66 mainline transition ramps to allow (i) eastbound movement from I-66 Express lanes to General Purpose lanes and (ii) westbound movement from General Purpose lanes to I-66 Express lanes*
- *Fairfax – VA 286 – to west (I-66) from south (VA 286)*
- *Fairfax – US 50 – to / from east (I-66) and southeast (US 50)*
- *East of US 50 - I-66 mainline transition ramps to allow (i) eastbound movement from eastbound General Purpose lanes to I-66 Express lanes and (ii) westbound movement from I-66 Express lanes to General Purpose lanes*
- *Nutley Street - to / from east and west*

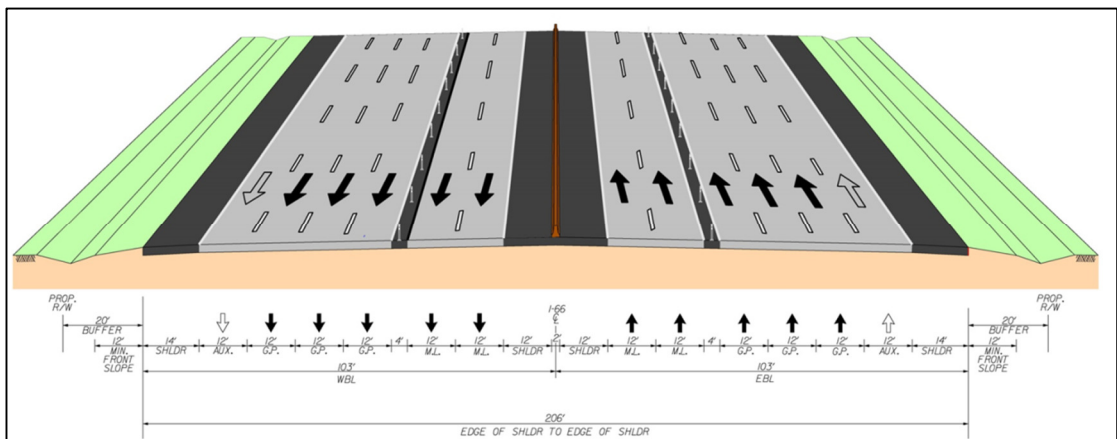
Ramps shown under Update Option B implemented in Phase 1, by 2022.

Below are two typical sections that will be implemented along the corridor. The first typical section illustrates the alternative selected by the Commonwealth Transportation Board for the Preferred Alternative. The second typical section illustrates the alternative that will be initially utilized as part of a phased construction approach, from east of US 29 Gainesville to US 29 Centreville only, under Phase 1. Once the entire project is constructed, the cross section will be reconfigured where needed to allow for future transit.

Preferred Alternative – Flexible Barrier with Buffer & Median reserved for Future Center Transit



Phase 1 (Opening Year Configuration) – Flexible Barrier with Buffer and No Median Between US 29 Gainesville and US 29 Centreville



Access to the I-66 Express Lanes will be available to automobiles, motorcycles, emergency vehicles, buses and transit vehicles, and multi-axle vehicles. A high-level preliminary assessment of multi-axle vehicles in the I-66 Express Lanes has been performed by VDOT¹. Heavy-trucks with two or more trailers will not be allowed to use the I-66 Express Lanes. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the Commonwealth of Virginia and Federal law.

The facility will be operated and enforced for HOV3+ occupancy and toll payment in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of

¹ VDOT White Paper "Preliminary analysis of multi-axle vehicles in the I-66 Express lanes between Haymarket and the Beltway"; October 5, 2016.

3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations. Multi-axle vehicle toll rates are required to be not less than five times the two-axle toll rate during peak periods and not less than three times the two-axle rate during all other times.

Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on I-495 and I-95. The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

The project includes a robust transit component, consisting of new and expanded commuter bus services providing one-seat rides between park and ride lots and major regional destinations on I-66 to complement Metrorail in the corridor. New and expanded park and ride lots are included throughout the corridor, with easy or direct access to the managed lanes. Finally, to promote and incentivize alternative modes in the corridor, new and enhanced corridor transportation demand management strategies will be included as part of the project.

Bicycle and Pedestrian accommodations in the corridor are included as part of the Preferred Alternative, and will be consistent with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations (www.virginiadot.org/bikepedpolicy/).

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("P3 Developer"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

Tolling Policy

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance notice of traffic conditions as is possible.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes

project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation, Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES". This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period. The I-66 Express Lanes will have a posted speed limit of 70 mph. The general purpose lanes have posted speeds ranging from 55 mph – 65 mph throughout the corridor.

Schedule

Construction of the Phase 1 Project is projected to begin in in late 2017. The facility is expected to enter operations in 2022. The remaining elements of the Preferred Alternative will be implemented by 2040.

Federal Environmental Review ("NEPA") Process

The completed Tier 2 Environmental Assessment for the Preferred Alternative built upon and included a combination of concepts identified in the Tier 1 Environmental Impact Statement. It evaluated site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The Tier 2 Final Environmental Assessment was approved on June 21, 2016, and FHWA issued a Finding of No Significant Impact on June 22, 2016. A reevaluation of the approved Environmental Assessment for the proposed project modifications, in compliance with Federal (NEPA) and state regulations, is planned to be completed in late 2017.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the P3 Developer will similarly implement a robust Transportation Management Plan for this Project.

Coordination with Other Projects in the Corridor

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements (now incorporated into I-66 project)

- Route 28 / I-66 interchange improvements (now incorporated into I-66 project)
- US 15 / I-66 interchange improvements

Financial Plan

The total cost for the proposed Project is estimated to be approximately \$2 – 3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with TIFIA funding as a form of subordinated debt.

The P3 Developer will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs, state police costs, transit costs, support for future corridor improvements and return on equity. Toll revenue will be the main source of revenue. The Commonwealth entered into a Comprehensive Agreement with the P3 Developer, authorizing the P3 Developer to raise the necessary funds to construct the Project, on December 8, 2016.

Stakeholder Outreach

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) has been actively engaged in project development. There have been numerous opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items. The project outreach has included 2 sets of Public Information Meetings and two sets of Public Hearings. VDOT has had over 300 meetings with various stakeholders so far and this will continue throughout the duration of the project. Public Information Meetings and a Design Public Hearing are planned in 2017.

- 11. Projected Completion Year: **2022 for Phase 1 / 2040 for Preferred Alternative**
- 12. Project Manager: **Ms. Susan Shaw, P.E.**
- 13. Project Manager E-Mail: **susan.shaw@VDOT.Virginia.gov**
- 14. Project Information URL: **<http://www.transform66.org>**
- 15. Total Miles: **23 miles for Phase 1 / 26 miles for Preferred Alternative**
- 16. Schematic: **See figures in items 9 and 10 above, as well as attached roll maps.**

17. Documentation: **The graphics included in the response to items 9 and 10 above have been uploaded to allow a more readable version. All project documentation may be accessed electronically at: <http://outside.transform66.org/>**

18. Jurisdictions: **Fairfax County, Prince William County**

19. Baseline Cost (in Thousands): **\$2,000,000 - \$3,000,000 (approximately 2 to 3 \$billion) combined public & private cost estimate as of 11/10/2014**

20. Amended Cost (in Thousands): **\$2,400,000 (Phase 1) / approximately \$3,100,000 (Preferred Alternatives) - combined public & private cost as of 2/23/2017**

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

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

Single Driver Carpool/HOV Metrorail Commuter Rail Streetcar/Light Rail
 BRT Express/Commuter bus Metrobus Local Bus Bicycling Walking Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. Promote Dynamic Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

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

Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

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

Long-Haul Truck Local Delivery Rail Air

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

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

VDOT and DRPT's Transforming I-66 Outside the Beltway project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: **Provide a Comprehensive Range of Transportation Options**. This innovative project will combine capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, ride-sharing, new and expanded park and ride lots and bicycle and pedestrian facilities improvements to expand the range of transportation alternatives available to travelers. Moreover, the project is being designed to reserve opportunities for future westward extension of Metrorail or other high quality transit services. The project addresses the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, inadequate bus service, and unsafe walking and biking.

The Preferred Alternative, as approved by the Commonwealth Transportation Board, is the culmination of a process that began with the development of the *Draft Tier1 Environmental Impact Statement* for I-66 Outside the Beltway. This document concluded that there was not a "single mode" solution to the problems associated with I-66. Adding enough freeway lanes to insure reliable travel was not feasible, while it was determined that the mix of modes, strategies and technologies embodied in what became the Preferred Alternative would provide improved and expanded travel opportunities.

MAP-21 PLANNING FACTORS

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

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

- i. Is this project being proposed specifically to address a safety issue? Yes; No
- ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. Promote efficient system **management and operation**.

i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

a. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater;

Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?

Yes; No

b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

The number of lane-miles added to the highway system by the project totals less than one lane-mile

The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here](#) to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:

34. Project is being withdrawn from the CLRP.

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

March 2, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) is requesting an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP) and the air quality conformity analyses. The amendment reflects the following change proposed by MDOT on behalf of the Maryland Transportation Authority (MDTA):

- Change the year of completion of the Governor Harry W. Nice Bridge Replacement from 2030 to 2023.

The Governor Harry W. Nice Bridge Replacement project will replace the current two-lane bridge with a four-lane bridge with bike and pedestrian accommodations. This project is already included in the current regional Air Quality Conformity for the 2016 CLRP. The proposed change has been determined to be regionally significant for air quality conformity purposes as per the TPB's process of applying federal air quality conformity regulations in conducting regional air quality conformity analyses for the CLRP and the TIP. Since the completion of this project is moving up seven years, MDOT is requesting, in coordination with the Virginia Department of Transportation's (VDOT) request, an off-cycle conformity analysis to meet requirements necessary to modify the construction timeline for the Governor Harry W. Nice Bridge Replacement. Additionally, the updated completion date needs to be reflected in the CLRP so that the MDTA can complete the loan application for Transportation Infrastructure Finance and Innovation Act (TIFIA) funds.

The MDOT also requests that this proposed amendment be included in the appropriate public participation process started for VDOT's amendment. This would involve being included in the public comment period starting on March 9, 2017 and subsequently briefing the TPB on this proposed amendment request and the scope of work at the March 15, 2017 Board meeting.

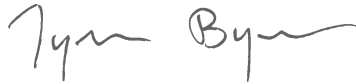
The MDOT agrees to partially reimburse the TPB for the costs incurred in processing this CLRP amendment including those for revising the regional air quality conformity analyses under MDOT's Technical Assistance portion of the approved FY 2017 Unified Planning Work Program (UPWP).

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Bridget Donnell Newton
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Tyson Byrne". The signature is written in a cursive, flowing style.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

BASIC PROJECT INFORMATION

1. Submitting Agency: Maryland Transportation Authority
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Governor Harry W. Nice Bridge Improvement Project

	Prefix	Route	Name	Modifier
7. Facility:	US	301	Bridge over the Potomac River	
8. From (<input type="checkbox"/> at):	US	301	Charles County, MD	
			King George County, VA	

9. To:
10. Description: Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.
11. Projected Completion Year: 2023
12. Project Manager: Mr. Glen Smith
13. Project Manager E-Mail: gsmith2@mdta.state.md.us
14. Project Information URL: http://www.mdt.state.md.gov/Nicebridge/nice_index.html
15. Total Miles:
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. Baseline Cost (in Thousands): \$768,600 cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

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

22. Provide a Comprehensive Range of Transportation Options

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

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

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

23. **Promote Regional Activity Centers**

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

24. **Ensure System Maintenance, Preservation, and Safety**

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

25. **Maximize Operational Effectiveness and Safety**

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

26. **Protect and Enhance the Natural Environment**

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

27. **Support Interregional and International Travel and Commerce**

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

- Long-Haul Truck
- Local Delivery
- Rail
- Air

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

- Air
- Amtrak intercity passenger rail
- Intercity bus

28. **Additional Policy Framework Response**

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

MAP-21 PLANNING FACTORS

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

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

ENVIRONMENTAL MITIGATION

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

CONGESTION MANAGEMENT INFORMATION

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

RECORD MANAGEMENT

33. Completed Year:
34. Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator: P. Fleming
37. Created On: 1/4/2008
38. Last Updated by: Glen Smith
39. Last Updated On: 3/2/2017
40. Comments:

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
MARYLAND												
	MP18		Construct	US 301 Governor Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2030 2023	N/A
VIRGINIA												
			Construct	<i>I-95 HOT lanes Ramp</i>	<i>0.25 miles south of Russell Rd. (Exit 148)</i>	<i>Russell Road (Exit 148)</i>	0	1	0	1	2022	N/A
718	VI1Y	105500	Widen / Revise Operations	I-66	I-495	US 50	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak HOV lane is closed)	In each direction: 3 general purpose + 1 Auxiliary + 2 express (<i>multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph</i>)	2021 2022	A & B
851	VI1Z	105500	Widen / Revise Operations	I-66	US 50	US 29 Centreville	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 1 Auxiliary (2 Aux per direction btwn VA 286 & VA 28 only) + 2 express (<i>multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph</i>)	2021 2022	A & B
852	VI1ZA	105500	Widen / Revise Operations	I-66	US 29 Centreville	University Boulevard Ramps (new interchange for express lanes only)	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 2 express (<i>multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph</i>)	2021 2022	A & B

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
853	VI1ZB	105500	Widen / Revise Operations	I-66	University Boulevard Ramps (new interchange for express lanes only)	US 15 (1.2 miles west of)	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 2 express (multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph) (+1 Auxiliary each direction between US 29 and VA 234 Bypass only)	2040	A & B
752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP EB Expr to NB GP NB GP to WB Expr SB GP to WB Expr SB Expr to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	A
753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	A
754			Relocate / Reconstruct	I-66 Interchange	Dual-lane loop ramp from NB I-495 GP to I-66 WB GP relocated to dual-lane flyover (existing ramp modified to NB I-495 GP to I-66 WB express; included in ConID 752)	@ I-495	1	1	2	2	2021 2022	A
755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2021 2022	A
756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	2021 2022	A
752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP EB Expr to NB GP NB GP to WB Expr SB GP to WB Expr SB Expr to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	B
753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	B

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
754			Relocate / Reconstruct	I-66 Interchange	<i>Dual-lane loop ramp from NB I-495 GP to I-66 WB GP relocated to dual-lane flyover (existing ramp modified to NB I-495 GP to I-66 WB express; included in ConID 752)</i>	@ I-495	1	1	2	2	2021 2022	B
755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2021 2022	B
756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	2021 2022	B
			Construct	I-66 Interchange	EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp from/to I-66 Express lanes (in this alternative, the interchange would not be converted to a diverging diamond interchange)	@ Nutley Street (VA 243)	1	1	—	—	2021 2022	B
757	NRS		Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2021 2022	A
759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes BUS /HOV-3/EXPRESS ONLY	@ Vaden Drive / Vienna Metro Station	1	1		Bus / HOV-3 / express from proposed Express Lanes	2021 2022	A
	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2021 2022	A
759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes BUS /HOV-3/EXPRESS ONLY	@ Vaden Drive / Vienna Metro Station	1	1		Bus / HOV-3 / express from proposed Express Lanes	2021 2022	B
	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2021 2022	B
762	VI1YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & modify EB to NB loop ramp & WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2021 2022	A
763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2021 2022	A

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VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
762	V11YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & modify EB to NB loop ramp & WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2021 2022	B
763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	EB general purpose lanes to EB express lanes	0.5 mile east of US50	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	WB express lanes to WB general purpose lanes	0.5 mile east of US50	0	1	0	1	2021 2022	B
			Construct	I-66 Express Lanes Interchange Ramps	EB express lanes on-ramp from US50 NB; WB express lanes off-ramp to SB US50	@ US50	0	1	0	1	2021 2022	B
765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	EB express lanes on-ramp from SB US50; WB express lanes off-ramp to NB US50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2021 2022	A
765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	EB express lanes on-ramp from SB US50; WB express lanes off-ramp to NB US50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2021 2022	B
766	NRS		Reconstruct	I-66 Interchange	Reconfigure interchange to replace NWB to WB loop ramp with flyover	@ Lee Jackson Mem Highway (US 50)	1	1	—	—	2021	A
766	NRS		Reconstruct	I-66 Interchange	Reconfigure interchange to replace NWB to WB loop ramp with flyover	@ Lee Jackson Mem Highway (US 50)	1	1	—	—	2021	B
768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to express (EB on-ramp, WB off-ramp to/from I-66 Express lanes); Construct new EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in both directions 24 hrs/day	2021 2022	A
768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to express (EB on-ramp, WB off-ramp to/from I-66 Express lanes); Construct new EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in both directions 24 hrs/day	2021 2022	B

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VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
			Construct	I-66 Express Lanes Interchange Ramps	WB express lanes on-ramp from 286 NB	@ 286	0	1	0	1	2021 2022	B
770	I66R17A		Reconstruct / Revise Operations	I-66 Express Lanes Interchange Ramps	<i>Existing reversible HOV ramp converted to express; EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in EB direction 24 hrs/day	2021 2022	A
771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1.5 mile west of VA 286	0	1	0	1	2021 2022	A
772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 mile west of VA 286	0	1	0	1	2021 2022	A
773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2021 2022	A
774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	2 mile west of VA 286	0	1	0	1	2021 2022	A
776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	2021 2022	A
770	I66R17A		Reconstruct / Revise Operations	I-66 Express Lanes Interchange Ramps	<i>Existing reversible HOV ramp converted to express; EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in EB direction 24 hrs/day	2021 2022	B
771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1.5 mile west of VA 286	0	1	0	1	2021 2022	B
772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 mile west of VA 286	0	1	0	1	2021 2022	B
773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2021 2022	B
774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	2 mile west of VA 286	0	1	0	1	2021 2022	B
776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	WB general purpose lanes to WB express lanes	0.5 mile west of US29 Centreville	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	EB express lanes to EB general purpose lanes	0.5 mile west of US29 Centreville	0	1	0	1	2021 2022	B
			Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.65 mile east of VA Bus 234	0	1	0	1	2021 2022	A
			Construct	I-66 flyover ramp	WB express lanes to WB general purpose	.65 mile east of VA Bus 234	0	1	0	1	2021 2022	A

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	1	2021 2022	A
779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	1	2040	A
			Construct	<i>I-66 flyover ramp</i>	<i>EB general purpose to EB express lanes</i>	<i>.65 mile east of VA Bus 234</i>	0	1	0	1	2021 2022	B
			Construct	<i>I-66 flyover ramp</i>	<i>WB express lanes to WB general purpose</i>	<i>.65 mile east of VA Bus 234</i>	0	1	0	1	2021 2022	B
778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	1	2021 2022	B
779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	1	2040	B
			Construct	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	<i>@ VA 234 Bypass to/from south of I-66</i>	0	1	0	1	2021 2022	B
855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	<i>EB off-ramp, WB on-ramp from/to I-66 Express lanes</i>	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040	A
781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2021 2022	A
784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i> <i>EB off-ramp, WB on-ramp ramp from/to I-66 Express lanes</i>	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	1	2040	A
785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040	A
855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	<i>EB off-ramp, WB on-ramp from/to I-66 Express lanes</i>	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040	B
781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2021 2022	B
784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i> <i>EB off-ramp, WB on-ramp ramp from/to I-66 Express lanes</i>	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	1	2040	B
785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040	B

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

ITEM 9 –Action

April 19, 2017

**Briefing on Draft Scope of Work for the Out-of-Cycle
Air Quality Conformity Analysis for the Amendment to the
2016 CLRP and the FY 2017-2022 TIP**

Staff

Recommendation: Approve the scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP

Issues: None

Background: At the March 29 meeting, the board was briefed on the draft scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP which was released for a 30-day public comment period that ended April 8. The board will be briefed on the comments received and recommended responses, and asked to approve the scope of work for the air quality conformity analysis.



AIR QUALITY CONFORMITY ANALYSIS: VDOT AND MDOT AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN

SCOPE OF WORK

I. INTRODUCTION

The Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) have requested an amendment to the 2016 Constrained Long Range Plan (CLRP). The VDOT update includes the construction of an additional off-ramp from the I-95 High Occupancy Toll (HOT) lanes in southern Prince William County, and modifications to the I-66 Outside the Beltway HOT lanes project (two alternatives). The MDOT update involves a change in the completion date for the construction of a new Governor Harry Nice bridge in Charles County, Maryland. The proposed changes affect the air quality conformity analysis, and will therefore require a new demonstration of air quality conformity before they can be adopted as Plan elements by the Transportation Planning Board (TPB).

VDOT is proposing to construct an additional northbound off-ramp from the I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp would provide direct access from the northbound HOT lanes to Russell Road.

VDOT is also proposing modifications to the I-66 outside the Beltway HOT lanes project to reflect changes to the Commonwealth Transportation Board's (CTB) "preferred alternative", which is the alternative included in the 2016 CLRP. VDOT allowed bidders to either provide a proposal for the CTB's preferred alternative, or to provide a proposal with variations to the CTB's preferred alternative. The winning bidder proposed modifications to the CTB's preferred alternative, which VDOT is proposing to include in the CLRP as the first alternative. VDOT and the developer are also considering some additional access points, and are requesting that the TPB include a second alternative in the air quality conformity analysis. The Access Update Option A reflects the winning bidder's technical proposal. The Access Update Option B includes the access points in Option A, plus the potential additional access points that are currently under consideration by the developer and VDOT.

The MDOT project involving the construction of a new 4-lane Governor Harry Nice bridge to replace the current 2-lane structure is already included in the current 2016 Constrained Long Range Plan (CLRP). MDOT is proposing modifications to the construction timeline to reflect a completion date of 2023 instead of 2030.

This scope of work reflects the tasks and schedule designed for the air quality conformity analysis leading to adoption of the plan amendment on October 18, 2017. This work effort addresses requirements associated with attainment of the ozone standard (volatile organic compounds (VOC) and nitrogen oxides (NOx) as ozone precursor pollutants).

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA

and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

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

II. FEDERAL REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Assessment Criteria:

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

III. POLICY AND TECHNICAL APPROACH

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

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES2014a
Conformity Test	<u>Budget Test</u> : Using mobile budgets most recently approved by EPA. 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.
Vehicle Fleet Data	2014 vehicle registration data for all jurisdictions
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 9.0
HOV/HOT	VA: All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond MD: All HOV facilities remain HOV2+ through 2040
Transit Constraint	Metrorail “capacity constraint” procedures - 2020 constrains later years
Analysis Years	2025, 2030, 2040 for Alternatives A and B
Modeled Area	3,722 TAZ System
Travel Demand Model	Version 2.3.66 or latest

IV. CONSULTATION

A 30-day comment / interagency consultation period followed by response to comments will be provided for the following milestones:

- Project review & air quality conformity scope of work
- Conformity report

V. WORK TASKS

The work tasks associated with the VDOT and MDOT 2016 CLRP Amendment air quality conformity analysis are as follows:

1. Prepare forecast year highway and transit networks:
 - 2025, 2030, 2040 for Options A and B
2. Execute travel demand modeling
 - 2025, 2030, 2040 for Options A and B
3. Estimate Mobile Emissions
 - 2025, 2030, 2040 for Options A and B
4. Analyze and summarize results
5. Assess conformity and document results in a report
 - Document methods
 - Draft conformity report
 - Forward to technical committees, policy committees
 - Make available for public and interagency consultation
 - Receive comments
 - Respond to comments and present to TPB for action
 - Finalize report and forward to FHWA, FTA, and EPA

SCHEDULE: OFF-CYCLE CONFORMITY ANALYSIS FOR THE VDOT AND MDOT AMENDMENT to the 2016 Constrained Long Range Plan (CLRP)

March 3	Tech Committee is briefed on off-cycle conformity analysis: Project inputs and draft Scope of Work
March 9	Project inputs and draft Scope of Work released for 30-day comment period
March 29*	TPB is briefed on project inputs and draft Scope of Work
April 8	Comment period ends
April 19*	TPB reviews comments and is asked to approve project inputs and draft Scope of Work
September 8	Technical Committee reviews VDOT and MDOT Amendment to the 2016 CLRP and draft conformity analysis
September 14	VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis are released for 30-day comment period at Citizens Advisory Committee (CAC) meeting
September 20*	TPB is briefed on the VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis
October 14	Comment period ends.
October 18*	TPB reviews comments and responses to comments, and is presented with the VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis for adoption.

* Regularly scheduled TPB meeting.

ITEM 10 –Action

April 19, 2017

Approval of Projects Recommended for Funding under the
FY 2018 Transportation Alternatives Set Aside Program for
Northern Virginia TPB Jurisdictions

Staff

Recommendation: Adopt Resolution R21-2017 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018.

Issues: None

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

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

**RESOLUTION TO APPROVE PROJECTS FOR TRANSPORTATION
ALTERNATIVES SET ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2018 IN
NORTHERN VIRGINIA**

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

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

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

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

WHEREAS, the TA Set Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a solicitation for TA Set Aside projects was conducted by the Virginia Department of Transportation from August 1 through November 1, 2016; and

WHEREAS, the TPB's TA Set Aside Selection Panel met on March 20, 2017 and recommended fully or partially funding seven of the applications received based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

WHEREAS, on April 7, 2017, the TPB Technical Committee was briefed on the recommended projects;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects for funding under the Transportation Alternatives Set Aside Program for FY 2018 in Northern Virginia as described in the attached materials.



MEMORANDUM

TO: TPB Technical Committee

FROM: Lamont B. Cobb, Transportation Planner
John Swanson, Transportation Planner

SUBJECT: Approval of projects recommended for funding under the FY 2018 Transportation Alternatives Set Aside Program for Northern Virginia TPB jurisdictions

DATE: April 13, 2017

SUMMARY

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

For FY 2018, the TPB is responsible for project selection for \$2,720,619 in Virginia. A selection panel has recommended that the following projects be approved by the TPB at its meeting on April 19, 2017:

Jurisdiction/Agency	Project	Recommendation
City of Alexandria	Holmes Run Connection Trail	\$424,619
National Park Service (Fairfax County)	Mount Vernon Trail Bridge 12 Replacement	\$262,500
Fairfax County	Providence District Bikeshare	\$400,000
Fairfax County	Van Dorn Street Bicycle and Pedestrian Improvements	\$400,000
Town of Herndon (Fairfax County)	Van Buren Street Multimodal Improvements	\$320,700
City of Falls Church	Washington and Old Dominion Trail Master Plan	\$248,800
Prince William County	Old Bridge Road Sidewalk	\$664,000

BACKGROUND

Under the FAST Act, the Surface Transportation Block Grant Program provides Transportation Alternatives Set Aside (TA Set Aside) funding for large metropolitan planning organizations (MPOs) like the TPB to fund local projects. In addition to the funds that are sub-allocated to MPOs, a portion of the TA Set Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

Per guidance from the Federal Highway Administration (FHWA), the TA Set Aside is administered and funded under the same guidelines as the former Transportation Alternatives Program. More information on the TA Set Aside is available from FHWA at:

https://www.fhwa.dot.gov/environment/transportation_alternatives/.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region's TA Set Aside is framed as a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions.

The TA Set Aside offers the region the ability to fund projects that support regional priorities and goals based on the Regional Transportation Priorities Plan and Region Forward. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set Aside funds. The priorities also provide the basis for the selection criteria that the TPB's selection panel uses when it reviews and recommends projects for funding.

FY 2018 SOLICITATION FOR VIRGINIA

Since the establishment of TAP in 2012, and the TA Set Aside in 2015, the TPB continues to combine its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of the annual review process, TPB staff works with the Virginia Department of Transportation's (VDOT) Local Assistance Division to administer the TA Set Aside for Northern Virginia.

For this current round, applications were due electronically to the VDOT Local Assistance Division on November 1, 2016. For applicants from Northern Virginia, the VDOT application included a supplementary form requesting information about how projects responded to the TPB's regional priorities including promoting non-motorized circulation within Activity Centers, enhancing access to transit stations, and increasing multimodal transportation options.

In Northern Virginia, VDOT received 18 applications representing a total of \$10,675,117 in requested funding. These applications are eligible for statewide TA Set Aside funding as well as the TPB's sub-allocated funds. The TPB has \$2,720,619 in funding available. Virginia has \$10,046,006 for projects state-wide.

Virginia conducts a three-part process for project selection:

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

Mary Hynes, the CTB District Member for Northern Virginia, made her project selections in early March for the \$1 million allocated to her district. Her funding recommendations can be found in the table attached to this memorandum.

PROJECT SELECTION

The TPB is responsible for completing the second step in the selection process noted above. To develop draft recommendations, TPB staff invited representatives from the District of Columbia and Maryland transportation planning departments to participate on the TPB's technical review panel. The panel met on March 20. Panel participants included:

- Michael Alvino, Bicycle Program Specialist, District Department of Transportation
- Karyn McAlister, Bicycle and Pedestrian Program Manager, Prince George's Department of Public Works and Transportation
- Michael Farrell, Senior Transportation Planner, COG/TPB Staff
- Lamont B. Cobb, Transportation Planner, COG/TPB Staff

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

- **Transportation options** (10pts): Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- **Regional Activity Centers** (10pts): Does the project enhance walkability and accessibility within or between Regional Activity Centers?
- **Safe routes to school** (5pts): Does the project enhance safe bicycle and pedestrian access to elementary and middle schools? Has the applicant submitted all the supplementary information for Safe Routes to School-based projects?
- **Disadvantaged communities** (5pts): Does the project promote accessibility for disadvantaged communities?
- **Persons with disabilities** (5pts): Is the project largely intended to promote accessibility for people with disabilities?
- **Local commitment** (5pts): Does the application provide local matches greater than the 20 percent minimum requirement? Does the application note any other local resources or priority given to the project?

At the review panel's meeting on March 20, each member provided rankings of the project applications under consideration as high/medium/low based on the total scores. The panel then grouped and evaluated the projects for funding based on the rankings.

At the end of the March 20 meeting, the review panel recommended seven projects for funding. The attachments to this memo include a map of the recommended projects, as well as a list of all the submitted applications. VDOT has a list of all the submitted applications publicly available at: <https://smartportal.virginiahb2.org/#/public/apps>.

NEXT STEPS

Following the TPB's action on April 19, TPB staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth's Six Year Improvement Plan for Transportation. The CTB will also consider whether to award funding, using the statewide TA Set Aside funds, to the remaining Northern Virginia applications. Once all selections are finalized, VDOT staff will work with applicants to administer funding. VDOT will open the application period for FY 2019 TA Set Aside projects later this year.

For both the Maryland and the District of Columbia, the solicitations for the FY 2018 TA Set Aside funding are currently open. The deadlines for both solicitations is May 15.

**FY 2018 Transportation Alternatives Set Aside
for Northern Virginia**

**Northern Virginia TA Set Aside Funds Available: \$2,720,619
Total Requested Funding: \$10,675,117**

Project Name	Jurisdiction	Description	Funding Requested	CTB District Funding	Panel Recommendation
Holmes Run Connection Trail	Alexandria	Trail connection on the south side of Holmes Run between North Ripley and North Pickett Streets. Facilities will include permeable trail, ADA accessible curb ramps, and wayfinding signage.	\$800,000		\$424,619
Mount Vernon Bridge 12 Replacement	National Park Service (Fairfax County)	The removal and rehabilitation of the existing Bridge 12, along the route of the Mount Vernon Trail in Fairfax County. Construction of a new bridge 50ft west of the existing structure	\$525,000	\$262,500	\$262,500
North Sycamore St Multimodal Improvements	Arlington	Enhancements to 0.4mi of North Sycamore St between Lee Highway and 19th St N, adjacent to the East Falls Church Metrorail Station. New facilities will include protected bicycle lanes and redesigned intersections	\$800,000		
Cinderbed Road Bikeway	Fairfax County	Construction of a 3.1 mile parkway from the Fairfax County Parkway to the Franconia-Springfield Metrorail Station. Trail will be a combination of asphalt trail, and on-road bike facilities following an abandoned rail right-of-way	\$800,000		
Providence District Bikeshare	Fairfax County	Purchase of 15 bikeshare stations with 120 rental bikes for use in the Providence District communities of Tysons and Merrifield.	\$400,000		\$400,000
Van Dorn Street Bicycle and Pedestrian Improvements	Fairfax County	Improvements to an existing path from South Van Dorn Street and Oakwood Road to an existing pedestrian bridge under I-495. New facilities including a 10' shared-use path, signal modification, new signalized crosswalk, and additional trail modifications	\$400,000		\$400,000
Pedestrian Safety and Accessibility in Clifton Historic District	Town of Clifton (Fairfax County)	Enhance the function of Main Street as a scenic and historic byway with landscaping, signage, crosswalks and historic lighting. Project will make pedestrian facilities ADA compliant.	\$249,950		

**FY 2018 Transportation Alternatives Set Aside
for Northern Virginia**

**Northern Virginia TA Set Aside Funds Available: \$2,720,619
Total Requested Funding: \$10,675,117**

Project Name	Jurisdiction	Description	Funding Requested	CTB District Funding	Panel Recommendation
Van Buren Street Multimodal Improvements	Town of Herndon (Fairfax County)	Improvements to a quarter mile section of Van Buren Street between Herndon Parkway and Alabama Drive. The project includes an off-street cycle track, improved sidewalks and curb ramps, crosswalks, pedestrian signals, lighting, and landscaping.	\$320,700		\$320,700
Church St NE Sidewalk Extension	Town of Vienna (Fairfax County)	Construction of 300 feet of curb, gutter and sidewalk where it currently does not exist.	\$528,800		
Park Street NE Sidewalk Extension	Town of Vienna (Fairfax County)	Construction of 800 feet of curb, gutter and sidewalk where it currently does not exist.	\$610,440		
Freeman Store Pedestrian Bridge	Town of Vienna (Fairfax County)	Design and construction of pedestrian bridge from existing W&OD Trail to the historic Freeman Store. Bridge will also provide ADA accessibility to Freeman Store. Bridge will replace the bridge which had been torn down due to deterioration.	\$139,520	\$74,526	
Washington & Old Dominion Trail Master Plan	Falls Church	Improvements of four at-grade crossings of the W&OD trail to address safety, separation of walking and biking modes, lighting, plazas and trailheads, and landscaping.	\$497,600	\$248,800	\$248,800
Pedestrian Safety Improvements & Sidewalk Replacement on Route 7	Town of Hamilton (Loudoun County)	Improvements to existing sidewalks along Route 7 including ADA compliant ramps at crosswalks, replacement of old sidewalks, and ADA compliant walkways along existing facilities	\$121,570	\$121,570	
Historic Hillsboro GapWay Shared Use Path	Town of Hillsboro (Loudoun County)	Construction of a 0.22 mile shared use path on the north side of Route 9 and sidewalk on the south side. The new facilities connect to the GapWay, as well as other planned safety related pedestrian improvements.	\$472,649		
Colchester Road Sidewalk	Prince William County	Design and construction of 2300ft of sidewalk on the west side of Colchester Road between Randall Lane and Featherstone Dr	\$1,760,000		
Dumfries Road Asphalt Trail	Prince William County	Construction of 1300ft of shared use asphalt trail along the west side of Dumfries Road from Talon Drive to Van Buren Road	\$999,680		

**FY 2018 Transportation Alternatives Set Aside
for Northern Virginia**

**Northern Virginia TA Set Aside Funds Available: \$2,720,619
Total Requested Funding: \$10,675,117**

Project Name	Jurisdiction	Description	Funding Requested	CTB District Funding	Panel Recommendation
Old Bridge Road Sidewalk	Prince William County	Construction of 950ft of sidewalk on the south side of Old Bridge Road from Tacketts Mill Shopping Center entrance to Minnieville Road.	\$664,000		\$664,000
Opitz Boulevard Sidewalk Project	Prince William County	Construction of 1300ft of sidewalk along the south side of Opitz Boulevard between Potomac Center Blvd and Route 1.	\$585,208	\$292,604	

FUNDING RECOMMENDATIONS

for the FY 2018 TA Set Aside in Northern Virginia
\$2,720,619 in funding for eight projects

Herndon -
Van Buren Street
Multimodal Improvements
\$320,700

Fairfax County -
Providence District
Bikeshare
\$400,000

Falls Church -
W&OD Trail
Master Plan
\$248,800

Alexandria -
Holmes Run Connection
\$424,619

Fairfax County -
Van Dorn Bicycle and
Pedestrian Improvements
\$400,000

Prince William County -
Old Bridge Road Sidewalks
\$664,000

National Park Service -
Mount Vernon Trail
Bridge 12 Replacement
\$262,500





TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Northern Virginia Project Recommendations

John Swanson
Transportation Planner

Transportation Planning Board
April 19, 2017



National Capital Region
Transportation Planning Board

Agenda Item #10

Overview

- TA Set Aside
- TLC Program
- Virginia Selection Process
- TPB Selection Process
- FY 2018 Project Recommendations
- Next Steps



National Capital Region
Transportation Planning Board

Agenda Item #10: Virginia TA Set Aside | 2
April 19, 2017

TA Set Aside

- TA Set Aside is funded through Surface Transportation Program Block Grant
- FHWA provides the funds as **reimbursable aid** (it's not a grant!) and requires a 20% local match
- Eligible projects and applicants remain unchanged from 2012 MAP-21 TAP, **but**
 - Non-profits are eligible to apply
 - All STP Block Grant project types are eligible for the TA-Set Aside
- 2015 FAST Act funds the TA Set Aside through FY 2020
- Large MPOs (pop >200,000) work with state DOTs to administer funds

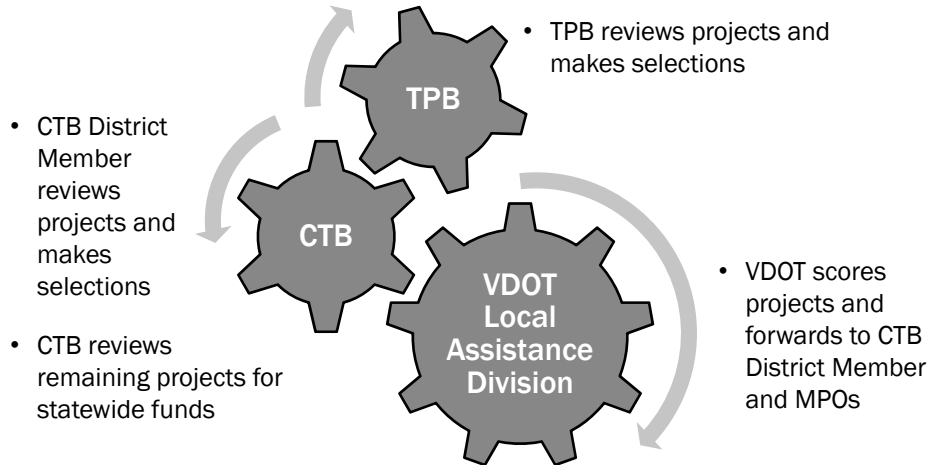


TLC Program

- TA Set Aside is a component of the TLC Program
 - Technical Assistance
 - TLC PeerX (Peer Exchange Network)
 - Reston Bikeshare Example
- Regional Goals and Priorities
 - Multimodal transportation options
 - Regional activity centers

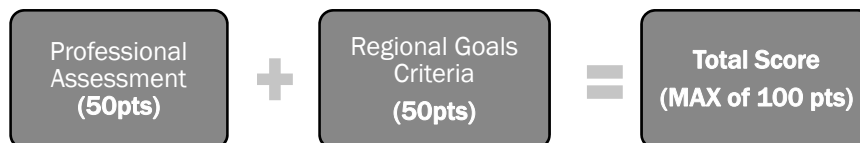


Virginia Project Selection



TPB Selection Process

- Selection Panel included TPB staff, District Department of Transportation, and Prince George's Department of Public Works and Transportation
- Panel members individually scored projects



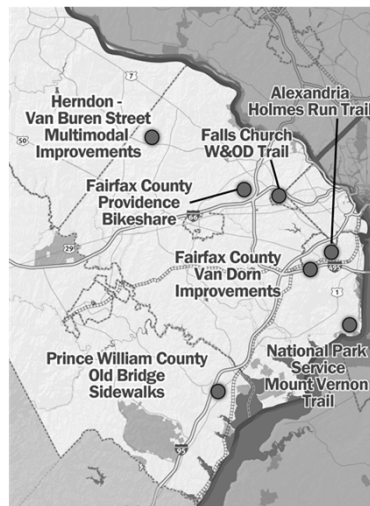
- Based on scores, panel members rank projects “High/Medium/Low”
- Selection panel meeting on March 25, panel used rankings to help evaluate and prioritize projects for funding

Regional Goals Criteria

- Multimodal Transportation Options for non-drivers
- Regional Activity Centers
- Access to Transit
- Safe Routes to School
- Disadvantaged Communities
- People with Disabilities
- Local Commitment (% match in application)

FY 2018 Project Recommendations

- TPB received **\$10,675,117** in funding requests for **18** Northern Virginia projects
- TPB's STP Set Aside sub-allocation was **\$2,720,619**
- **Seven projects** recommended for funding
 - three projects in or connecting to regional activity centers
 - three trail projects
 - three projects supporting improved bicycle and pedestrian access on existing roads



FY 2018 Project Recommendations



National Capital Region
Transportation Planning Board

Agenda Item #10: Virginia TA Set Aside
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FY 2018 Project Recommendations



National Capital Region
Transportation Planning Board

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FY 2018 Project Recommendations



Town of Herndon
- Van Buren
Multimodal
Improvements
\$320,700

Falls Church -
W&OD Trail
Improvements
\$248,800

FY 2018 Project Recommendations



Prince William
County - Old
Bridge Rd
Sidewalk
\$664,000

Next Steps

- **Virginia:** Forward recommendations to VDOT, pending approval of TPB
 - CTB makes recommendations on statewide TA Set Aside funds in June
 - VDOT begins FY 2019 solicitation in Summer 2017
- **District of Columbia and Maryland:** TPB will coordinate with DDOT and SHA staff.



John Swanson

Transportation Planner
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jswanson@mwkog.org

mwkog.org/tlc

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



Photo Credits

- Slide 1: Mount Vernon Trail (National Park Service/Creative Commons)
- Slide 4: Bikeshare Ribbon Cutting (Fairfax County for Better Bicycle/<https://twitter.com/BikeFairfax/status/789545211479326720>)
- Slide 8: TA Set Aside Project Map (Lamont B. Cobb/COG)
- Slide 9: Birds Eye View of Holmes Run (Bing Maps/<https://www.bing.com/maps>)
- Slide 9: Birds Eye View of Mount Vernon Trail (Bing Maps/<https://www.bing.com/maps>)
- Slide 10: Bikeshare: (Fairfax County/<http://www.fairfaxcounty.gov/providence/>) Slide 10: Street View of Van Dorn St (Bing Maps/<https://www.bing.com/maps>)
- Slide 11: Van Buren St (Town of Herndon/TA Set Aside Application)
- Slide 11: Trail Intersection (City of Falls church/TA Set Aside Application)
- Slide 12: Old Bridge Road (Bing Maps/<https://www.bing.com/maps>)



ITEM 11 –Action

April 19, 2017

Approval to Amend the FY 2017-2022 (TIP) to add nine
New Projects to the FY 2017-2022 TIP, As Requested
By the Virginia Department of Transportation (VDOT)

Staff

Recommendation: Approve Resolution R22-2017 to amend
the FY 2017-2022 TIP.

Issues: None

Background: VDOT has requested an amendment to
add the I-66 Outside the Beltway project
and the I-395 Express Lanes Northern
Extension and related projects to the FY
2017-2022 TIP. These projects are
already included in the Air Quality
Conformity Analysis of the 2016 CLRP
Amendment. On April 7, 2017, the
Steering Committee reviewed the
amendment and recommended approval.

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

RESOLUTION ON AN AMENDMENT TO THE FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) AND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR FIVE PROJECTS ASSOCIATED WITH THE I-395 EXPRESS LANES NORTHERN EXTENSION PROJECT AND TWO PROJECTS ASSOCIATED WITH THE TRANSFORM I-66 OUTSIDE THE BELTWAY PROJECT, 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 CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040; 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 2016 Amendment to the CLRP and the FY 2017-2022 TIP; and

WHEREAS, in the attached letters of March 31, 2017, VDOT has requested that the CLRP be amended to update the project cost for the I-395 Express Lanes Northern Extension project to \$462 million, to update the project cost for the Transform I-66 Outside the Beltway to \$3.388 billion, and to amend the FY 2017-2022 TIP to include funding for five sub-projects related to the I-395 Express Lanes Northern Extension project, and to include funding for two sub-projects related to the Transform I-66 Outside the Beltway project:

I-395 Express Lanes Northern Extension Related Projects

- \$303.5 million in private (Private Activity Bonds, Equity, and Virginia Transportation Infrastructure Bank loan) funding for construction of the I-395 Express Lanes Northern Extension project (TIP ID 6593)
- \$34 million in advanced construction (AC) funding in FY 2017 for the I-395 Northern Extension project owner costs (TIP ID 6587)
- \$10 million in AC funding in FY 2017 for the I-395 Northern Extension Multi-Modal Access to Pentagon project (TIP ID 6588)
- \$57.5 million in Fast Lane Grant and State funding in FY 2017 for construction for the I-395 Construct 4th Southbound Lane project (TIP ID 6121)
- \$7 million in AC funding in FY 2017 for construction for the I-395 Auxiliary Lane – Soundwalls project (TIP ID 6589)

- \$4 million in AC funding in FY 2017 for construction for the Edsall Road Walkway project (TIP ID 6592)
- \$0.5 million in National Highway Performance Program (NHPP) and \$2.28 million in AC funding in FY 2017 for construction of the Northbound I-395 Auxiliary Lane (Duke S. to Seminary Rd.) (TIP ID 5966), and

Transform I-66 Outside the Beltway Related Projects

- \$1.33 billion in private (TIFIA Loan, Deb, and Equity for Express Mobility Partners) funding between FY 2017 and 2018 for the Transform I-66 Outside the Beltway project (TIP ID 6585)
- \$85 million in AC funding in FY 2107 for the Transform I-66 Oversight project (TIP ID 6549), as described in the attached materials.

WHEREAS, the TPB Steering Committee reviewed this proposed amendment at its meeting on April 7, 2017 and has recommended it for approval by the full TPB at its April 19, 2017 meeting, and

WHEREAS, these projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the CLRP to update the project cost for the I-395 Express Lanes Northern Extension project to \$462 million, to update the project cost for the Transform I-66 Outside the Beltway to \$3.388 billion, and amends the FY 2017-2022 TIP to include funding for five sub-projects related to the I-395 Express Lanes Northern Extension project and to include funding for two sub-projects related to the Transform I-66 Outside the Beltway project:

I-395 Express Lanes Northern Extension Related Projects

- \$303.5 million in private (Private Activity Bonds, Equity, and Virginia Transportation Infrastructure Bank loan) funding for construction of the I-395 Express Lanes Northern Extension project (TIP ID 6593)
- \$34 million in AC funding in FY 2017 for the I-395 Northern Extension project owner costs (TIP ID 6587)
- \$10 million in AC funding in FY 2017 for the I-395 Northern Extension Multi-Modal Access to Pentagon project (TIP ID 6588)
- \$57.5 million in Fast Lane Grant and State funding in FY 2017 for construction for the I-395 Construct 4th Southbound Lane project (TIP ID 6121)
- \$7 million in AC funding in FY 2017 for construction for the I-395 Auxiliary Lane – Soundwalls project (TIP ID 6589)
- \$4 million in AC funding in FY 2017 for construction for the Edsall Road Walkway project (TIP ID 6592)
- \$0.5 million in NHPP and \$2.28 million in AC funding in FY 2017 for construction of the Northbound I-395 Auxiliary Lane (Duke S. to Seminary Rd.) (TIP ID 5966), and

Transform I-66 Outside the Beltway Related Projects

- \$1.33 billion in private (TIFIA Loan, Deb, and Equity for Express Mobility Partners) funding between FY 2017 and 2018 for the Transform I-66 Outside the Beltway project (TIP ID 6585)
- \$85 million in AC funding in FY 2107 for the Transform I-66 Oversight project (TIP ID 6549), as described in the attached materials.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 31, 2017

The Honorable Bridget Newton, Chair
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 for I-395 Express Lanes Northern Extension and related projects; and a request to increase the total CLRP cost estimate for the I-395 Express Lanes Northern Extension

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding to the following projects:

VDOT UPC #	Project	Phase	New Funding	Comments
110739	I-395 EXPRESS LANES NORTHERN EXTENSION (P3 Project)	CN	\$303.5M	Construct I-395 Express Lanes Northern Extension from Turkeycock Run to the vicinity of Eads Street.
108361	I-395 NORTHERN EXTENSION PROJECT OWNER (VDOT) COSTS (2A)	RW & CN	\$34M	Oversight and management, bridge rehab and RW for I-395 Express Lanes and Duke/Edsall Widening.
110728	I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTAGON (2B)	CN	\$10M	Improve multi-modal access to Pentagon

103316	I-395 CONSTRUCT 4TH SOUTHBOUND LANE (2C) 103316	CN	\$57.5M	4th continuous lane to relieve recurring congestion in SB I-395 GP lanes between Duke/Little River Turnpike) and Edsall Road Interchanges.
110729	I-395 AUXILIARY LANE – SOUNDWALLS	CN	\$7M	Noise wall for the I-395 Auxiliary Lane project. (UPC 102437)
110740	Edsall Rd. Walkway	CN	\$4M	Construct a sidewalk on the north side of Edsall Road from Cherokee Avenue to 200 feet north of Beryl Road.
102437	I-395 Auxiliary Lane	CN	\$2.78M	Improve capacity by adding an auxiliary lane.

These projects are included in TPB’s approved 2016 CLRP and Air Quality Conformity Analysis. The funding amounts and sources reflect recent updates to total costs and planned obligations scheduled to be added to the VDOT Six Year Improvement Program at the April 19, 2017 meeting of the Virginia Commonwealth Transportation Board. The amendments, shown in more detail in the attached TIP tables, will not change the fiscal constraint status of the TIP because they will be fully funded by the sources mentioned above.

Please note that the funding for UPC 110739, the I-395 Express Lanes Northern Extension Public Partnership (P3) project, consists of Private Activity Bonds (PABs), a Virginia Transportation Infrastructure Bank (VTIB) loan, and equity. The private partner will be responsible for the loan repayments. We have entered this funding information in the project description and entered the funding source as PRIV (Private) in the TPB iTIP database. We are also requesting to increase the total CLRP cost estimate for the I-395 Express Lanes Northern Extension to \$462 million based on the most current estimates.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board’s Steering Committee at its meeting on April 7, 2017. We understand that final action by the full TPB will be added to the April 19, 2017 TPB agenda. VDOT’s representative will attend the meetings and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Wendy Thomas, VDOT
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 31, 2017

The Honorable Bridget Newton, Chair
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 for Transform I-66 Outside the Beltway (OTB) Construction Phase, and a request to increase the total CLRP cost estimate for Transform I-66 OTB.

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding to the following projects:

VDOT UPC #	Project	Phase	New Funding	Comments
110741	TRANSFORM I-66 OUTSIDE THE BELTWAY (P3 Project)	CN	\$ 1.3352B	Multimodal project providing 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit.
110496	TRANSFORM I-66 OTB OVERSIGHT PROJECT	CN	\$85M	Oversight project for Transform I-66 OTB; this is a breakout project of UPC 108826

The Transforming I-66 Outside the Beltway multi-modal project is included in the TPB's approved 2016 CLRP and Air Quality Conformity Analysis. The funding amounts and sources reflect recent updates to total costs and planned obligations scheduled to be added to the VDOT Six Year Improvement Program at the April 19, 2017 meeting of the Virginia Commonwealth Transportation Board. The amendments, shown in more detail in the attached TIP tables, will not change the fiscal constraint status of the TIP.

Please note that the funding for UPC 110741, the Transform I-66 Outside the Beltway Public Partnership (P3) project, consists of a TIFIA loan, debt and equity, with all repayments coming from the P3 private partner. We have included this information in the Project Description and entered the funding source as PRIV (Private) in the TPB iTIP database. We also request a CLRP amendment to increase the total cost estimate for Transform I-66 OTB to \$3.388 billion, based on the most current cost estimates.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on April 7, 2017, with final action by the TPB to be scheduled for the April 19 or May 17 2017 TPB meetings. VDOT's representative will attend the meetings and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Wendy Thomas, VDOT
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
NB I-395 Auxiliary Lane (Duke St. to Seminary Road)											
TIP ID: 5966	Agency ID: 102437	Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road)				Project Cost: \$9,298					Complete:
Facility: I 395	AC	100/0/0	13,005 c	2,282 c	843 a					10,504	
From: Duke street					7,379 c						
To: Seminary Road											
	AC Conversion	100/0/0	1,699 a 224 b 29,377 c								
	NHPP	100/0/0		5,000 c	556 a					5,556	
	NHS	80/20/0	1,000 a 500 b								
Total Funds:										16,060	

Description: The project involves the construction of an auxiliary lane on I-395 from the Duke Street on-ramp to the Sanger Avenue Bridge.

Amendment: Release/Add Funding **Requested on: 4/19/2017**
 Release \$1,698,947 (AC-NH) Prev. & conversion of the same in FFY15 PE phase; release \$224,000 (AC-NH) Prev. & conversion of the same in FFY15 RW phase; add \$9,855 (Public Lands) & \$4,949,528 (NHPP/E) Prev., release \$12,338,700 (AC-NH) Prev., release \$3,169,882 (ACC-NHPP) FFY15, add \$499,577 (NHPP/E) FFY17, add \$2,282,090 (AC-Other State) FFY17 CN phase.

I-395 Construct 4th Southbound Lane											
TIP ID: 6121	Agency ID: 103316	Title: I-395 Construct 4th Southbound Lane				Project Cost: \$64,000					Complete:
Facility: I Henry G. Shirley Memorial Highway southb	AC	100/0/0	1,075 a								
From: VA Duke Street north of											
To: VA Edsall Road south of	FASTLANE	100/0/0		57,500 c						57,500	
	HSIP	90/10/0	1,075 a								
Total Funds:										57,500	

Description: The project will add a continuous south bound lane on I 395 between the above limits. The project is to relieve the recurring daily congestion and the associated safety concerns in this segment of the facility. As presently configured southbound I 395 has four though lanes upstream of the Duke Street interchange but three lanes past Duke Street. This project will extend the existing fourth lane through the Duke Street interchange all the way to the Edsall Rd. interchange. This additional lane is expected to provide for improved and safer traffic operations along this segment of SB I 395.

Amendment: Add Funding **Requested on: 4/19/2017**
 Add \$57,500,000 (Fast Lane Grant & State) FFY17 CN phase.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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I-66 Corridor Improvements Project

TIP ID: 6549	Agency ID: 110496	Title: TRANSFORM I-66 OVERSIGHT PROJECT					Project Cost: \$100,000	Complete:
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Facility: I 66	AC	100/0/0		15,000 a						100,000
From: I 495 Beltway				85,000 c						
To: US 15										
Total Funds: 100,000										

Description:

Amendment: Add New Project	Approved on: 2/3/2017
Amend this project into the FY 2017-2022 TIP with \$15 million in advanced construction funding for PE in FY 2017.	
Amendment: Add Funding	Requested on: 4/19/2017
Add \$85,000,000 (AC OTHER Concession Funds) FFY17 CN	

TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)

TIP ID: 6585	Agency ID: 110741	Title: TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)					Project Cost: 3,388,000	Complete:
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Facility: I 66	PRIV	100/0/0		677,600 c	677,600 c					1,355,200
From: I 495										
To: US 15										
Total Funds: 1,355,200										

Description: The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit. Anticipated funds to consist of TIFIA Loan, Debt, and Equity for Express Mobility Partners

Amendment: Add New Project	Requested on: 4/19/2017
Amend project into the FY 2017-2022 TIP with \$1.335 billion in FY 2017-2018 for construction. Anticipated funds to consist of TIFIA Loan, Debt, and Equity for Express Mobility Partners	

I-395 NORTHERN EXTENSION PROJECT OWNER COSTS (2A)

TIP ID: 6587	Agency ID: 108361	Title: I395 Project owner's cost					Project Cost: \$34,000	Complete:
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Facility: I 395	AC	100/0/0		700 b						34,000
From: Edsall Road				33,300 c						
To: Washington D.C.										
Total Funds: 34,000										

Description: I395 Project owner's cost for oversight and management, general purpose bridge rehabilitation and RW for I395 Express and Duke/Edsall Widening. Connected to the Atlantic Gateway Grant 2 A

3/30/2017
TIP AMD - add \$700,000 (AC OTHER State) FFY17 RW phase; add \$33,300,000 (AC OTHER State, and Fast Lane Grant) FFY17 CN phase.

Amendment: Add New Project	Requested on: 4/19/2017
Amend project into the FY 2017-2022 TIP with \$34 million in advanced construction funding for ROW acquisition and construction in FY 2017.	

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTAGON (2B)										
TIP ID: 6588	Agency ID: 110728		Title: I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTA				Project Cost: \$10,000		Complete:	
Facility: I 395	AC	100/0/0		10,000 c						10,000
From: Edsall Road										Total Funds: 10,000
To: Washington D.C. Line										
Description: IMPROVING MULTI-MODAL ACCESS TO PENTAGON										

Amendment: Add New Project **Requested on: 4/19/2017**
 Amend this project into the FY 2017-2022 TIP with \$10 million in advanced construction funding for construction in FY 2017.

Construct noise barrier to fulfill environmental commitments from the I395 Auxiliary Lane project. N										
TIP ID: 6589	Agency ID: 110729		Title: I395 AUXILIARY LANE - SOUNDWALLS				Project Cost: \$7,000		Complete:	
Facility: I 395	AC	100/0/0		7,000 c						7,000
From: 0.280 mi. north of Duke Street										Total Funds: 7,000
To: 0.048 mi. south of Sanger Avenue										
Description: Construct noise barrier to fulfill environmental commitments from the I395 Auxiliary Lane project. NEPA under UPC 102437 project										
3/30/2017 TIP AMD - add \$7,000,000 (AC-OTHER State) FFY17.										

Amendment: Add New Project **Requested on: 4/19/2017**
 Amend this project into the FY 2017-2022 TIP with \$7 million in advanced construction funding for construction in FY 2017.

EDSALL ROAD WALKWAY										
TIP ID: 6592	Agency ID: 110740		Title: EDSALL ROAD WALKWAY				Project Cost: \$4,000		Complete: 2020	
Facility: VA 648 Edsall Road	AC	100/0/0		4,000 c						4,000
From: Cherokee Avenue										Total Funds: 4,000
To: 200 feet N of Beryl Road										
Description: FROM: Cherokee Avenue TO: 200 feet N of Beryl Road (0.5000 MI)										

Amendment: Add New Project **Requested on: 4/19/2017**
 Amend this project into the FY 2017-2022 TIP with \$4 million in advanced construction funding for construction in FY 2017.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
395 Express Lanes Project in Northern Virginia											
TIP ID: 6593	Agency ID: 110739	Title: I-395 EXPRESS LANES NORTHERN EXTENSION				Project Cost: \$462,000					Complete:

Facility: I 395	PRIV	100/0/0	303,523	c						303,523
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From: VA 648 Edsall Road

To: Washington DC Line

Total Funds: 303,523

Description: To construct I395 Express Lanes Northern Extension from Edsall Road to Washington DC Line. (Consessionaire Transurban)

Amendment: Add New Project

Requested on: 4/19/2017

Amend project into FY 2017-2022 TIP with \$303.5 million for construction in FY 2017. Anticipated funds consist of Private Activity Bonds (PABs), Equity, and Virginia Transportation Infrastructure Bank (VTIB) loan.

ITEM 12 –Action

April 19, 2017

Briefing on Ozone Maintenance Plan and Approval of Letter to MWAQC with Recommendations related to Motor Vehicle Emissions Budgets

Staff

Recommendation: Approve letter to the Metropolitan Washington Air Quality Committee providing recommendations related to the establishment of motor vehicle emissions budgets in the ozone maintenance plan.

Issues: None

Background: The Metropolitan Washington Air Quality Committee (MWAQC) is preparing a request to EPA for redesignation of the Washington, DC-MD-VA non-attainment area to attainment status for the 2008 ozone standard, along with a maintenance plan demonstrating compliance with the 2008 ozone standard through 2030. The board will be briefed on the ozone maintenance plan and on the establishment of motor vehicle emissions budgets in the plan.



National Capital Region
Transportation Planning Board

April 19, 2017

DRAFT

Honorable Hans Riemer
Chairman
Metropolitan Washington Air Quality Committee
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Chairman Riemer:

At its meeting on April 19, 2017, the National Capital Region Transportation Planning Board (TPB) was briefed on the development by the Metropolitan Washington Air Quality Committee (MWAQC) of a request to EPA for redesignation of the Washington DC-MD-VA non-attainment area to attainment status for the 2008 ozone standard, along with a maintenance plan demonstrating compliance with the 2008 ozone standard through 2030. The TPB is glad to note this important milestone of the region attaining compliance with federal air quality standards for yet another criteria pollutant. The TPB recognizes that having achieved this important milestone the region must continue its efforts to ensure that it remains in compliance of this standard.

The TPB understands that the region must now develop, for EPA approval, a plan by which the region will maintain its compliance with the 2008 ozone standard. The TPB understands that the ozone maintenance plan will include estimates of motor vehicle emissions of Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) for years 2014, 2025 and 2030. TPB staff has worked closely with MWAQC staff in preparing the motor vehicle emissions inventories for the maintenance plan using the EPA approved MOVES2014a model. These inventory estimates will be used to establish emissions budgets that, once approved (or found adequate for use in conformity analyses) by EPA, will be required for use in the TPB's conformity analysis of future updates to the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).

Conformity analysis for the CLRP and TIP involves demonstrating that projected motor vehicle emissions for 2014 through 2024 are less than or equal to the 2014 budgets; emissions for 2025 through 2029 are less than or equal to the 2025 budgets; and emissions for 2030 through 2045, the out year of the CLRP starting with the 2018 CLRP, are less than or equal to the 2030 budgets. These maintenance plan emissions budgets, established at a given moment in time using a set of assumptions and current trends, will typically remain applicable to regional transportation planning for more than 10 years into the future

The TPB has noted that the motor vehicle VOC and NOx inventories for 2025 and 2030 are projected to decline significantly through time, even as the region continues to grow. In developing these estimates the TPB has had to make several assumptions for future conditions. These assumptions are based on current federal, state, and local programs, empirical data and projections reflecting current trends. However, there are significant uncertainties in these 2025 and 2030 projections due to several factors associated with the assumptions made. These include: federal mobile emissions control programs (which could be rolled back), revisions to EPA's emissions estimation model (MOVES) to make methodological changes based on new science and/or empirical data (as was done with the transition from an older version of EPA's mobile emission model, called Mobile6, to

MOVES); potential changes in the age and composition of the region's vehicle fleet; and changes to the region's projections in jobs and households (known as the Cooperative Forecasts).

TPB staff has previously analyzed the impact on emissions estimates resulting from changes to some of these assumptions, such as shifts in the composition of the region's vehicle fleet and modifications to the forecast growth due to changing economic conditions. To account for such uncertainties that are outside of the TPB's control in the establishment of motor vehicle emissions budgets, the TPB recommends that conformity buffers of 20% of the 2025 and 2030 inventory levels be included in the budgets for both VOC and NO_x, as was done for the fine particles maintenance plan, approved by MWAQC in 2013. A 20% conformity buffer would result in the following mobile budgets: 2025 VOC=39.8 tons/day, 2030 VOC= 28.9 tons/day, 2025 NO_x = 48.8 tons/day, and 2030 NO_x = 32.9 tons/day. Mobile budgets reflecting the inclusion of these conformity buffers are shown in the attached charts. Conformity buffers are explicitly defined and provided for in EPA's Conformity Regulations, and the use of such buffers is common practice in maintenance plans approved by EPA.

Additionally, TPB staff has previously analyzed the impact of changes to certain major assumptions in the development of the emissions inventories, such as the Mobile6 to MOVES emissions model upgrade (methodological changes), and from the MOVES2010 to MOVES2014 upgrade (federal fuel and vehicle control program changes). In the upgrade from Mobile6 to MOVES, NO_x estimates for the 2040 analysis year increased by over 100%. The update from Mobile6 to MOVES generally represented a revision in the methodology of calculating the emissions, and was not implemented to reflect an actual increase in air pollution observed at air quality monitors. In the MOVES2010 to MOVES2014 model upgrade, both VOC and NO_x estimates for the 2040 analysis year decreased by more than 50%. The update from MOVES2010 to MOVES2014 mostly reflected the inclusion of federal fuel and vehicle control programs passed into law by the Obama administration, which have been incorporated to account for actual decreases in air pollution.

Such drastic changes in the estimated emissions amounts in future years due to changes not related to transportation plans and programs are significantly greater than can be accommodated using conformity buffers. Failure to demonstrate the transportation plan and program's conformity with emissions budgets has serious consequences to the region, including withholding of federal transportation funds and project approvals for transit, highway, and non-motorized projects. The TPB therefore recommends that if federal emissions control programs are rolled back, or the EPA mandates revisions to its emissions estimation model in the future which result in significant changes in emissions inventories, MWAQC should undertake a formal update to the region's motor vehicle emissions budgets, without necessarily going through the time-consuming process of a full State Implementation Plan (SIP) update. This process has been successfully executed at other Metropolitan Planning Organizations. Furthermore, the TPB requests explicit language in the maintenance plan showing that MWAQC agrees to update the mobile budgets under these circumstances, similar to the language that was included in "Appendix D" of the 2013 fine particles maintenance plan, as shown here:

"The Washington DC-MD-VA area commits to evaluating and submitting, as a revision to the 1997 PM_{2.5} NAAQS maintenance plan, updated annual 2017 and 2025 MVEBs for NO_x and PM_{2.5} by the end of 2015. These budgets will again be re-evaluated in the 2018 timeframe to accommodate transportation planning issues when the Constrained Long Range Plan horizon year is extended beyond 2040."

-Appendix D (Washington DC-MD-VA 1997 PM_{2.5} Maintenance Plan, May 22, 2013)

Chairman Riemer
April 19, 2017

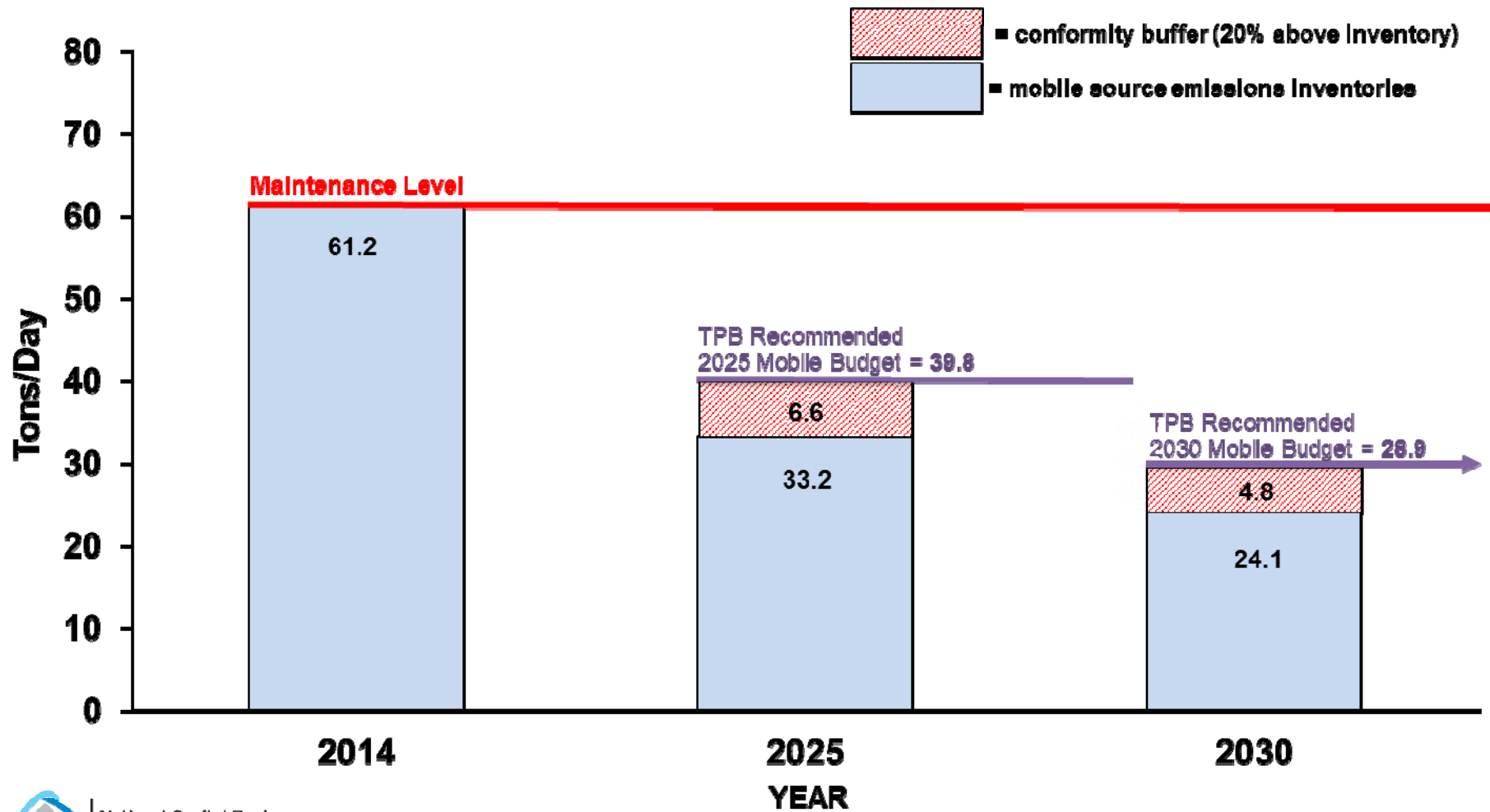
In summary, the TPB is happy to provide the emissions inventory for the mobile source sector for use in the maintenance plan for the 2008 ozone standard with the recommendation that: (1) the mobile emissions budgets for 2025 and 2030 be set with a conformity buffer of 20%, as shown in the attached charts; and (2) the maintenance plan includes explicit language indicating that the mobile emissions budgets will be updated to accommodate transportation planning issues due to changes in federal control programs and/or emissions models.

TPB staff would be happy to provide any technical information or answer any questions that MWAQC members may have concerning these recommendations. The TPB is pleased to support the development and submission of the ozone redesignation request and maintenance plan, which represent significant steps forward in the region's effort to attain and maintain national ambient air quality standards.

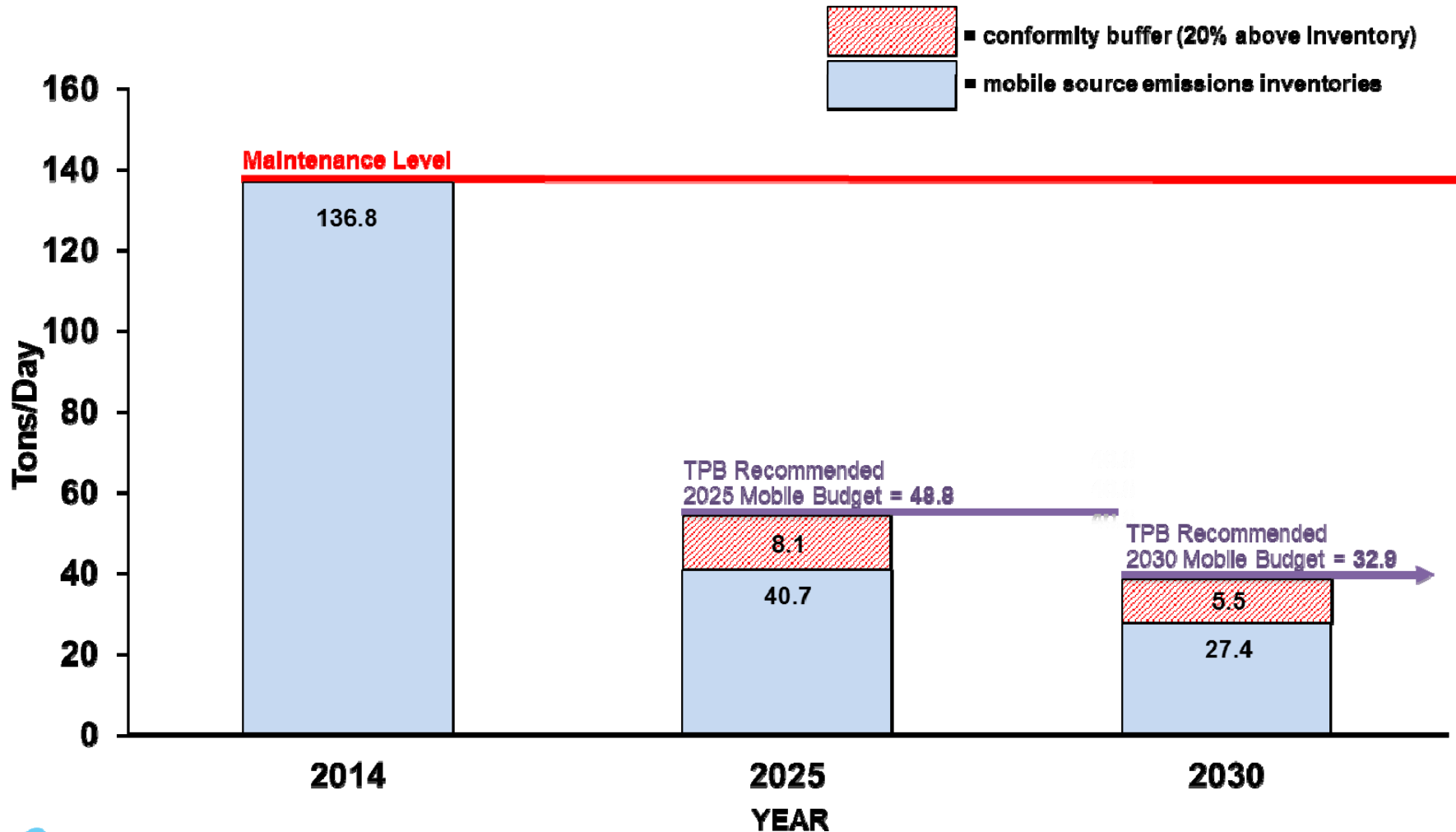
Sincerely,

Bridget Donnell Newton
TPB Chairman

Recommended Mobile Budgets with Conformity Buffers- VOC



Recommended Mobile Budgets with Conformity Buffers- NOx



OZONE MAINTENANCE PLAN OVERVIEW

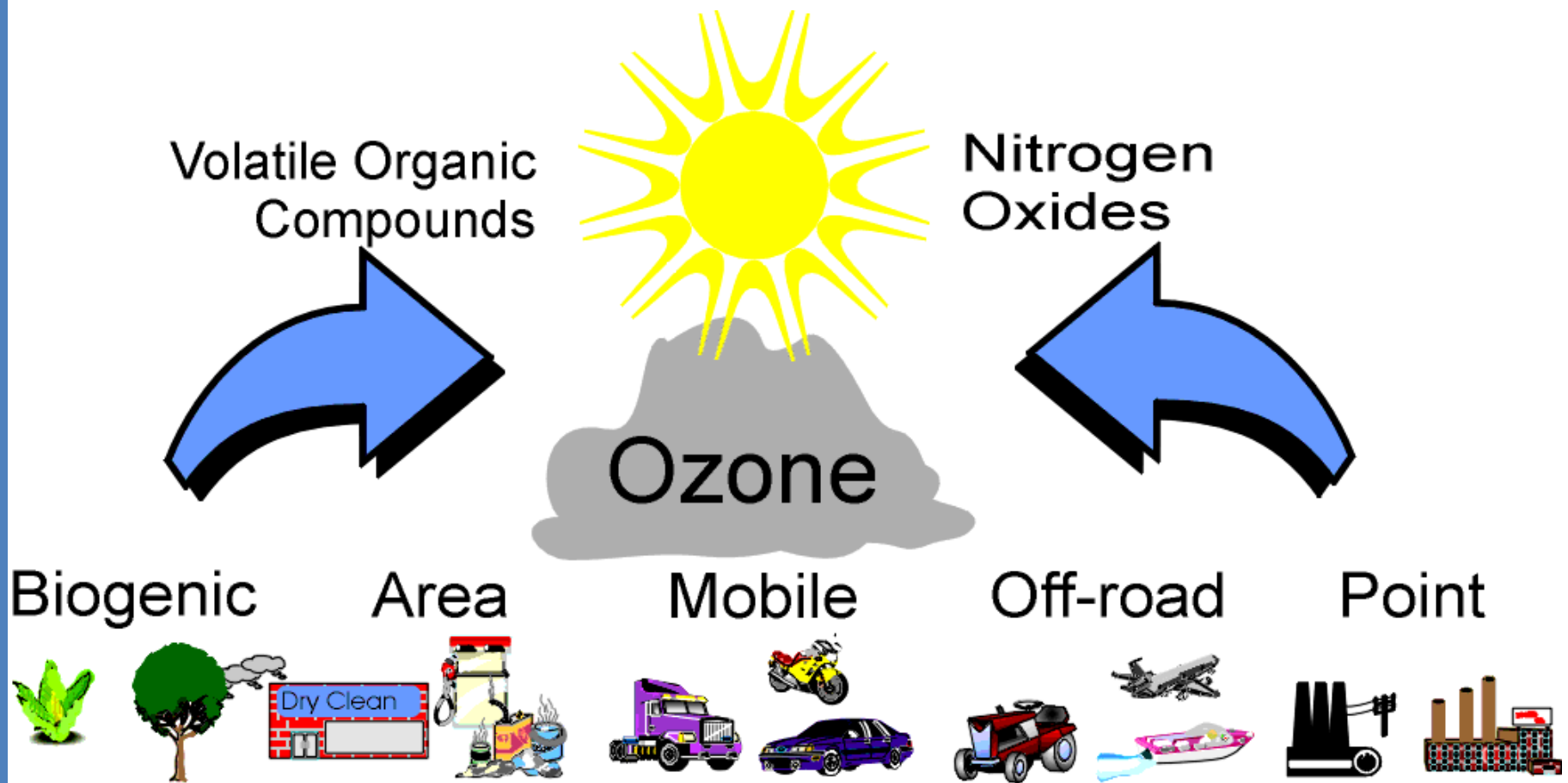
Briefing on the Ozone Redesignation
Request and Maintenance Plan Related to
the 2008 Ozone Standard

Jane Posey
TPB Transportation Engineer

Transportation Planning Board
April 19, 2017

Agenda Item #12

How is Ground Level Ozone Formed?



Good News!

- Ozone levels in the Washington Region have steadily declined for the last several decades
- The Washington DC-MD-VA Region is in compliance with EPA's 2008 Ozone Standard
- In order to be officially “in attainment” of the Standard, the States must request redesignation to attainment and submit a “Maintenance Plan” to show how the Region will maintain its attainment of the standard

What is a Maintenance Plan?

- A Maintenance Plan outlines how an area will maintain its attainment of a federal air quality standard for 10 years into the future.
- A revision to the Maintenance Plan is required within 8 years of approval of the original Maintenance Plan to address maintenance for years 11-20 after an area is redesignated
- A Maintenance Plan has a Contingency Element which contains actions that an area is required to take in the event that the area exceeds the attainment level of emissions

Ozone Standards

Previous 1997 Standard

- 84 ppb
- Promulgated July, 1997
- Designation as “moderate” non-attainment in 2004
- Attainment SIP and mobile budgets developed by MWAQC in 2007.
- Mobile budgets found adequate for use in conformity by EPA in February, 2013
 - These mobile budgets in use today

Previous 2008 Standard

- 75 ppb
- Promulgated March, 2008
- Designation as “marginal” non-attainment in July, 2012
- No attainment SIP, no new mobile budgets
 - Marginal non-attainment areas do not require attainment SIP or mobile budget development



Maintenance Plan is for this Standard

Current 2015 Standard

- 70 ppb
- Promulgated October, 2015
- Designations expected by October 1, 2017
- Expect “marginal” non-attainment designation as recommended by States
 - No attainment SIP, no new mobile budgets



Ozone Monitor Locations

Metropolitan Washington Ozone Monitors Washington, DC, MD, VA

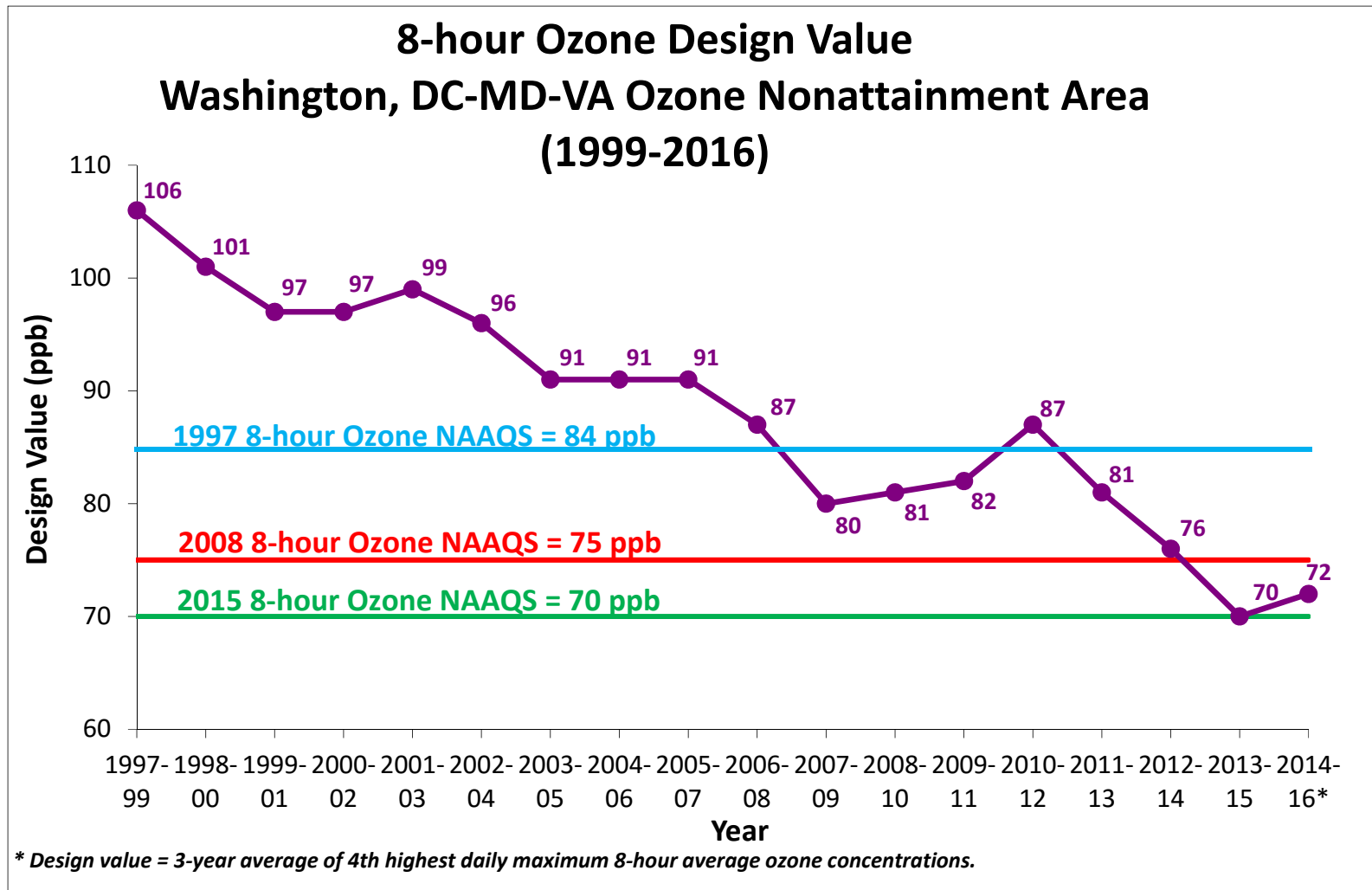


Monitor Names

1. Takoma Park
2. River Terrace
3. McMillian
4. Prince George's County Equestrian Center
5. Beltsville
6. Rockville
7. Southern Maryland
8. Frederick
9. Calvert
10. Alexandria
11. Aurora Hills
12. Long Park
13. Ashburn
14. Franconia



Ozone Levels



Why Redesignation Request and Maintenance Plan?

- Closes the book on the 2008 ozone standard
- Official recognition and public awareness:
 - Ozone levels in compliance with 2008 standard
 - Control measures such as cleaner engines, controls on power plants, diesel retrofit measures are working
- Reduces a significant obstacle for locating new industries (economic development)
- Replaces old Motor Vehicle Emissions Budgets still being used in air quality conformity analyses
 - The current mobile budget was developed for the 1997 ozone standard using the now outdated Mobile6 emissions model
 - New mobile budgets will be significantly lower



Elements of Redesignation Request and Maintenance Plan

Air Quality Data

- Ozone data to show compliance with the 2008 ozone standard (3 year average: 2013-2015)

Emissions Inventories (Point, Area, Non-road, On-road Mobile Sources)

- 2011 Base Year
- 2014 Attainment Year
- 2025 Intermediate Year
- 2030 Final Maintenance Year (must be at least 10 years beyond EPA's date of Redesignation for an area, which is expected in 2018 for this Maintenance Plan)



Elements of Redesignation Request and Maintenance Plan (cont.)

Motor Vehicle Emissions Budgets (MVEBs)

- Mobile emissions ceilings for transportation conformity (2014, 2025, 2030)

Contingency Measures

- In case region exceeds ozone standard in future, these measures would be implemented

Mobile Emissions Budgets

Uncertainties In Inventory Estimates *

- Changes to EPA Emissions Model (MOVES)
 - Possible rollback of assumed federal control programs (Tier 3, Light Duty and Heavy Duty Vehicle GHG regs, etc.) (MOVES2010 to MOVES2014 >50↓ in VOC and NOx in 2040)
- Changes to EPA Emissions Model (MOVES)
 - Methodology (Mobile to MOVES: > 100%↑ in NOx in 2040)
- Aging vehicle fleet
 - VIN Data updated every 3 years: next 2017
 - 2008 to 2014 VIN Data showed an increasingly aging fleet and an increasing percentage of larger vehicles
- Updates to Cooperative Forecasts- economic growth

*Uncertainties = elements out of TPB control that can lead to mobile budget exceedances



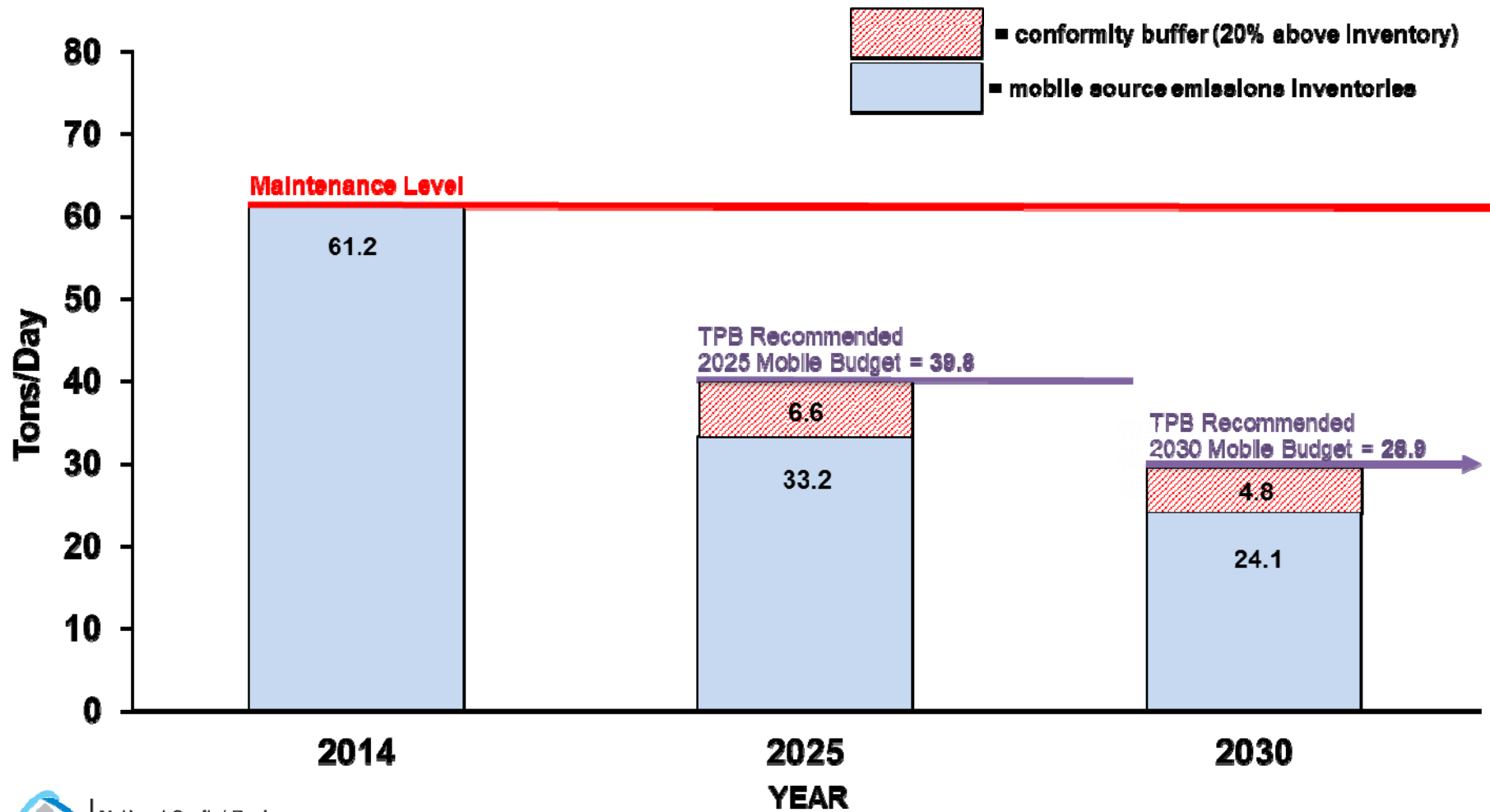
Mobile Emissions Budgets

Addressing Uncertainties

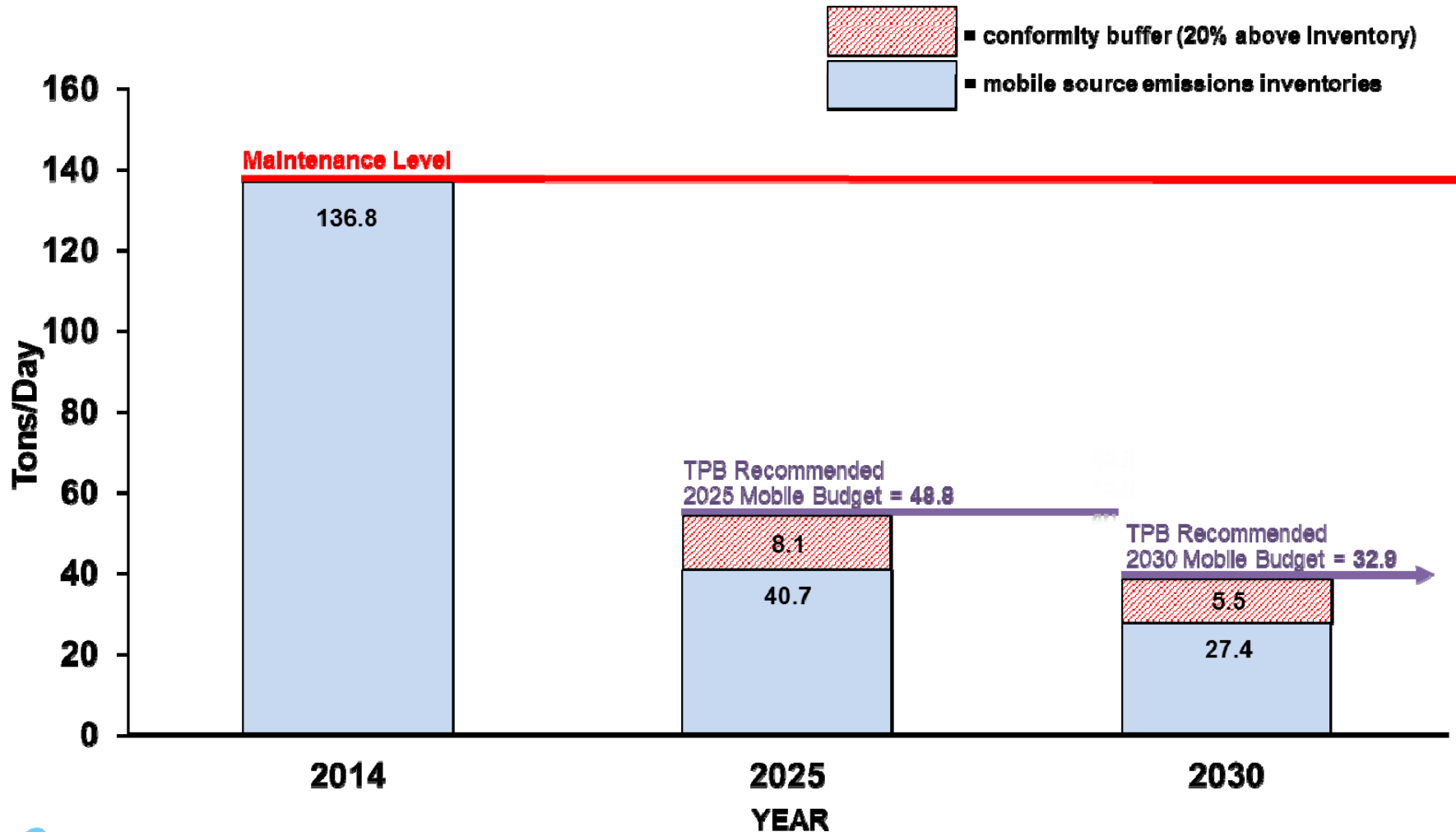
- **Conformity Buffers**
 - Explicitly defined and provided for in EPA's conformity regulations
 - Included in PM 2.5 maintenance plan approved by MWAQC in 2013

- **Language in Maintenance Plan directing update of only mobile budgets portion of Maintenance Plan**
 - “Apples to apples” comparison of mobile budget inputs and conformity inputs
 - Precedent in other MPOs
 - Precedent on agreement to update mobile budgets in Fine Particles Maintenance Plan

Recommended Mobile Budgets with Conformity Buffers- VOC



Recommended Mobile Budgets with Conformity Buffers- NOx



Schedule

April	TPB Transmits Mobile Emissions Inventories to MWAQC
April-June	Finalize Draft Emissions Inventories (All Sectors) and Develop Mobile Budgets and Draft Maintenance Plan
July	MWAQC Approves Draft Emissions Inventories and Draft Maintenance Plan for Public Comment
August	States Post Notices for Public Hearings and Comments
Sept–Nov	Public Hearing and Comment Period
December	MWAQC Approves Final Maintenance Plan
Early 2018	States Submit Redesignation Request and Maintenance Plan to EPA

What Happens after EPA Approves the Mobile Budgets?

- The Mobile Budgets in the Maintenance Plan will become effective immediately upon EPA's approval, and must be used in any subsequent conformity analysis, including one that is currently underway.
- Once approved by EPA, these Mobile Budgets must be used in the conformity analysis, constraining future mobile emissions for all years of the Long Range Plan, regardless of any changes to input assumptions (federal vehicle and fuel programs, vehicle fleet data, land activity data, etc.), until new Mobile Budgets are developed for the region and are approved by EPA.

Contact Information

Jane Posey

jposey@mwkog.org

202-962-3331

Thanks to Sunil Kumar, COG DEP staff,
who developed several of these slides.

mwkog.org

777 North Capitol Street NE, Suite 300
Washington, DC 20002

ITEM 13 –Information

April 19, 2017

Performance Based Planning and Programming Draft Regional Targets for Transit Asset Management

Staff

Recommendation: Briefing.

Issues: None

Background: The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for setting targets for transit asset management, by providers of public transportation and by metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region will be presented. In May, the board will be asked to adopt transit asset management targets for the region.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Performance Based Planning and Programming – Draft Regional Targets for Transit Asset Management
DATE: April 13, 2017

This memorandum provides a review of the federal performance-based planning and programming (PBPP) requirements for transit asset management. Each provider of public transportation is required to adopt targets for the performance of their transit assets. Metropolitan planning organizations (MPOs) then have 180 days to adopt transit asset targets for their metropolitan planning area. Accordingly, the TPB needs to adopt transit asset targets for the region; this memo proposes a set of draft regional targets for consideration by the board.

TRANSIT ASSET MANAGEMENT RULE

As part of the federal PBPP rulemaking, the final Transit Asset Management rule was published in the Federal Register on July 26, 2016, and became effective October 1, 2016.¹ Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.” A one-page summary of the rule is attached.

Under the final TAM rule, transit providers must collect and report data for four performance measures, covering rolling stock, equipment, infrastructure, and facility condition. For these measures, transit providers have to annually set targets for the fiscal year, develop a four-year TAM plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments.

The final TAM rule applies to all recipients and subrecipients of Federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation and requires accounting for all assets used in the provision of public transportation service, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party.

The annual schedule for TAM requirements is as follows:

- Transit providers must establish performance targets for the year by January 1.
- Transit providers must report data and targets by January 30 in the National Transit Database.
 - Optional reporting for this year, e.g., FY 2018 targets by January 30, 2017.
 - Mandatory reporting for future years, e.g., FY 2019 targets by January 30, 2018.

¹ <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

- The TPB shall adopt transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).
- Transit providers must develop four-year TAM Plans by October 2018. Subsequently, plans must be updated every four years.

The TPB Technical Committee and TPB Regional Public Transportation Subcommittee have discussed this rulemaking and the staff recommendation for target-setting by the TPB.

REGIONAL PROVIDERS OF PUBLIC TRANSPORTATION

The federal TAM rulemaking defines two tiers of providers of public transportation. Tier 1 providers are those that operate rail service or more than 100 vehicles in regular service. Tier 2 providers are those operating less than 100 vehicles in regular service. Tier 1 providers must set transit asset targets for their agency, as well as fulfilling other additional reporting and asset management requirements. Tier 2 providers can set their own targets, or participate in a group plan with other Tier 2 providers whereby targets are set for the group as a whole. Note that a parent organization can operate several services, such as bus service and paratransit service, that combined exceed one hundred vehicles.

The region has seven Tier 1 providers of public transportation that fall under the federal rulemaking:

1. WMATA: Metrorail, Metrobus, MetroAccess
2. District of Columbia: Streetcar, Circulator
3. Fairfax County: Connector, Community and Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's County: TheBus, Call-A-Bus
6. Potomac and Rappahannock Transportation Commission (PRTC): OmniRide, OmniLink
7. Virginia Railway Express (VRE)

The region has twelve Tier 2 providers that fall under the federal rulemaking, including several small paratransit providers and non-profit providers:

Northern Virginia

1. Alexandria: DASH, DOT
2. Arlington: ART
3. Fairfax City: CUE
4. Loudoun County Transit
5. Virginia Regional Transit (VRT)
6. The Arc of Greater Prince William
7. Every Citizen Has Opportunities, Inc. (ECHO)
8. Endependence Center of Northern VA
9. Weinstein Jewish Community Center
10. Prince William Area Agency on Aging

Suburban Maryland

11. Charles County: VanGo
12. Frederick County: TransIT

All of the Tier 2 providers in the region have chosen to participate in a group plan with their respective state agency: the Maryland Transit Administration (MTA) or the Virginia Department of Rail and Public Transportation (DRPT).

Accordingly, there are nine reporting entities in the TPB's metropolitan planning area. Note that providers operating within the region but based outside of the planning area, such as MTA Commuter Bus and MARC commuter rail, do not need to be included.

TRANSIT ASSET TARGETS AND PERFORMANCE

The nine reporting entities have provided their targets to TPB staff. In most cases, providers set targets that are approximately equivalent to their current performance. There are four transit asset performance measures, two of which are age-based and two of which are condition-based:

1. Rolling stock (Age)
2. Equipment: (non-revenue) service vehicles (Age)
3. Infrastructure: rail fixed-guideway track, signals, and systems (Condition)
4. Stations/Facilities (Condition)

Within each of the performance measures, assets are further divided into asset classes. For example, distinct asset classes for buses can be 30-foot, 35-foot, 40-foot, articulated, etc. Each asset class is measured separately for performance and for target-setting. In addition, for the age-based performance measures providers may set their own standard – the useful life benchmark (ULB) – for each asset class. So, two agencies may have different standards for their 40-foot buses as well as different targets for the anticipated percentage of buses that will exceed those standards, to reflect different degrees of usage and operating conditions, variations in maintenance efforts, etc. This limits the feasibility of comparison among agencies and of the integration of data to measure regional performance or set regional targets.

The draft targets for the metropolitan planning region are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards.

Draft Regional TAM Targets – Summary Table

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c,d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Ffx. Co.	10%	14% ^e	n/a	0%
Mont. Co.	8% ^a	50% ^{c,d}	n/a	50% ^f
Pr. Geo. Co.	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
MTA	24% ^a	31% ^d	n/a	25% ^f
DRPT	20%	Not reported	n/a	20%

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: maintenance/administrative facilities

Approval of the finalized TAM targets is scheduled for the May 17 board meeting.



Potomac and Rappahannock
Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192

March 9, 2017

Mr. Kanti Srikanth
Director, Transportation Planning
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, D.C. 20002

RE: Transit Asset Management Performance Targets

Dear Mr. Srikanth,

MAP-21 required that every transit operator receiving federal funds establish Transit Asset Management (TAM) performance targets and to coordinate targets with their metropolitan planning organization. The following are the Potomac and Rappahannock Transportation Commission's (PRTC) baseline figures and initial targets, which will be included in the TAM plan and submitted annually as part of National Transit Database (NTD) reporting.

Asset Class	PRTC Asset Performance Measures		
	Baseline	Initial Target	Notes
Bus (45')	46%	46%	meets or exceeds ULB of 14 years
Bus (40')	18%	18%	meets or exceeds ULB of 12 years
Bus (30')	27%	27%	meets or exceeds ULB or 10 years
Van	0%	0%	meets or exceeds ULB or 10 years
Service Vehicles	50%	50%	meets or exceeds ULB or 10 years
Admin/Maintenance Facility	0%	0%	% below "4" on TERM Scale
Commuter Lot	0%	0%	% below "4" on TERM Scale

Should you have any questions, please contact Betsy Massie, Director of Grants and Project Management, at 703-580-6113 or bmassie@omniride.com.

Sincerely,

Eric Marx

Interim Executive Director

Cc: Betsy Massie
Perrin Palistrant
Robert Schneider
Eric Randall



VIRGINIA RAILWAY EXPRESS

March 24, 2017

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

Re: VRE Transit Asset Management (TAM) Performance Targets

Dear Mr. Srikanth:

New federal requirements stemming from the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation bill culminated in a Final Rule issued on July 26, 2016 (Effective October 1, 2016) by the FTA addressing TAM. The Virginia Railway Express (VRE) is developing the appropriate information, methodologies and processes for TAM and reporting to the National Transit Database as outlined in the Final Rule.

One of the requirements in the Final Rule is that VRE coordinate with TPB in the selection of MPO performance targets. To assist the MPO in their selection of performance targets, on January 10, 2017, VRE provided the MPO with a table as well as a printout from FTA's draft asset module to document TAM performance targets developed by VRE.

In response to VRE's January letter, MWCOG staff asked for additional details for the performance targets and VRE assets. Please see the attached updated table with the requested details related to VRE's TAM performance targets.

Please contact me Rich Dalton, Deputy CEO/Chief Operating Officer at rdalton@vre.org or 703-838-5439 if you require additional information or have any questions.

Sincerely,

Rich Dalton
Deputy CEO/Chief Operating Officer



SUMMARY

VRE developed performance targets for each asset class under the four asset categories as required by the FTA TAM Final Rule. Table 1 summarizes the current State of Good Repair backlog for each asset class that was used by VRE to inform setting of performance targets for the upcoming fiscal year. The performance targets represent the goal for State of Good Repair backlog for each asset class. While optional for the first year, VRE reported these performance targets to FTA in January 2017.

Table 1. Proposed VRE Transit Asset Performance Targets

Asset Category	Asset Class	Performance Measure	Number	Factor	Performance	Performance Target
Rolling Stock	Commuter Rail Locomotive	Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	20	20 years ULB	Average 6 years (Range: 5-7 years)	0% exceeded ULB
	Commuter Rail Passenger Coach		86	30 year ULB	Average 8 years (Range: 1-10 years)	0% exceeded ULB
Equipment	Automobiles	Percentage of (non-revenue service) vehicles that have met or exceeded their ULB	6	5 year ULB	Average 5 years (Range: 3-12 years)	50% exceeded ULB
	Trucks and other Rubber Tire Vehicles		N/A			
	Steel Wheel Vehicles		N/A			
Infrastructure	Commuter Rail	Percentage of track segments, signals, and systems with performance restrictions	N/A			



Asset Category	Asset Class	Performance Measure	Number	Factor	Performance	Performance Target
Facilities	Passenger Facilities	Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economics Requirements Model (TERM) scale (1=Poor to 5=Excellent)	18	TERM	4 average	0% rated below 3
	Passenger Parking Facilities		3	TERM	3.7 average	0% rated below 3
	Maintenance Facilities		9	TERM	4 average	0% rated below 3
	Administrative Facilities		2	TERM	4 average	0% rated below 3



February 3, 2017

Chairman Bridget Donnell Newton
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Chairman Newton:

This letter provides the Washington Metropolitan Area Transit Authority's (Metro's) performance targets for state of good repair (SGR) in compliance with the Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule that took effect on October 1, 2016. Metro developed these targets through a data-driven approach, engaging staff who work directly with the assets and who develop the capital budget, and following the same rigorous performance management process that is in place for Metro's other key performance indicators (KPIs).

As per the Metropolitan and Statewide and Nonmetropolitan Transportation Planning Final Rule (Planning Rule), Metro is providing these targets to help assure that the Metropolitan Washington Council of Governments (MWCOC) has the information as MWCOC works to establish regional targets.

The targets provided herein are for Metro's fiscal year (FY) 2017, the most recent year with an approved Metro budget. Additionally, the Moving Ahead for Progress in the 21st Century (MAP-21) legislation requires each designated recipient to submit two annual reports – including one report describing progress towards meeting the performance targets established *during* that fiscal year and a description of the recipient's targets for the subsequent fiscal year (reference 49 U.S.C. §5326(c)(1) and (2)). In this first instance of reporting, Metro is complying with setting the targets for the current fiscal year. When the FY 2018 budget is approved, these targets will be updated to reflect expected capital investments in the relevant asset classes and will also be provided to MWCOC.

FY17 Performance Targets for Equipment

According to the TAM rule (subsection 625.43(a)), the measure for equipment is limited to non-revenue service vehicles. The performance measure for non-

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

revenue, support-service, and maintenance vehicles is the percentage of those vehicles that have either met or exceeded their Useful Life Benchmark (ULB).

The ULB is defined by the rule as distinct from the minimum useful lives required for Federal Transit Administration (FTA) grants. A ULB is the expected lifecycle or period of use of capital assets for a particular transit provider's operating environment. This can include influencing factors such as manufacturer, level of use, service plans, maintenance plans, and actual environmental considerations (i.e., wear and tear from unpaved roads, extreme weather, road salting, etc.).

In compliance with this federal regulation, Metro established a ULB for equipment using studies by two independent consultants to determine the optimal life of each non-revenue service fleet. Metro's ULB and target for equipment is listed below:

Number of Vehicles by Class	ULB	Target % at or Exceeding ULB
1,339 Total: <ul style="list-style-type: none">• 135 Automobiles• 1000 Trucks and Other• 204 Steel Wheel	5, 6, 8, 10, 12, 15, 20 or 75 Years depending on type/usage	15%

Metro will continue to monitor the size and performance of the non-revenue vehicle fleet. The target percentage for each vehicle type under the ULB will change each year based on the maintenance of the fleet, capital plans for replacement, service demands and other economic factors.

FY17 Performance Targets for Rolling Stock

Similar to equipment, the required performance measure for rolling stock is the percentage of vehicles that have met or exceeded their ULB (subsection 625.43(b)). For Metro, this measure is applicable to all three modes of operation: Metrorail (heavy rail passenger cars), Metrobus (buses) and MetroAccess (vans). A target was established for each class of vehicle by quantifying the percentage of rolling stock in each class that is over Metro's ULB for that class and determining FY17 replacement plans and schedules for vehicle delivery.

In compliance with this federal regulation, Metro established a ULB for rolling stock (revenue vehicles) based on existing FTA approved Fleet Management Plans. Metro's ULB and targets for rolling stock are listed below:

Vehicle Class	ULB	Target % at or Exceeding ULB
Heavy Rail Passenger	16 and 25 Years for retirement of 4000 and 5000 Series 40 Years all other Series	1%
Bus	12 Years for Articulated 15 Years for 30-40'	3%
Vans	4 Years	30%

Note that the ULB's for all vehicle types are subject to change based on fleet conditions and performance. In addition, the target percentage of each class under a ULB will change each year based on the age of each asset class, the service demand, the capital plans for replacement and other economic factors.

FY17 Performance Targets for Fixed Guideway

The TAM Rule (subsection 625.34(c)) requires a measure for infrastructure based on the percentage of guideway directional route miles (DRM) with performance restrictions. This performance measure is applicable to all rail fixed guideway infrastructure – or Metro's total of 234 miles of guideway. The reporting of this measure is intended to help standardize reporting of slow zones ("speed restrictions") across rail operating transit agencies.

According to the *FTA Guidebook: Guideway Performance Restriction Calculation* this measure should be calculated as a snapshot in time, as of 9 a.m. on the first Wednesday of each month. The target, as reported, represents the annual average over the 12 month reporting period.

In compliance with this federal regulation, Metro has quantified both planned and unplanned (corrective maintenance) speed restrictions to determine the target listed below:

Mode of Guideway	Total DRM of Guideway	Target % with Performance Restrictions
Heavy Rail	234	5%

Metro maintains reports of speed restrictions as they occur and are closed out. This historical data is the source for establishing the FY17 target percentage, along with the planned impacts of SafeTrack work in the coming months. As SafeTrack will be completed in this fiscal year, the targets for future years are expected to differ significantly from this initial target. Succeeding targets will reflect infrastructure condition, service plans and capital investment plans.

FY17 Performance Targets for Facilities

Subsection 625.43(d) of the TAM Rule requires a condition-based performance measure for transit facilities based on FTA's Transit Economic Requirements Model (TERM) five-point scale for condition rating assets where five is Excellent and one is Poor. The measure is the percentage of facilities with a condition rating of less than 3.0 rating.

This approach requires transit providers to physically inspect facilities every three years using standardized procedures and criteria. The result is a condition assessment that identifies the actual condition of each asset based on usage, maintenance history and environment.

The FTA definition of a facility includes any buildings or structures used in providing public transportation, including passenger stations, operations, maintenance and administrative facilities. This definition only includes conditioned spaces, according to the FTA *Guidebook: Facility Condition Assessment*, which excludes all bus shelters and stops.

In compliance with this federal regulation, Metro established the following target condition for facilities:


Number of Facilities by Type	Target % with Condition Rating Below 3.0
189 Total: <ul style="list-style-type: none">• 91 Rail Stations• 3 Bus Loops• 65 Parking Garages & Lots• 25 Maintenance Facilities*• 5 Administrative Buildings	32%

**Note: Facilities can include complexes with multiple buildings.*

Metro is in the midst of completing a comprehensive condition assessment and inventory of all facilities. Condition data used in developing performance targets included completed inspections of the most critical facilities for service delivery, stations and maintenance facilities, and relied on expert advice from maintenance staff regarding the condition of other facilities. When complete condition assessment data is available for all facilities, this target may be adjusted. Future targets may also be adjusted based on improved methods of determining asset criticality (as it relates to the overall facility rating) and changes in facility usage, capital plans and other economic factors.

As is required by the rule, I have approved these targets as Metro's *Accountable Executive*. If you have any questions or need additional information, please contact Andrea Burnside, Chief Performance Officer, at ahburnside@wmata.com or Yvonne Carney, Acting Director of Performance at ycarney@wmata.com.

Sincerely,



Paul J. Wiedefeld
General Manager and
Chief Executive Officer

DRAFT REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance Based Planning And Programming

Eric Randall, TPB Transportation Engineer

Transportation Planning Board
April 19, 2017



Structure of Presentation

- Performance-Based Planning and Programming (PBPP)
- Transit Asset Management (TAM) Target-Setting
- TAM – What is it?
- TAM Performance Measures
- Applicability to Regional Providers
- TAM Targets – Summary Table
- Next Steps – Action in May

Performance-Based Planning and Programming (PBPP)

- The PBPP process is a requirement for MPOs, States, and providers of public transportation originating in the federal surface transportation MAP-21 and FAST Acts.
- PBPP is the **application of performance management** within the planning and programming process **to achieve desired performance outcomes** for the multimodal transportation system. PBPP includes a range of activities and products:
 - Development of **long range transportation plans**
 - Federally-required plans and processes -- such as Strategic Highway Safety Plans (SHSPs), Asset Management Plans, the Congestion Management Process (CMP), and Transit Agency Asset Management and Safety Plans
 - Programming documents, including State and metropolitan Transportation Improvement Programs (STIPs and **TIPs**)



Transit Asset Management (TAM) Target Setting Requirements

- The Transit Asset Management (TAM) final rule was published in the Federal Register on July 26, 2016 and became effective October 1, 2016.
- Transit Providers to establish annual performance targets by January 1, 2017, approved by an Accountable Executive.
- Annual National Transit Database (NTD) reporting by January 30
 - Optional reporting for this year, e.g., FY 2018 targets by January 30, 2017.
 - Mandatory reporting for future years, e.g., FY 2019 targets by January 30, 2018.
- MPOs (i.e., TPB) shall adopt transit asset targets for their metropolitan planning area within 180 days (i.e., by June 30, 2017).

Transit Asset Management – What is it?

What is TAM? - “A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

- Performance – Transit providers to collect and report data on four performance measures: rolling stock, equipment, infrastructure, and facilities.
- Targets – Annually, transit providers to set targets for the four performance measures for the upcoming fiscal year.
- TAM Plan – Four-year plan for managing capital assets, updated every four years. First plan required by October 2018.
- Decision support tools – Use of analytical process and tools to develop a prioritized list of transit investments.



Transit Asset – Performance Measures

	Performance Measure	Asset Classes
Rolling stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40 foot bus, 60 foot bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/ Facilities (Condition)	The percentage of facilities, within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals



Applicability to Regional Providers

Two tiers of provider: Tier I if more than 100 vehicles in revenue service or operates rail; Tier II if 100 or fewer vehicles.

Tier I

1. WMATA: Metrorail, Metrobus, MetroAccess
2. DDOT: Streetcar, Circulator
3. Fairfax: Connector, Comm. & Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's: TheBus
6. PRTC: OmniRide, OmniLink
7. Virginia Railway Express

Tier II

1. Alexandria DASH
2. Arlington ART
3. Charles VanGo
4. Fairfax City CUE
5. Frederick TransIT
6. Loudoun County Transit
7. Virginia Regional Transit
8. and other small non-profit or paratransit providers

- Tier I providers set performance targets, implement an agency TAM Plan, and report performance and targets annually.
- Tier II providers may participate in a Group Plan or opt out and fulfill requirements on their own.



State Agencies and Tier II Providers

Maryland Transit Administration (MTA) and the Virginia Department of Rail and Public Transportation (DRPT) have worked with the Tier II providers in each state to prepare group plans

- MTA's group plan includes Charles VanGo and Frederick Translt.
 - MTA separately also covers MARC, MTA Commuter Bus and Regional Transportation Agency of Central Maryland, which operate in but are not based in the region.
- DRPT's group plan includes bus, paratransit, and non-profit services within the City of Alexandria, Arlington County, City of Fairfax, and Loudoun County.
 - Virginia Regional Transit is based in the region, and operates services both within and without the region.



TAM Targets – Summary Table

Target = Maximum percentage of assets at or exceeding standard

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c,d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Ffx. Co.	10%	14% ^e	n/a	0%
Mont. Co.	8% ^a	50% ^{c,d}	n/a	50% ^f
Pr. Geo. Co.	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
MTA	24% ^a	31% ^d	n/a	25% ^f
DRPT	20%	Not reported	n/a	20%

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: maintenance/administrative facilities



Next Steps – Action in May

- Pending further information, the summary table of the regional transit providers TAM targets will be finalized.
- A report summarizing the region's providers of public transportation, their TAM performance, and their TAM targets will be finalized.
- The board will be asked to approve the report and the summary of TAM targets for the region's providers at the May 17 meeting.



Eric Randall

TPB Transportation Engineer

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Washington, DC 20002



National Capital Region
Transportation Planning Board

Why a Performance Based Planning and Programming (PBPP) approach

- Improved Outcomes
 - Investment decision-making
 - Return on investments and Resource allocation
 - System performance
 - Accountability and Transparency
- Demonstrates link between funding and performance
- Common themes within a PBPP Process:
 - Cooperation and coordination
 - Data and tools
 - Linkages across performance-based planning activities
 - Feedback mechanisms
 - Public and stakeholder involvement



Coordination of PBPP with Metropolitan Planning

- Statewide and Metropolitan Planning final rule published May 27, 2016 provides a framework for performance-based planning and programming (PBPP) process and statewide and MPO planning.
- MPOs shall establish performance targets within 180 days of a State DOT or transit provider setting targets.
- The Transportation Improvement Program (TIP) and the metropolitan transportation plan (i.e., TPB's CLRP) must consider programming of projects and how they affect performance.
 - Describe progress toward achieving targets in each update.
- MPO, State DOTs and the transit providers must jointly agree upon and document in writing the coordinated processes for collecting data and selecting and setting targets.



TAM Applicability – Key Criteria

Direct Capital Responsibility

- Applies to recipients of Federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation.
 - Applies regardless of funding source, whether local funds or federal funds
 - Applies regardless of whether used by the recipient or subrecipient directly, or leased by a third party.

Open Door Service

- Public transportation service is defined as regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income.
 - Not applicable to closed-door operations, transportation services that are specific to the clientele of a particular organization.



Agency Presentations

TAM plans were presented to the TPB Technical Committee by the following agencies:

Maryland Transit Administration

<https://www.mwcog.org/file.aspx?&A=gFc2ZfGaVeJwbqsG00sN3MH8aGohFTN1t44jSoV03iQ%3d>

Virginia Department of Rail and Public Transportation

<https://www.mwcog.org/file.aspx?&A=Lcm9M%2f576B4Drtd6H3aKUW1vOoKJEEMtCj0Bc39F9ws%3d>

Washington Metropolitan Area Transit Authority

<https://www.mwcog.org/file.aspx?&A=ddqMUuBYOVEPTIaq%2b2VArIOXxxuJ7652K1z3%2fCbGOSg%3d>



ITEM 14 – Information
April 19, 2017
Long-Range Plan Task Force Status Report

Staff

Recommendation: Update on schedule and progress of task force activities.

Issues: None

Background: In March, the board formally established the Long-Range Plan Task Force and charged it to accomplish several activities. The Task Force met on April 10 and discussed regional goals and challenges. The board will be updated on the schedule and progress made to date of the task force activities.



What will it take to meet the region's long-term transportation goals?

Posted by **TPB NEWS** on **APRIL 11, 2017**

If you had to choose 6-10 projects, programs, or policies to move the region closer to achieving its long-term transportation goals, what would go on the list? Eight-car trains for Metro? A new highway bridge across the Potomac River? More bike-lanes and pedestrian paths?

The TPB's recently reestablished Long-Range Plan Task Force is aiming to answer that question, and the group met for the first time on April 10. In addition to a discussion of regional goals and challenges, the task force also engaged in a rapid-response brainstorm session that provided a glimpse at the types of initiatives that could be included in the group's initial recommendations due out this summer.

MORE: [Find out who's on the Long-Range Plan Task Force](#)

Getting started with a discussion of regional goals and challenges

The main purpose of the task force's first meeting was to review the group's mission and to agree on a list of regional goals and challenges to guide its deliberations over the coming months.

The group's official mission and tasks, approved by the TPB in March, call for developing measurable goals and performance metrics to aid in identifying impactful projects, programs, and policies. The mission and tasks also call for drawing directly from existing governing TPB and COG policy documents.

At the April 10 meeting, staff presented a summary of established regional goals spelled out in the TPB Vision, COG's Region Forward, and the TPB's Regional Transportation Priorities Plan. The goals touch on a wide range of issues, including system maintenance and preservation, expanding travel options, improving environmental quality, and enhancing freight movement.

Task force members agreed to use the summary list as a starting point for their work because the goals are comprehensive and consensus-based, and they're familiar both within and outside COG and the TPB.

The task force also discussed key challenges standing in the way of achieving regional goals. Staff again drew on existing work, presenting the 14 challenges identified in the Regional Transportation Priorities Plan. The challenges similarly cover a wide range of issues, from roadway congestion and Metrorail crowding to development near Metro stations and pedestrian and bicyclist safety.

What task force members thought was missing

One of the key things that some members thought was missing from the list of regional goals was congestion relief.

Task force member Martin Nohe said that "traffic" is often among voters' top concerns and that the task force would be remiss not to identify and use it as a top goal.

"Relieving congestion has to be a goal," Nohe said. "If the Transportation Planning Board isn't relieving congestion of some type, then we're not the Transportation Planning Board.

TPB Chairman Bridget Newton, who is serving on the task force in her role as a board officer, pointed out that the main impetus for the task force in the first place was to find ways to address significant anticipated increases in congestion on area roadways under the current Constrained Long-Range Transportation Plan (CLRP).

"The reason this task force was formed, if you go back to the very beginning, was because there were a lot of us on the TPB who said, 'We cannot sanction spending \$100 billion on 500 projects and going nowhere on congestion,'" Newton said.

Some task force members took a different view, saying that it would be neither necessary nor desirable to add an entire goal area focused on congestion relief.

Summary of Regional Goals

- Provide a comprehensive range of transportation options **to promote a strong regional economy and address regional congestion, accessibility, and mobility**
- Provide reasonable access at reasonable cost to everyone
- Develop and maintain an interconnected system, including a healthy regional core and dynamic activity centers with a mix of jobs, housing and services in a walkable environment
- **Prioritize state of good repair:** Give priority to **asset** management, performance, maintenance and safety of all modes and facilities
- Use the best available technology to maximize system effectiveness
- Plan and develop a system that enhances and protects natural environmental quality, cultural and historic resources and communities
- Achieve better inter-jurisdictional coordination of transportation and land use planning
- Achieve enhanced funding for regional and local priorities that cannot be met with current/forecast funding sources
- Support inter-regional and international travel and commerce



Long-Range Plan Task Force
April 10, 2017

*At its April 10 meeting, the Long-Range Plan Task Force reviewed and discussed a list of established regional goals to use in guiding its upcoming deliberations. The task force made some additions and changes to the list (marked in **bold**) to better highlight congestion relief, economic vitality, and maintenance as key regional goals. (TPB)*

“At a regional scale, we recognize that congestion reduction is important but it’s not a goal in and of itself,” said Dan Emerine. “We reduce congestion to achieve other things, like getting people to jobs or schools—to do some activity.”

Staff said that the TPB has traditionally highlighted congestion as a challenge standing in the way of meeting broader regional goals and pointed out that it is among the 14 challenges identified in the Regional Transportation Priorities Plan.

In the end, the task force agreed to incorporate congestion relief into an existing goal focused on providing a comprehensive range of transportation options.

The group also added economic vitality as a component of the same goal, and sharpened another goal’s focus on keeping the region’s transit and highway systems in a state of good repair.

In its later discussion of regional challenges, the task force recommended calling greater attention to the safety of motorists and transit users. It weighed adding this issue to a challenge regarding bicyclist and pedestrian safety, but ultimately included it in a challenge focused on the traffic effects of major incidents. The group also added the idea of “reliability” to the challenge focused on recurring congestion on area roadways.

A glimpse of projects, programs, and policies that might make the list

At the end of the meeting, task force chairman Jay Fiset led the group in a 10-minute, rapid-response brainstorm session, going around the table several times and giving each task force member the opportunity to offer their own suggestions.

In all, task force members made nearly 40 suggestions, including eight-car trains for Metro, new Potomac River crossings, and expanded bicycle and pedestrian infrastructure. The brainstorm also yielded the suggestion of dedicated funding for Metro, expanded transit lanes, new regional parking and job-location policies, and robust strategies to get travelers to use non-driving commute modes.

The ideas suggested at the April 10 meeting range significantly in scope, cost, and technical and political feasibility. It will be the task force's job in the coming months to winnow down that brainstorm list to just 6-10 initiatives.

Next steps for the task force

The task force is scheduled to meet seven more times between now and July. Its next meeting is set for Wednesday, April 19, immediately following the TPB's regular monthly meeting.

At that meeting, the task force will review the TPB's past work analyzing different transportation and land use scenarios for the region. The purpose of this review will be to understand what past analyses of various projects, programs, and policies have shown and to help the task force identify the initiatives it would like to analyze in its upcoming work.

Once the task force presents its recommended 6-10 projects, programs, and policies this summer, the TPB will engage the assistance of an outside consultant to evaluate the initiatives more extensively and identify by December those with the greatest potential benefits for the region.

MORE: [Get the full schedule of upcoming task force meetings](#)

MORE: [Read the task force's approved mission and tasks](#)

ITEM 15 – Notice

April 19, 2017

Notice of Proposed Amendment to the
2016 Constrained Long Range Plan (CLRP), As Requested
by the Maryland Department of Transportation (MDOT)

Staff

Recommendation: Review proposed project submission as an amendment to the 2016 CLRP

Issues: None

Background: As described in the attached materials, MDOT has requested an additional amendment to the 2016 CLRP to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495. An amendment to include this project in the Plan requires an air quality conformity analysis and this analysis can occur as part of the off-cycle conformity analysis as identified in Item 9. Following a public comment period which ends on May 13, 2017, the Board will be asked to approve this project submission at the May 17, 2017 meeting. The draft conformity results for all of the projects are scheduled to be released for public comment on September 14, 2017 and the TPB is scheduled to adopt the entire plan amendment and conformity analysis at its October 18, 2017 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Proposed Additional Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP)
DATE: April 13, 2017

The Maryland Department of Transportation (MDOT) has requested that the CLRP be amended to include the construction and implementation of the I-270 Innovative Congestion Management Project between I-70 and I-495. The project had previously been included as a study, as part of a larger study for the I-270/I-495 West Side Corridor being conducted by MDOT. The scope and scale of the project have now been finalized along with a timeline for implementation and construction. This project was not included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment, and TPB staff have determined that this project needs to be included in an updated conformity determination prior to moving forward.

In the attached letter of April 12, 2017, MDOT has proposed that this project be included in the upcoming off-cycle conformity analysis being conducted to include updates to the I-66 Outside the Beltway project and a new off-ramp from the northbound I-95 HOT lanes in Virginia, and the advancement of the Governor Harry W. Nice Bridge Improvement project in Maryland. There is no change proposed to the Scope of Work for the off-cycle conformity analysis. TPB staff agree that this proposal can be accommodated.

OPPORTUNITY FOR PUBLIC COMMENT

All projects included in a conformity determination are subject to public review. On April 13, 2017, the TPB released this project information for a 30-day public comment period which will conclude at 11:59 P.M. on Saturday, May 13. The attached materials contain the project information. Comments may be submitted:

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

The TPB will be asked to approve the project for inclusion in the off-cycle Air Quality Conformity Analysis of the CLRP at the May 17 meeting. A second comment period will be held in September 2017 after the results of the Air Quality Conformity Analysis have been finalized. The TPB will be asked to approve the amendments on October 18, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 12, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) is requesting an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP), which will require an air quality conformity analysis, to include construction of the I-270 Innovative Congestion Management Project.

The I-270 Innovative Congestion Management Project (CLRP #3564) proposes an automated smart traffic system which includes roadway improvements and innovative technologies that will maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commute along I-270 between I-495 and I-70. This project already is included in the current 2016 CLRP as a part of a study for the I-270/I-495 West Side Corridor (CLRP #3281). The state funds for this project are included in the approved FY 2017-2022 Transportation Improvement Program (TIP). The project is now ready for implementation and the scope and scale of the project has been finalized. This amendment will add this project to the CLRP for construction and advance the completion date to 2019.

The proposed amendment to add the I-270 Innovative Congestion Management Project as a new CLRP project (CLRP #3564) reflects the following project elements:

- Fourteen roadway improvements (detailed in the attached CLRP form) that will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management and virtual weigh stations. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.
- The limits of this project are from I-495 to I-70 including the east and west spurs of I-270.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Bridget Donnell Newton
Page Two

The proposed amendment has been determined to be regionally significant for air quality conformity purposes per the TPB's process of applying federal air quality conformity regulations in conducting regional air quality conformity analyses for the CLRP and the TIP. Since this project is estimated to be completed in 2019, MDOT is requesting an off-cycle conformity analysis to meet requirements necessary to meet the construction timeline. MDOT requests that this amendment be included in the off-cycle air quality conformity analysis that is soon to be underway.

The MDOT agrees to partially reimburse the TPB for the costs incurred in processing this CLRP amendment including those costs for revising the regional air quality conformity analyses under MDOT's Technical Assistance portion of the approved FY 2018 Unified Planning Work Program (UPWP).

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414, or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you.

Sincerely,



Heather Murphy *for*
Director
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: **MDOT/State Highway Administration**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: I-270 Innovative Congestion Management

	Prefix	Route	Name	Modifier
7. Facility:	I	270		/I-270Y
8. From (<input type="checkbox"/> at):	I	70		
9. To:	I	495		

10. Description: The I-270 Innovative Congestion Management Project proposes a two-pronged approach of roadway improvements and innovative technologies and techniques to maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commuter trip along I-270 between I-70 and I-495. While the components address both recurring and nonrecurring congestion, the roadway improvements focus on relieving today’s recurring congestion, and the innovative technologies and techniques focus on managing today’s recurring and non-recurring congestion and extending the lifespan of the roadway improvements into the future.

- 14 roadway improvements (detailed below) will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks, the key element limiting vehicular throughput along the corridor, coupled with the impact of crashes and other incidents. The strategy takes a “right-sized”, practical design approach focused on minimizing impacts to maximize the improvements that can be provided throughout the corridor.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management (ATM), and virtual weigh stations, that will work as a system to reduce congestion by improving traffic flow and safety. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.

Implementing this approach will provide I-270 motorists with significant congestion relief and maximize the available budget. The approach addresses recurring congestion by reducing the severity and duration of peak periods, as well as non-recurring congestion by improving safety and providing demand management tools that can help to reduce incident impacts on travel times. As a result, travel time reliability will be improved throughout the corridor.

See attachment for further project details.

CLRP PROJECT DESCRIPTION FORM

11. Projected Completion Year: **2019**
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic (file upload): **See attachment**
17. State/Local Project Standing (file upload):
18. Jurisdictions: **Montgomery County, Frederick County, City of Rockville**
19. Baseline Cost (in Thousands): **\$105,000** cost estimate as of **12/1/2016**
20. Amended Cost (in Thousands): cost estimate as of
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

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

22. Provide a Comprehensive Range of Transportation Options

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

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

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

23. Promote Regional Activity Centers

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

24. Ensure System Maintenance, Preservation, and Safety

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

25. Maximize Operational Effectiveness and Safety

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

26. Protect and Enhance the Natural Environment

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

27. Support Interregional and International Travel and Commerce

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

- Long-Haul Truck Local Delivery Rail Air

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

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

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

CLRP PROJECT DESCRIPTION FORM

MAP-21 PLANNING FACTORS

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

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

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

a. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

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

32. Capacity

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

CLRP PROJECT DESCRIPTION FORM

RECORD MANAGEMENT

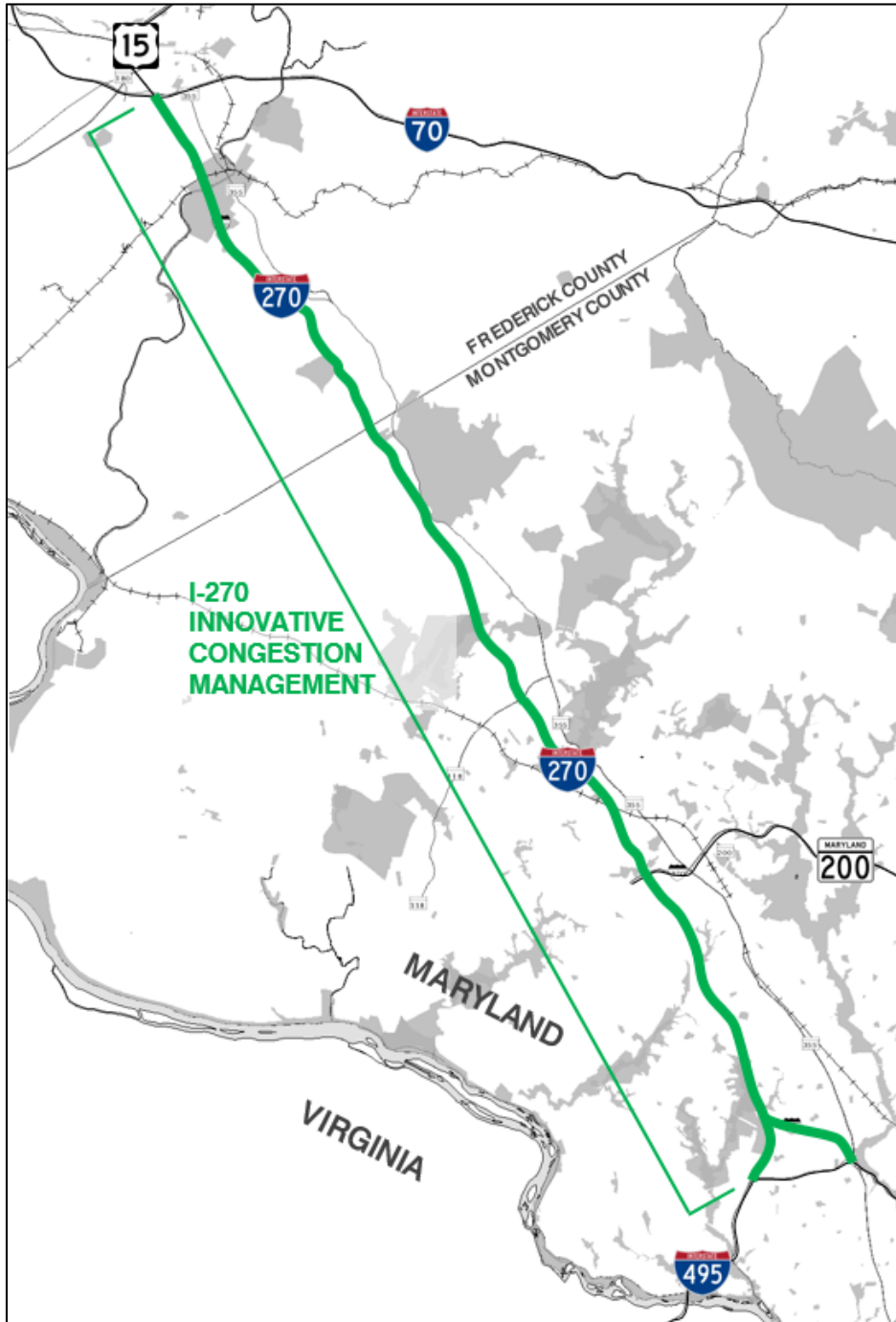
33. Completed Year:
34. Project is being withdrawn from the CLRP
35. Withdrawn Date:
36. Record Creator: **Matt Baker**
37. Created On: **4/11/2017**
38. Last Updated by: **Matt Baker**
39. Last Updated On: **4/12/2017**
40. Comments:

Maryland Department of Transportation

State Highway Administration

I-270 Innovative Congestion Management

The I-270 Innovative Congestion Management Project proposes a two-pronged approach of roadway improvements and innovative technologies and techniques to maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commuter trip along I-270 between I-70 and I-495. While the components address both recurring and nonrecurring congestion, the roadway improvements focus on relieving today's recurring congestion, and the innovative technologies and techniques focus on managing today's recurring and non-recurring congestion and extending the lifespan of the roadway improvements into the future.



- 14 roadway improvements (detailed below) will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks, the key element limiting vehicular throughput along the corridor, coupled with the impact of crashes and other incidents. The strategy takes a “right-sized”, practical design approach focused on minimizing impacts to maximize the improvements that can be provided throughout the corridor.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management (ATM), and virtual weigh stations, that will work as a system to reduce congestion by improving traffic flow and safety. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.

Implementing this approach will provide I-270 motorists with significant congestion relief and maximize the available budget. The approach addresses recurring congestion by reducing the severity and duration of peak periods, as well as non-recurring congestion by improving safety and providing demand management tools that can help to reduce incident impacts on travel times. As a result, travel time reliability will be improved throughout the corridor.

The following table provides descriptions of the proposed program of roadway improvements:

Improvement	Description
Southbound (SB) 1	<p>Extend acceleration and deceleration lanes at MD 80: This improvement consists of two distinct components: extending the length of the deceleration lane for the exit to MD 80 and extending the length of the acceleration lane for the entrance from MD 80. The existing merge location at the MD 80 entrance ramps is an identified bottleneck during the AM peak period. Under this concept, a longer distance for entering traffic to merge is provided. The deceleration lane from southbound I-270 to MD 80 is identified as a frequent crash area. By extending the length of the deceleration lane, vehicles are provided a longer, safer distance to reduce their speeds.</p>
SB 2	<p>Extend acceleration lane at MD 109: This improvement involves extending the length of the acceleration lane for the entrance from MD 109 to southbound I-270. The existing acceleration length does not meet AASHTO design guidelines and the reduced speed of entering traffic from MD 109 at the merge with high speed traffic on I-270 contributes to congestion during the AM peak period. This concept provides a longer distance for entering traffic to accelerate and merge.</p>
SB 5A	<p>Reconfigure exit lanes to I-370: This improvement involves restriping southbound I-270 approaching the exit to I-370 so the outside lane becomes the right lane on the two-lane exit ramp to I-370. The interior lane next to the right lane on I-270 will become a choice lane for vehicles to exit on the ramp to I-370 or continue south on I-270. In the existing configuration where no choice lane is provided, vehicles in the right lane reduce speed approaching the exit ramp and contribute to congestion on this section of I-270. This concept eliminates the need to develop a deceleration lane for the exit to I-370 and vehicles will not need to slow down on I-270 approaching the exit.</p>
SB 6	<p>Create auxiliary lane in local lanes south of Shady Grove Road: This improvement involves creating a third local lane by providing an auxiliary lane between the slip ramps south of Shady Grove Road. The entrance slip ramp from the express lanes will be connected to the first exit slip ramp to the express lanes. AM peak period traffic volumes in the local lanes approach capacity of the existing two lane section, resulting in recurring congestion. Under this concept the auxiliary lane will provide additional capacity at this bottleneck.</p>

Improvement	Description
SB 7	<p>Create auxiliary lane in local lanes between MD 28 and MD 189: This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 28 to the exit to MD 189. AM peak period traffic volumes in the local lanes approach capacity of the existing two lane section, resulting in recurring congestion. Under this concept, the auxiliary lane will provide additional capacity between the two interchanges.</p>
SB 10	<p>Maintain three lanes from I-270 and drop right lane on I-495 at I-270/I-495 merge: This improvement involves restriping the I-495 outer loop at the merge with the southbound I-270 west spur. Instead of dropping the inside (left) lane from the I-270 spur, the three lanes from I-270 would continue on I-495 and the right lane on I-495 would drop to maintain five lanes. During the AM peak period, recurring congestion at the I-270/I-495 merge results in queues that spill back onto the I-270 west spur. This improvement maintains capacity in three continuous lanes on the I-270 spur, the heavier traffic movement, and provides an expected merge on the right side of the highway with minimal impacts to I-495 outer loop operations approaching the merge.</p>
SB 12	<p>Create additional travel lane between Montrose Road and Democracy Boulevard: This improvement consists of restriping southbound I-270 to provide an additional travel lane within the existing typical section from the slip ramp entrance to the express lanes north of Montrose Road to the interchange at Democracy Boulevard on the west spur, a distance of approximately 3.1 miles. The large volume of weaving movements on the section of southbound I-270 between the express/local lane merge and the Y-split interchange results in substantial friction and reduced speeds during the AM peak period. In addition, the I-270 West Spur operates over capacity during the AM peak. Under this improvement, the added travel lane provides additional capacity on southbound I-270 and the I-270 West Spur. This concept uses performance-based practical design principles to continue to provide a right shoulder throughout the concept area.</p>
Northbound (NB) 1	<p>Create additional travel lane between Democracy Boulevard and Montrose Road: This improvement involves restriping northbound I-270 to provide an additional travel lane within the existing typical section between the entrance from Democracy Boulevard on the I-270 West Spur to the slip ramp exit to the local lanes just north of Montrose Road, a distance of approximately 2.7 miles. Traffic volumes on this section of northbound I-270 approach capacity of the existing lanes during the PM peak period. Under this improvement, the added travel lane provides additional capacity on the west spur and on the express lanes on northbound I-270.</p>
NB 2	<p>Create auxiliary lane in local lanes between MD 189 and MD 28: This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 189 to the exit to MD 28. This concept also involves restriping the northbound express lanes within the existing typical section to create an auxiliary lane by connecting the entrance slip ramp from the local lanes south of MD 28 with the exit slip ramp to the local lanes north of MD 28. Traffic volumes approach capacity of the existing two local lanes between MD 189 and MD 28 during the PM peak period. Under this improvement, the auxiliary lane provides additional capacity between the two interchanges. On northbound I-270 within the MD 28 interchange, traffic volumes exceed capacity of the existing three general purpose express lanes during the PM peak period. This improvement provides additional capacity in this section.</p>

Improvement	Description
NB 3	<p>Close loop ramp from NB Shady Grove Road to NB I-270; close slip ramp to express lanes north of Shady Grove Road:</p> <p>This improvement involves closing the existing loop ramp from northbound Shady Grove Road to northbound I-270. Northbound Shady Grove Road will be reconfigured to provide dual left turn lanes in the median north of the existing bridge over I-270, and a new left turn spur will be constructed at the existing intersection to connect with the existing entrance ramp from southbound Shady Grove Road. The existing configuration of ramp and slip ramp entrances within the Shady Grove Road interchange contributes to considerable friction and recurring traffic congestion during the PM peak period. This improvement eliminates the friction by removing a merge point on northbound I-270. This improvement also involves closing the slip ramp exit from the local lanes on northbound I-270 to the express lanes south of the I-370 interchange. The left (third) local lane that drops at the slip ramp in the existing configuration will be extended to connect with the exit to I-370. PM peak volumes approach capacity of the existing two local lanes between the exit slip ramp and I-370 and there is a short weaving movement between the Shady Grove Road entrance ramp and the exit to the express lanes. These improvements will eliminate the weave and provide additional capacity.</p>
NB 4	<p>Create auxiliary lane between MD 124 and Watkins Mill Road and between Watkins Mill Road and WB Middlebrook Road:</p> <p>This improvement consists of two improvements: an auxiliary lane will be provided in the northbound local lanes by connecting the entrance from MD 124 to the exit at the new Watkins Mill Road interchange and an auxiliary lane will be provided along northbound I-270 by connecting the entrance from Watkins Mill Road with the exit to westbound Middlebrook Road (loop ramp). Traffic volumes on northbound I-270 between MD 124 and Middlebrook Road exceed capacity of the existing three general purpose lanes during the PM peak period. Under this improvement, the added travel lane will provide additional capacity in the general purpose lanes.</p>
NB 5	<p>Extend third lane to Comus Road overpass:</p> <p>This improvement extends the right (third) lane drop from its current location north of MD 121 to Comus Road, a distance of approximately 0.8 miles. The additional lane will be provided by widening into the median. The lane drop north of MD 121 is a major source of congestion during the PM peak period. Extending the point of the lane drop, including further separating it from the end of the HOV lane will provide more distance for vehicles to merge into the two lane section.</p>
NB 7	<p>Extend deceleration lane at MD 118:</p> <p>This improvement involves extending the length of the deceleration lane for the exit to eastbound MD 118. The existing deceleration length is substandard and the exit is identified as a frequent crash area. Extending the deceleration lane will provide additional length for vehicles to slow down off of the through lanes.</p>

The proposed program of technology/ATM improvements are as follows:

Active Traffic Management (ATM) strategies involve the use of technologies to dynamically manage recurring and non-recurring congestion based on prevailing and predicted traffic conditions. The specific ATM strategies proposed for I-270 include:

- **Dynamic speed limits (DSL)**, also known as variable speed limits, to adjust speed limit displays based on real-time traffic, roadway, and/or weather conditions. DSL can be speed advisories or regulatory limits, and they will be applied to an entire roadway segment. This “smoothing” process helps minimize the differences between the lowest and highest vehicle speeds.
- **Queue warning (QW)** to provide real-time displays of warning messages (on DMS) along I-270 to alert motorists that queues or significant slowdowns are ahead. QW is also used to provide additional information to motorists as to why the speed limit is being reduced.

Adaptive Ramp Metering will automatically set the optimum vehicle rate of release at each ramp based on a variety of parameters including mainline traffic flow conditions in the vicinity of the ramp, mainline traffic flow conditions along other segments along I-270 both upstream and downstream of the ramp, queue length at the ramp, and queue lengths at other metered ramps located within the corridor. Time-of-day/day-of week scheduling can be implemented as necessary.

Ramp metering in other states has been shown to reduce mainline congestion and overall delay, while increasing mobility through the freeway network and traffic throughput. Travel times, even when considering time in queue on the ramp, have generally been reduced when ramp metering is implemented. Many regions have experienced increased travel time reliability (reduced variations in day to day travel times) due to ramp metering.

Ramp meters help break up platoons of vehicles that are entering the freeway and competing for the same limited gaps in traffic. By allowing for smooth merging maneuvers, collisions on the freeway can be avoided. Many regions have reported significant reductions in crash rates after implementing ramp metering.

Ramp metering is adaptive to provide effective ramp queue management. This adaptive metering can prevent queues from spilling onto the adjacent arterial and clogging up the local street network with stopped vehicles that are waiting to enter the freeway.

Ramp meters smooth the flow of traffic entering the freeway so vehicles can merge with mainline traffic with minimal disruption to traffic flow. Eliminating prolonged periods of stop and go conditions due to congestion can reduce vehicle emissions and fuel consumption on the freeway. Though difficult to measure, many regions have attributed reductions in carbon emissions and fuel consumption to ramp metering implementation.

Virtual Weigh Stations (VWS) are used to pre-screen trucks at highway speeds for weight and height violations. Scaling equipment embedded in the pavement of the travel lanes and adjacent height sensors measure the weight and height of a vehicle and an infrared camera photographs the vehicle and the license plate. Within seconds, a report is transmitted wirelessly to the computer of an enforcement officer located downstream of the VWS so the officer can determine if the vehicle is violating any regulations. If the vehicle is in violation, the officer can choose to pull over the vehicle for inspection and/or static weighing.

Transit

The proposed improvements will not only benefit the vehicles utilizing I-270, but transit routes, such as WMATA's Metrobus I-270 Express Line. Transit routes utilizing I-270 will see reduced travel time and increased travel time reliability which will provide better service to riders along with the potential ability to increase the number of service trips without the need for additional buses.

Schedule

Improvements with no environmental, right-of-way or utility impacts are generally scheduled for design completion within 6 to 12 months from Notice to Proceed (NTP). Improvements requiring more rigorous regulatory agency review, or with utility impacts, are scheduled for design completion within 12 to 18 months from NTP. Construction is expected to begin as early as winter of 2017-2018, and be completed by the end of 2019.

Federal Environmental Review (NEPA) Process

The program of improvements will likely be implemented as a series of distinct and separate projects. This approach affords the opportunity to streamline the process ensuring swift approvals. The design-builder will support MDOT by recommending an appropriate purpose and need addressing logical termini and critical elements such as noise analysis and Section 4(f)/park land coordination. The MDOT will ensure that all stakeholders are involved throughout the process. Also, coordination will occur with the environmental regulatory agencies. Any impacts that are unavoidable in the design process will be mitigated as required by environmental regulatory agencies.

Transportation Management Plan

Consistent with MDOT's commitment to keeping traffic flowing during construction in a safe and efficient manner, a Transportation Management Plan (TMP) will be developed with stakeholder input, including input from local jurisdictions, emergency responders, transit service providers, etc.

Coordination with Other Projects

The program of improvements is fully compatible with the Watkins Mill Interchange, located about 2,000 feet north of the I-270/MD 124 interchange. No modifications to I-270/Watkins Mill Interchange configuration are proposed; however, ramp meters will be evaluated to be added to the project. Along northbound I-270, an auxiliary lane between MD 124 and Middlebrook Road will be constructed. Some of this pavement will overlap pavement to be constructed as part of the Watkins Mill Interchange. It will be necessary to coordinate construction schedules between the two projects to determine the most effective manner to complete construction.

Public Involvement

A comprehensive Public Involvement Plan (PIP) will be provided. The plan will include regular progress updates, public meetings, displays to communicate proposed improvements, a website, etc. The project includes Maryland's first application of adaptive ramp metering as part of an active traffic management system; therefore, public education will be an important component of the PIP to familiarize the public with the technology and how to safely and efficiently navigate the new system in accordance with traffic laws.