



TRANSPORTATION PLANNING BOARD

Wednesday, September 20, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

MEETING NOTE

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

AGENDA

- 12:00 P.M.** **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M.** **2. APPROVAL OF THE MINUTES OF THE JULY 19, 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 PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR MARYLAND 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 Maryland. 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 Maryland Department of Transportation, and asked to approve the recommended projects.

Action: Adopt Resolution R2-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Maryland for FY 2018.

1:00 P.M. 8. COMMENTS TO US EPA AND US DOT ON PROPOSED RECONSIDERATION OF GREENHOUSE GAS (GHG) STANDARDS FOR LIGHT DUTY VEHICLES

Jane Posey, TPB Transportation Engineer

The Environmental Protection Agency (EPA) is seeking comment on a proposed reconsideration of GHG standards for model year 2022-2025 light duty vehicles. In January 2017, EPA completed a required mid-term evaluation of the rule established in 2012, and published a Final Determination keeping the standards in place. In March 2017, EPA announced its intention to reconsider the Final Determination, and on August 21, 2017, published a request for comment on the reconsideration. The board will be briefed on the proposed reconsideration, and asked to approve a joint TPB/MWAQC/CEEPC comment letter urging the EPA to stand by its January 12, 2017 Final Determination and maintain the existing GHG standards promulgated in 2012.

Action: Approve Joint TPB/MWAQC/CEEPC Comment Letter for Transmission to US EPA and US DOT.

INFORMATION ITEMS

1:10 P.M. 9. VISUALIZE 2045 CONSTRAINED ELEMENT: SOLICITATION OF INPUTS AND AIR QUALITY CONFORMITY ANALYSIS

Lyn Erickson, TPB Plan Development and Coordination Program Director

The Visualize 2045 Constrained Element will identify all regionally significant transportation investments the region can demonstrate we can afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits. The board will be briefed on the process, schedule, and requirements for the Air Quality Conformity Analysis. The board will also be asked for feedback on a draft solicitation document (previously known as the Call for Projects) asking agencies to submit projects, programs, and policy updates for inclusion in the Constrained Element of the plan and the federally required Air

Quality Conformity Analysis. The board will be asked to approve the final solicitation document at its October 18 meeting.

1:20 P.M. 10. VISUALIZE 2045 FINANCIAL ELEMENT: STATUS REPORT

Eric Randall, TPB Transportation Engineer

The board will be briefed on the development of the Visualize 2045 Financial Element, which is a requirement of the major four-year plan update. The Financial Element must demonstrate that sufficient revenues are reasonably expected to be available to build, maintain, and operate the transportation system spelled out in the Constrained Element of the plan.

1:30 P.M. 11. VISUALIZE 2045 PUBLIC OUTREACH: SUMMARY OF PHASE 1 ACTIVITIES

Ben Hampton, TPB Transportation Planner

Over the summer, staff carried out a public input survey aimed at gathering general attitudes and opinions about transportation in the region. The purpose of the survey was to inform ongoing conversations about regional transportation needs and priorities that will be taking place as part of the development of Visualize 2045. The board will be briefed on the outreach efforts staff undertook to promote the survey and encourage survey participation.

1:40 P.M. 12. CRITICAL URBAN FREIGHT CORRIDORS

Jon Schermann, TPB Transportation Planner

The board will be provided an overview of designating Critical Urban Freight Corridors (CUFC), including the TPB's new role in CUFC designation under the FAST Act, the anticipated process and schedule for TPB designation of CUFCs later this year, and the TPB Steering Committee's June 2 approval of provisional designation of CUFCs for the Maryland portion of the National Capital Region.

NOTICE ITEM

1:50 P.M. 13. BRIEFING ON THE DRAFT AIR QUALITY CONFORMITY ANALYSIS OF THE VDOT AND MDOT OFF-CYCLE AMENDMENT TO THE 2016 CLRP

Jane Posey, TPB Transportation Engineer

At the April 19, 2017 TPB meeting, the board acted to initiate an air quality conformity analysis for an off-cycle amendment to the 2016 CLRP for several Maryland Department of Transportation and Virginia Department of Transportation projects. The board will be briefed on the results of the draft air quality conformity analysis, which were released for public comment on September 14. The TPB will be asked to approve the off-cycle conformity analysis and 2016 CLRP Amendment at its October 18 meeting.

2:00 P.M. 14. ADJOURN

The next meeting is scheduled for October 18, 2017.

MEETING AUDIO

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listen to recorded audio from past meetings at:
www.mwcog.org/TPBmtg

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

July 19, 2017

MEMBERS AND ALTERNATES PRESENT

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

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths
Lyn Erickson
Ron Milone
Ken Joh
Andrew Austin

Dusan Vuksan	
Michael Farrell	
Ben Hampton	
Abigail Zenner	
Lori Zeller	
Wendy Klancher	
Erin Morrow	
Dzung Ngo	
Feng Xie	
Arianna Koudounas	
Jessica Mirr	
Debbie Leigh	
Deborah Etheridge	
Kirsten Chase	
Chuck Bean	COG/EO
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Nydia Blake	Prince William County
Bob Chase	Northern Virginia Transportation Alliance
Stewart Schwartz	Coalition for Smarter Growth
Jeanette Tejeda deGomez	AAA Mid-Atlantic
Alex Hendel	Arlington County
Tom Calcagni	AAA Mid-Atlantic
David Birtwistle	Northern Virginia Transportation Alliance
Evan Pritchard	Northern Virginia Transportation Alliance
Michael Forehand	Northern Virginia Chamber of Commerce
Monica Backmon	NVTA
Doug Allen	VRE
Pierre Holloman	COA
Andrew Mowry	Loudoun County
Gary V. Hodge	Regional Policy Advisors
Sydney Hawthorne	DC Council
Patricia Happ	NVTC
Allison Hahn	NVTC
Mike Lake	Fairfax County DOT
Susan Swift	SMTA
Andrea Lasker	Prince George's County DPW&T
Caroline Taylor	Montgomery Countryside Alliance
Heidi Mitter	VDOT
Norman Whitaker	VDOT
Tim Roseboom	DRPT
Chloe Delhomme	City of Manassas

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Garson, president of the Seven Locks Civic Association spoke in support of the recommendations of the long-range plan task force including the additional northern Potomac crossing to alleviate congestion.

Mr. Forehand, vice-president of government relations for the Northern Virginia Chamber of Commerce supported the recommendations of the Long-Range Plan Task Force including the Potomac River crossing. He advocated for better road reliability and alleviating congestion to support economic growth.

Mr. Costello spoke on behalf of the American Council of Engineering Companies in the region and supported the acceptance of the recommendations of the Long-Range Plan Task Force.

Mr. Samuel spoke in support of expanded toll lanes to Frederick. He said they could help improve reliability and could help mobility and support transit.

Mr. Raker spoke on behalf of the Suburban Maryland Transportation Alliance and supported the inclusion of the northern Potomac River crossing among the initiatives for further study. He said it would aid in relieving congestion in the region.

Ms. Swift also spoke on behalf of the Suburban Maryland Transportation Alliance. She spoke in support of keeping the Potomac River crossing in the list of initiatives for further study and said there was support for it from Montgomery County.

Mr. Berliner spoke on behalf of the Montgomery County Council and ask that the Potomac River crossing be removed from the list of initiatives for further study. He presented a resolution passed by the County Council asking the TPB not to study a northern Potomac River crossing. He said it would have adverse effects on the environment and open space.

Mr. Fisher, a resident of Loudoun County opposed the inclusion of the Potomac River crossing for further study. He said it would be too financially burdensome for the county and would not be a benefit for the county by encouraging pollution and sprawl.

Ms. Taylor, executive director of the Montgomery County Countryside Alliance opposed including the Potomac River crossing for further study. She said it would harm the county's open space and destroy the agriculture reserve.

Mr. Rood spoke on behalf of the Montgomery County Chamber of Commerce. He urged the TPB to consider the confluence of technology and mobility and be sure they were aligned in long-term planning.

Mr. Pritchard spoke on behalf of the Northern Virginia Transportation Alliance and spoke in favor of including a northern Potomac River crossing in the list of initiatives for further study. He said it was a need that would serve the region and alleviate congestion.

Mr. Calcagni speaking on behalf of AAA-Mid Atlantic spoke in support of including the northern Potomac River crossing for further analysis. He said it would not only provide relief for commuters but would also ensure continued economic vitality and provide an additional route in cases of emergency evacuations or national security threats.

Mr. Schwartz spoke on behalf of the Coalition for Smarter Growth and spoke against the Potomac River crossing remaining on the list for further study. He said it had been studied enough and that it would not help to relieve congestion. He advocated for transit oriented development to help with transit trips.

Mr. Chase spoke in favor of studying an additional Potomac River Bridge crossing saying it would be a truly regional project and that study would show that it would strengthen weak transportation links.

Mr. Whitfield spoke in favor of studying an additional northern Potomac River crossing. He said there needs to be an alternative when the current bridge crossings are blocked because of crashes or other incidents.

2. APPROVAL OF MINUTES OF THE JUNE 21, 2017 MEETING

A motion was made to approve the minutes from the June 21, 2017 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on July 7. At the meeting, the committee reviewed two items under consideration by the board. The first was on the 2017 Car Free Day, and the other on the Long-Range Plan Task Force. He said that there were also presentations from the Virginia Department of Rail and Public Transportation on how they prioritize their projects and a presentation on a high-speed rail project connecting Richmond, Virginia to Washington, D.C. The Technical Committee was briefed on Visualize 2045, short-range travel modeling improvements, and the Federal Enhanced Mobility Grant solicitation process. The committee was also briefed on a Vision Zero professional development workshop hosted by the TPB in June.

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

Mr. Martin presented the report of the Citizens Advisory Committee. He reported that the CAC discussed three major topics at its July meeting. First, that the committee encourages the TPB's Long-Range Plan Task Force to review and consider initial results from the Visualize 2045 public opinion survey in its deliberations in the fall. The committee also received a presentation about the Vision Zero workshop and discussed how to more effectively weigh in on activities related to Metro later in the year.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth said that the Steering Committee met on July 7. At the meeting, the committee approved two TIP amendments. The first, requested by VDOT, provides additional funding for the Arcola Boulevard project in Loudoun County. The second, requested by MDOT, updated functional classification for roadways in Montgomery County, Prince George's County, Frederick County, and Charles County. He said that the committee also approved a recommendation from TPB Vice-Chairman Charles Allen on the appointment of Paul Angelone as a replacement for Keith Benjamin on the TPB's Citizens Advisory Committee.

Mr. Srikanth addressed the letters sent to and received by the TPB. He said that a letter was received from the office of Mr. Berliner, President of the Montgomery County Council, regarding the resolution introduced for Item 8. The TPB sent a letter of support for Montgomery County for an application for federal funding for low and no-emission vehicle deployment. He announced that the TPB will issue a call for grant applications on August 14 for FTA funding for Enhanced Mobility grants. He said the application window is open until November 3. He said that there was a memo about the Commuter Connections Employer Recognition Awards, and another memo summarizing the Vision Zero workshop hosted by the TPB's Bicycle and Pedestrian subcommittee.

Mr. Srikanth finished by referring to a document that was distributed to the board. He said this handout provides the latest status report on the public input survey being conducted by the board for Visualize 2045. He said that the survey is aimed to gather general attitudes and experiences of the region's residents with the transportation system as well as seek their ideas for improvements they would like to see. He said that this information will be included in the Call for Projects for the update to the Long-Range Transportation Plan.

6. CHAIR'S REMARKS

Ms. Newton acknowledged that there were some important action items on the agenda including receiving the recommendations from the Long-Range Plan Task Force. She said she would do her best

to facilitate the discussion. She also recognized the executive director of the Virginia Railway Express, Mr. Allen, and congratulated VRE on its 25th Anniversary.

ACTION ITEMS

7. APPROVAL OF REGIONAL CAR FREE DAY 2017 PROCLAMATION

Mr. Ramfos provided background about Car Free Day. Referring to his presentation, he explained that the day has been celebrated in the region since 2007. And that the event is celebrated in 1500 cities and about 40 countries. In the Washington region, it is promoted by Commuter Connections as a way to remind people to try an alternative to driving alone.

A motion was made to proclaim September 22, 2017 as Car Free Day in the region. The motion was seconded and approved unanimously.

8. LONG-RANGE PLAN TASK FORCE: PROPOSED INITIATIVES TO BE APPROVED BY THE TPB FOR FURTHER ANALYSIS

Chairman Newton briefly reviewed the board's activities since 2016 leading up to the proposed action under this item. She said that the board was being asked to consider the recommendations from the Long-Range Plan Task Force for acceptance and further study. She noted how the formation of the task force was based on the board's desire to improve the long-term performance of the region's transportation system and she recalled that TPB analysis of planned and funded transportation projects in the region's CLRP showed that by 2040, congestion is forecast to increase, that access to jobs by car will decrease, and that transit ridership will remain a constant percentage. She said that the task force has recommended initiatives for further study that are not currently in the CLRP, but might have the potential to make significant improvement in our region's transportation system. She said that the recommendations recognize that the region cannot simply keep building transportation projects to address the congestion and accessibility problems we face today and we will face in the future; the recommendations recognize that the region must also look at enacting policies and implementing programs that would result in people making different choices on how they travel or when they travel or where they travel. She noted that the discussions at the task force have been passionate and tough and that Mr. Fisette has done a great job facilitating the discussions where all ideas have been aired, all different viewpoints have been heard, and not everybody has agreed to everything. Based upon these discussions, the task force has developed a recommendation for the board to consider. She asked Mr. Fisette to present the task force's recommendations.

Referring to the staff memo of July 13, Mr. Fisette described the task force's charge, process, and guiding principles. He said that the group brainstormed nearly 80 individual policies, programs, and projects. The group then narrowed that list down to groups worthy of further analysis for potential regional impact. Referring to the "Principles for Selection" section of the memo he spoke about some of the assumptions – the norms – upon which the task force based its recommendations. Mr. Fisette highlighted the following principles: (1) each initiative must go beyond what is currently included in the CLRP and were not recommending anything for further analysis that is already in the CLRP; (2) each of these initiatives is regional in nature, meaning the initiatives are not all within the bounds of one locality and would have the potential to make impacts beyond single jurisdictions; (3) the initiatives are worthy of further analysis to assess whether or not there are potential regional impacts on the performance of the transportation system as it relates to the goals that the TPB has put forward; and (4) the initiatives should allow for the analysis of a wide range of options and solutions, trying to cover a range of potential solutions for the future, from projects to technology to programs and policy elements. Mr. Fisette explained various reactions to potential initiatives had been discussed. He said these reactions included "this one isn't viable, this one is not feasible, there is not political support, or the cost is too great." He said the task force had made a conscious choice at this stage of the process to have very

little, if any, consideration of such factors. He said that the task force had agreed that those factors would be relevant in the end, when decisions are made and as such, those considerations were to be saved to a later date.

Mr. Fisette then referred to the resolution. He said that there are three things that the resolution would not do. First, it did not reflect an endorsement of any of initiatives or the elements of those initiatives. Second, it did not guarantee that these individual initiatives will ultimately be endorsed by the TPB later this year or added to the long-range plan. Third, nothing the TPB would do at this meeting or at any point in this process can require any jurisdiction to alter any existing or future plans for transportation projects, land use, pricing, or travel demand. Mr. Fisette then noted the three things the resolution would do. First, it would accept for further analysis these ten improvement initiatives. Second, it would charge the professional staff to analyze how these initiatives would make progress towards achieving the goals embedded in the consensus-approved TPB and COG governing documents. Third, it charged the task force with reviewing the analysis and presenting to the TPB later this year a summary of findings and with presenting to the TPB a recommended process by which the TPB will later endorse a final selection for inclusion in the aspirational element of the region's long-range transportation plan. He said the final endorsement might be none of the initiatives that will be analyzed, it could be one of them, or it could be any number of them. He said that the task force may choose to make recommendations to this body about what that subset should be.

Mr. Fisette made a motion to adopt the resolution. The motion was seconded.

Chairman Newton opened the resolution for discussion.

Mr. Harris said that the list of initiatives is balanced. He said that the reason these initiatives are included is that it is unknown whether they would work for the region or significantly change future outcomes. He said that earlier TPB analysis showed that congestion is expected to get 70 percent worse, and that after investing \$100 billion, congestion will still get 28 percent worse. He said he supports the process to find a solution, and recognized that implementing these proposed initiatives will be difficult.

Mr. Shaw said that he wants to make sure that these initiatives are analyzed for equity, like current CLRP projects.

Ms. Glaros asked why the recommendations call out a northern bridge crossing instead of just exploring added capacity.

Mr. Srikanth referenced the memo which identifies ten improvement initiatives recommended by the Task Force. He said that there are a number of initiatives that talk to the idea of adding capacity and these were grouped in terms of their characteristics. He said that some, like the Regional Express Travel Network, adds both roadway and transit capacity, including additional capacity for the American Legion Bridge across the Beltway and other existing facilities. He said that the initiative for the northern bridge crossing would add highway and transit capacity by building a new facility that would connect the fast-growing outer portions of the region and provide an alternative to the American Legion Bridge.

Ms. Glaros said that she is not the only board member concerned about the northern crossing. She said that the northern crossing is the only recommended initiative that is not regional in nature. She suggested a broader initiative that involves more jurisdictions from the region.

Mr. Elrich moved to eliminate the initiative about the northern river crossing from the recommendations. The motion was seconded.

Mr. Elrich said that the initiative about the northern river crossing sticks out because it would be paid for entirely by Maryland. He said this would also require the state to build new roads that connect with the bridge. He said that people are anxious about this initiative because it has been discretely identified. He said that updating the American Legion Bridge should be the priority. He said that

Maryland and Montgomery County uniformly oppose a northern bridge crossing. He said it is not in the master plans and that it cuts through Montgomery County's agriculture reserve. He added that this initiative ignores focused development areas that are served by transit.

Chairman Newton said that the resolution does not state where the northern bridge crossing would go.

Mr. Elrich said that there are a limited number of locations for a crossing of this sort. He asked why the TPB should study this alternative if it violates master plans and the agriculture reserve.

Mr. Lovain said that he was thankful that improved bicycle and pedestrian connections and access improvements for transit and rail stations were included in the recommended initiatives. He said that these two recommendations are extremely cost-effective. He said that he is skeptical about an additional outer bridge crossing. He said that he believes that it is not possible to build our way out of congestion. He said focusing on land-use, transit-oriented development, and expanding transit all be more effective. He said that he is willing to support the study for a northern bridge crossing. But he said that study needs to address the issue of induced demand and land-use impacts.

Ms. Smyth said that the northern crossing has been studied many times and that it is due to be studied again. She said that the analysis of the initiative recommendations should include some prioritization.

Ms. Hudgins said that if the land-use does not work, the project will not work. She said that she is against increasing transportation projects that simply bring cars across the region and not into the employment and housing centers. She said that the study of the northern crossing will tell the region board what it needs to know.

Mr. Meyer said that the TPB's purpose is to consider long-term plans. He said that it needs to think beyond who is in power now, and recognize that political will changes over time. He said that Loudoun County is focusing development along future Metro stations and transit-oriented development destinations. He said that a northern bridge crossing would connect transit-oriented developments in Gaithersburg and Rockville to ones in the Dulles corridor. He said that people in Virginia and Maryland would like to see this new bridge built. He said that if this board doesn't plan for the long-term it is a disservice to the next generation.

Mr. Kannan said that before the region considers new projects it ought to fully commit to funding existing infrastructure that is quickly deteriorating. He said that properly funding WMATA should happen before the board considers the recommended initiatives.

Mr. Lewis said that it would be a distraction to include the northern bridge crossing since Maryland jurisdictions do not support that project. He said that the other projects are very good.

Mr. Snyder said that he was in favor of removing the northern bridge recommendation because he believes that it would be a bad precedent to move forward with something that the entire Maryland delegation opposes. He said that he will be voting against all ten recommendations because they are too similar to things already underway in the region.

Mr. Erenrich said that he was concerned about moving forward to analyze the recommendations because the questions being raised about the northern bridge crossing cannot be answered. He said that two months is not enough time to analyze the recommendations in a way that would yield new information.

Mr. Srikanth disagreed with Mr. Erenrich. He said that after four months the analysis will provide new information on the initiatives, even if that analysis is not detailed or conclusive.

Mr. Herling said that he was concerned that Metro funding is not adequately addressed. He said that prices are going up and that patronage is going down.

Mr. Fisetette said that it is assumed that these recommendations could be funded in addition to existing projects and needs. The goal is not to move forward with initiatives that would result in other projects

going under-funded.

Mr. Nohe said that this is the first time he has heard so much enthusiastic support for adding more capacity to the American Legion Bridge. He said that the whole purpose of the Task Force was to identify game-changing initiatives. He said he is concerned that if some initiatives were removed prematurely then the board would be undermining all the work that has been completed today, and would make it hard for the board to identify possible game changing projects.

Mr. Schwartz said that the Task Force has done a good job overall in preparing the recommended initiatives. He said he had concerns about whether a sufficiently robust modeling process is in place and whether there is capacity to do the types of analysis that need to be complete for these alternatives in the given time frame. He said that he was concerned how future discussion would unfold if the northern bridge project is included in the analysis. He said that the region has a bad track record in conducting analysis of induced demand.

Mr. Fisetto acknowledged Mr. Berliner who was attending the meeting. He reminded the board that approving the recommendations does not mean that the board is endorsing any project, program, or policy stated in the recommendations. Approving the recommendations just means that they will be analyzed. He said that this comparable qualitative analysis will look at issues like congestion, but not just congestion. It would also look at outcomes and goals embedded in TPB plans. He said that based on the analysis, it should be possible to further reduce the list.

Chairman Newton asked Mr. Srikanth to call a roll-call vote.

Mr. Srikanth said that the first vote is on the amendment to remove the additional northern bridge crossing corridor from the recommended initiatives.

Ms. Erickson conducted a roll-call vote. There were 12 votes for the amendment, 17 against, and 2 abstentions. The amendment to remove the northern bridge from the list of recommended initiatives did not pass. The votes of individual members are documented in the attachment to these minutes.

Ms. Erickson conducted a roll-call vote to approve Resolution R1-2018 to accept the Long-Range Plan Task Force Initiatives for further analysis. The resolution passed with 24 yes votes. Seven board members abstained from this vote. The votes of individual members are documented in the attachment to these minutes.

INFORMATION ITEMS

9. VIRGINIA RAILWAY EXPRESS (VRE) REGIONAL RAIL SERVICE

Representing VRE, Mr. Allen said that Virginia Railway Express (VRE) is celebrating its 25th year in operation. He said that VRE was created in the 1980s by an agreement between the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission. VRE serves the nation's capital and the core of the region with commuter train service. VRE operates 22 trains with bi-level cars on tracks owned by other operators including CSX and Amtrak. He said that VRE serves commuters by running during rush hour. He said VRE is known for quality service and safe operations. He said that by operating during peak commuting hours, VRE helps to remove cars from the road and free up space on other transit services. He said that the VRE operates on the Long Bridge across the Potomac.

Mr. Allen said that at present VRE operates at roughly 80 percent capacity and plans to add capacity in the future. He said that this plan has two phases. In the first phase VRE will run longer trains, up to ten cars instead of six to eight cars. The second phase is to solve funding issues and run additional trains. He said this is important because VRE ridership continues to grow. He said that the Long Bridge is part of VRE's long-term plans. He said that VRE has collaborated with DDOT, VDRPT, and CSX to improve the

bridge. Other projects in the plan include station enhancements, additional tracks, and construction of maintenance and storage facilities. He said that VRE already has \$600 million in capital funding for these projects and that they were awarded an additional \$128 million for the expansion of the Manassas line. He thanked the TPB for its ongoing support.

A member of the board said that he appreciates what VRE brings to the region.

Mr. Zimbabwe said that DDOT has enjoyed collaborating with VRE on the Long Bridge.

Mr. Schwartz said that people living in Fauquier County appreciate VRE.

Mr. Herling asked about parking lots at VRE stations and the possibility of adding bus service.

Mr. Allen said that most VRE passengers drive to the station. He said that there are some bus connections, mostly in Fairfax County. He added that the closer people live to the center of the region the more likely they will take a commuter bus.

Mr. Herling asked if the long-range plan could be updated to include bus service.

Mr. Allen said that could happen as VRE adds capacity.

10. CRITICAL URBAN FREIGHT CORRIDORS

This item was postponed until a future meeting.

OTHER ITEMS

11. ADJOURN

No other business was brought before the board. The meeting was adjourned at 2:28 p.m.

Meeting Highlights: TPB Technical Committee September 2017

The Technical Committee met on September 8, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB agenda:

- **TPB agenda item 7**

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

- **TPB agenda item 13**

TPB staff briefed the committee on the process for conducting and approving the air quality conformity analysis for the VDOT and MDOT off-cycle amendments to the 2016 Constrained Long-Range Plan (CLRP). Staff said that on April 19, 2017, the board acted to initiate an air quality conformity analysis for an off-cycle amendment for several Virginia and Maryland projects. The results of the air quality conformity analysis were scheduled to be released for public comment on September 14. The TPB will be asked to approve the off-cycle conformity analysis and 2016 CLRP Amendment at its October 18 meeting.

- **TPB agenda items 9-11**

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

- **Public outreach:** The first phase of public outreach, which was conducted over the summer, focused on a public opinion survey. Staff conducted outreach for this survey which was aimed at gathering general attitudes and opinions about transportation in the region. More than 6,000 responses were received through an open survey and a random sample.
- **Solicitation of inputs and air quality conformity analysis:** The committee was briefed on the process, schedule, and requirements for the air quality conformity analysis, which is required under federal law to show that future vehicle-related emissions are forecast to remain below approved regional limits.
- **Financial element:** The results of an initial analysis of available revenues was shared with the committee. The long-range plan's financial element must demonstrate that sufficient revenues are reasonably expected to be available to build, maintain, and operate the transportation system spelled out in the Constrained Element of the plan.

The following items were presented for information and discussion:

- **Long-Range Plan Task Force Status Report:** Staff and the project consultant said that the TPB has accepted 10 initiatives, consisting of projects, programs, and policies, for further analysis. The committee received a briefing on assumptions and inputs selected for use for analysis, as well as the tools and methods in use; and was asked to provide feedback on proposed performance measures.
- **Project Prioritization at the Northern Virginia Transportation Authority:** The Technical Committee has been receiving presentations every month on how different funding agencies in the region

prioritize projects for funding in the CLRP and TIP. This month's meeting featured a presentation from NVTA.

- **Performance-Based Planning and Programming: District Department of Transportation (DDOT) Highway Safety Update:** DDOT staff presented their MAP-21/FAST highway safety performance targets and the methodology used to set them.
- **Performance-Based Planning and Programming: MPO Area Draft Regional Highway Safety Targets:** TPB staff briefed the committee on the MAP-21/FAST federal requirements for regional highway safety performance targets and present draft targets for the National Capital Region that are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia.
- **Proposed New Conformity Mobile Budgets for Ozone:** Staff informed the committee that the Metropolitan Washington Air Quality Committee (MWAQC) has approved the release for public comment of the draft 2008 ozone National Ambient Air Quality Standard (NAAQS) redesignation request and maintenance plan. The maintenance plan includes motor vehicle emission budgets (MVEBs or mobile budgets) which will be used in conformity analyses after the budgets are approved by the Environmental Protection Agency (EPA). The committee was briefed on the implications of these new mobile budgets.
- **TPB Comment Letter:** Staff also discussed EPA's proposed reconsideration of greenhouse gas (GHG) standards for Light-Duty Vehicles, and introduced a draft comment letter for the TPB's consideration. The letter recommends that EPA retain the standards. Staff informed the group that MWAQC and CEEPC also planned to comment, and suggested that the letter might be a joint TPB/MWAQC/CEEPC letter. The Committee had until Tuesday September 12 to let staff know of any concerns regarding including the letter for TPB's consideration.
- **National Capital Trail Update:** Staff informed the committee that the TPB's Bicycle and Pedestrian Subcommittee in July approved a list of projects needed to complete, upgrade, or enhance access to the National Capital Trail, a circumferential bicycle route around the core of the region.

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

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

MARYLAND

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

VIRGINIA

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

OTHER

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

FEDERAL/REGIONAL

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

COG STAFF

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

OTHER

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: September 14, 2017

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: September 14, 2017

At its meeting on September 8, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- SR3-2018: To amend the FY 2017-2022 TIP to include \$5.5 million in Congestion Mitigation and Air Quality (CMAQ) program funding for the Rock Creek Park Trail project, as requested by the District Department of Transportation. This project is exempt from the air quality conformity requirement for the Financially Constrained Long-Range Plan (CLRP) and TIP.
- SR4-2018: To amend the FY 2017-2022 TIP to include \$4.4 million in Department of Defense – Office of Economic Development funding for the MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements project; and to include \$15.2 million in state funding for the MD 254 Neale Sound Bridge Replacement project, as requested by the Maryland Department of Transportation. The first project has been determined by TPB staff to be “not regionally significant” for the purposes of the air quality conformity requirement of the CLRP and TIP and the second project is exempt from the air quality conformity requirement.
- SR5-2017: To amend the FY 2017-2022 TIP to include \$5.2 million in local funding and \$405,000 in National Highway Performance Program (NHPP) funding for the Lee Highway Widening Phase II project; and to include \$19 million in advanced construction funding and \$220,000 in NHPP funding for the Grant Anticipation Revenue Vehicle (GARVEE) debt service for that same project as a separate TIP line item, as requested by the Virginia Department of Transportation. This construction project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.

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

- SR3-2018
- SR4-2018
- SR5-2018

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

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

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

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

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

WHEREAS, in the attached letter of August 30, DDOT has requested that the FY 2017-2022 TIP be amended to include \$5.5 million in Congestion Mitigation and Air Quality (CMAQ) program and local match funding in FY 2017 for construction of the Rock Creek Park Trail project (TIP ID 3230), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$5.5 million in CMAQ and local match funding in FY 2017 for construction of the Rock Creek Park Trail project (TIP ID 3230), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 8, 2017.

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

August 30, 2017

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

Dear Chairman Newton,

The District Department of Transportation (DDOT) requests that the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) be amended to increase the funding amount for the Rock Creek Park Trail project. The TIP project listing for the project is attached.

The proposed amendment would add approximately \$5.5 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the construction cost of the project in FY 2017. The previous estimate for construction was \$5.5 million. The current estimate of the project is \$11 million. The major contributions for the increased cost estimate are as follows:

- 1) Commission of Fine Art's (CFA) revision of design and added more structure and more requirements;
- 2) Added scope - A retaining wall construction was added to the scope. This was requested by Eastern Federal Land at about 90% completion of design;
- 3) Added more lighting on trail requested by public; and
- 4) A more accurate cost estimate at end of design.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its September 8, 2017 meeting.

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

Sincerely,

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

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

FY 2017 - 2022

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

Bike/Ped

Rock Creek Park Trail

TIP ID: 3230	Agency ID: AF005A	Title: Rock Creek Park Trail	Complete:	Total Cost:	\$14,000
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Facility: M Street to Beach Drive	CMAQ	80/20/0	3,000 c	11,000 c					11,000
From: Piney Branch Pkwy									
To: 16th Street	DEMO	80/20/0	500 a						

Total Funds: 11,000

Description: Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

Amendment: Add Funding **Approved on: 9/8/2017**
 Add \$5.5 million in CMAQ funding for construction in FY 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 MD 185 AT JONES BRIDGE ROAD AND KENSINGTON PARKWAY PHASE 3 BASE REALIGNMENT AND CLOSURES ACT (BRAC) INTERSECTION IMPROVEMENTS AND THE MD 254 NEALE SOUND BRIDGE REPLACEMENT PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, in the attached letter of August 31, MDOT has requested that the FY 2017-2022 TIP be amended to reprogram and include an additional \$4.428 million in Department of Defense - Office of Economic Development (OEA) funding for right-of-way acquisition (ROW) from for ROW and construction between FY 2017 and FY 2021 for the MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements project (TIP ID 6071); and to amend the MD 254 Neale Sound Bridge Replacement project (TIP ID 6603) into the TIP with \$15.224 million in state funding between FY 2017 and FY 2022 for planning and engineering (PE), ROW, and construction, as described in the attached materials; and

WHEREAS, the first project was determined by TPB staff to be "not regionally significant" for the purposes of the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 152, BRAC NRS) and the second project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to reprogram and include an additional \$4.428 million in OEA funding for right-of-way acquisition (ROW) from for ROW and construction between FY 2017 and FY 2021 for the MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements project (TIP ID 6071); and to amend the MD 254 Neale Sound Bridge Replacement project (TIP ID 6603) into the TIP with \$15.224 million in state funding between FY 2017 and FY 2022 for PE, ROW, and construction, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 8, 2017



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
 Governor

Boyd K. Rutherford
 Lt. Governor

Pete K. Rahn
 Secretary

August 31, 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) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for two existing projects as described below and in the attached memo. The change for both projects reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022. As neither of these projects increases capacity, this action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6071	MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements	ROW CO	(\$267,000) \$4,428,000	Add funding for right-of-way and construction.
6603	MD 254 Neale Sound Bridge Replacement	PE ROW CO	\$1,400,000 \$118,000 \$13,706,000	Add funding for planning/design, right-of-way, and construction.

MDOT requests that these amendments be approved by the TPB Steering Committee at its September 8, 2017 meeting.

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

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 at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly distinguishable.

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

Attachment

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

MEMORANDUM

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

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF ERIC BECKETT *E. Beckett*
REGIONAL AND INTERMODAL PLANNING DIVISION

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

DATE: AUGUST 25, 2017

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

TIP	Project	Phase	New Funding
6071 MC #17-17 03/06/2017	MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements, Chevy Chase/North Chevy Chase	RW CO	(\$267,000) \$4,428,000
6603	MD 254 Neale Sound Bridge Replacement, Cobb Island	PE RW CO	\$1,400,000 \$118,000 \$13,706,000

ANALYSIS

MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements (TPB 6071 MC #17-17 03/06/2017) – This requested amendment reflects the subtraction of \$267,000 from FY 2017-2022 TPB TIP right-of-way acquisition funding and addition of \$4,428,000 to FY 2017-2022 TPB TIP construction funding for TPB 6071 MC #17-17 03/06/2017. MDOT SHA requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT SHA’s updated programmed expenditures and project schedule in FY 2017-2022. MDOT SHA anticipates advertising this project for construction in the Summer of 2018 and opening improvements to traffic in 2020.

MD 254 Neale Sound Bridge Replacement (TPB 6603) – This requested amendment reflects the addition of a new regionally significant project to and the addition of \$1,400,000, \$118,000, and \$13,706,000 to planning/design, right-of-way acquisition, and construction funding, respectively, in the FY 2017-2022 TPB TIP for TPB 6033. MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's updated programmed expenditures in FY 2017-2022. MDOT anticipates advertising this project in the Fall of 2017 and opening improvements to traffic in 2019.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. MDOT published funding details in the FY 2017-2022 Consolidated Transportation Program (http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/CTP/Index.html) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/Documents/2017_STIP_Draft_053116.pdf).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions about MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at mbaker4@sha.state.md.us. If you have any questions about MD 254 Neale Sound Bridge Replacement, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@sha.state.md.us.

ATTACHMENTS

- FY 2017-2022 TPB TIP project 6071 MC #17-17 03/06/2017 report
- FY 2017-2020 Maryland STIP project 6071 MC #17-17 03/06/2017 report
- FY 2017-2022 TPB TIP project 6603 report
- FY 2017-2020 Maryland STIP project 6603 report

cc: Maurice Agostino, P.E., Chief, Structures Engineering Section, MDOT SHA
Mr. Matt Baker, Regional Planner, MDOT SHA
Mr. Cornelius Barmer, Assistant Chief, Highway Design Division, MDOT SHA
Ms. Kandese Holford, Assistant Regional Planner, MDOT SHA
Mr. Corren Johnson, District 5 Engineer, MDOT SHA
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA
Mr. David Rodgers, Regional Planner, MDOT SHA
Mr. Nicholas Saavedra, Transportation Engineer, MDOT SHA
Mr. Prasoon Shrestha, Design Engineer, MDOT SHA
Mr. Brian Young, District 3 Engineer, MDOT SHA

**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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MDOT/State Highway Administration

Secondary

Naval Support Activity Bethesda BRAC Improvements

TIP ID: 6071	Agency ID: MO5938	Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRA	Complete: 2020	Total Cost: \$17,300
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Facility: MD 185 at Jones Bridge Road and Kensington	OEA	100/0/0	3,938 b	145 b	3,108 b	270 b	4,959 c	3,207 c	13,391
From:						1,702 c			
To:									
Total Funds:									13,391

Description: Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda.

Amendment: Subtracting Right-of-way Acquisition Funding and Adding Construction Funding **Requested on: 9/8/2017**
 Subtracting \$2,278,000 (OEA) from FY17 RW, adding \$1,741,000 (OEA) to FY18 RW, and adding \$270,000 (OEA) to FY19 RW. Adding \$764,000 (OEA) to FY19 CO, \$2,225,000 (OEA) to FY20 CO, and \$1,439,000 (OEA) to FY21 CO.

Other

System Preservation Projects

TIP ID: 6603	Agency ID: CH2261	Title: MD 254 Neale Sound Bridge Replacement	Complete: 2020	Total Cost: \$15,800
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Facility: MD 254 at Neale Sound	State	0/100/0	600 a	1,205 a	195 a	24 b	24 b	24 b	14 b	15,224
From:				9 b	23 b	5,706 c	1,000 c			
To:						7,000 c				
Total Funds:									15,224	

Description: Replace bridge 08038 over Neale Sound.

Amendment: Adding Planning/Design, Right-of-Way Acquisition, and Construction Funding **Requested on: 9/8/2017**
 Adding \$1,205,000 (State) to FY17 PP/PE and \$195,000 (State) to FY18 PP/PE. Adding \$9,000 (State) to FY17 RW, \$23,000 (State) to FY18 RW, \$24,000 (State) to FY19 RW, \$24,000 (State) to FY20 RW, \$24,000 (State) to FY21 RW, and \$14,000 (State) to FY22 RW. Adding \$7,000,000 (State) to FY18 CO, \$5,706,000 (State) to FY19 CO, and \$1,000,000 (State) to FY20 CO.

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 LEE HIGHWAY WIDENING PHASE II PROJECT AND GARVEE DEBT SERVICE, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached letter of August 29, VDOT has requested that the FY 2017-2022 TIP be amended to include \$5.247 million in local funding and \$405,000 in National Highway Performance Program (NHPP) funding for planning and engineering in FY 2017 for the Lee Highway Widening Phase II project (TIP ID 6604), and to include \$18.966 million in advanced construction funding and \$222,000 in NHPP funding in FY 2018 for the GARVEE Debt Service for this project (TIP ID 6605), as described in the attached materials; and

WHEREAS, this project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 731, VP7T);

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 \$5.247 million in local funding and \$405,000 in NHPP funding for planning and engineering in FY 2017 for the Lee Highway Widening Phase II project (TIP ID 6604), and to include \$18.966 million in advanced construction funding and \$222,000 in NHPP funding in FY 2018 for the GARVEE Debt Service for this project (TIP ID 6605), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 8, 2017



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

August 29, 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 Amendment for US 29 Widening, Fairfax County, VA (UPCs 110329 & 111986)

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for the widening of US 29 between Union Mill Road and Buckley's Gate Drive in Fairfax County, Virginia. This roadway widening with a six-lane cross section includes bicycle and pedestrian facilities. The amendments reflect the Virginia Commonwealth Transportation Board's latest estimates and planned obligations. Garvee bonds are being used as part of the funding for this project. TIP Amendment # 6604 (UPC # 110329) addresses funding for design and construction of the Route 29 Widening project, while TIP Amendment # 6605 (UPC # 111986) is being used to program Garvee bond debt service.

VDOT is adding \$405,085 in Federal National Highway Performance Program (NHS-NHPP) funding and approximately \$5.247 million in Local funding for planning and preliminary engineering (PE) to the TIP for UPC # 110329 in FY 18. Total project costs are estimated at approximately \$66,974,000. Construction funding will be programmed at a later date.

In addition, VDOT is adding \$222,014 in National Highway Performance Program (NHPP) funding and \$18.966 million in Advance Construction/National Highway Performance Program (AC-NHPP) to UPC 111986 in FY18. These funds, classified as PE, are for debt service on Garvee bonds associated with this project. The funds are being obligated in FY 2018 but will be applied to the Garvee debt in the form of periodic payments over the life of the bond issue.

The project funding is consistent with the revenue projections VDOT provided for the 2014 CLRP Financial Element. This project is listed in the 2016 CLRP and the 2016 Air Quality Conformity Analysis.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on September 8th, 2017. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,



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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Allison Richter, VDOT- NoVA
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	
Lee Highway Widening											
TIP ID: 6604 Agency ID: 110329		Title: Lee Highway Widening Phase II					Project Cost: \$66,974 Complete: 2024				
Facility: US 29 Lee Highway	Local	0/0/100		5,247	a					5,247	
From: VA 659 Union Mill Road	NHPP	100/0/0		405	a					405	
To: Buckleys Gate Drive											
Total Funds:										5,652	

Description: Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities. Corresponding Debt Service UPC is 111986.

Amendment: Add New Project **Approved on: 9/8/2017**
Amend project into the FY 2017-2022 TIP with \$5.652 million in local and NHPP funding in FY 2018 for PE.

Lee Highway Widening											
TIP ID: 6605 Agency ID: 111986		Title: Lee Highway Widening Phase II -- GARVEE DEBT SERVICE					Project Cost: \$19,188 Complete: 2037				
Facility: US 29 Lee Highway	AC	100/0/0		18,966	a					18,966	
From: VA 659 Union Mill Road	NHPP	100/0/0		222	a					222	
To: Buckleys Gate Drive											
Total Funds:										19,188	

Description: Debt Service Required for construction of UPC 110329

Amendment: Add New Project **Approved on: 9/8/2017**
Amend project into the FY 2017-2022 TIP with \$19.2 million in advanced construction and NHPP funding for PE in FY 2018.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: September 14, 2017

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



August 25, 2017



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

Dear Chairperson Newton:

Thank you for your July 19, 2017 letter requesting funding support for the Transportation Planning Board's (TPB) FY 2018 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will again provide \$150,000 in funding for the 2018 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Paul J. Wiedefeld
General Manager and
Chief Executive Officer

cc: Kanti Srikanth, Director of Transportation, MWCOG

Washington
Metropolitan Area
Transit Authority

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

www.wmata.com

A District of Columbia,
Maryland and Virginia
Transit Partnership



**National Capital Region
Transportation Planning Board**

July 19, 2017

Paul J. Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001-2693

Re: Street Smart FY 2018 funding

Dear Mr. Wiedefeld:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be launching its "Street Smart" Pedestrian and Bicycle Safety Campaign in FY 2018. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA's transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and by WMATA. I am now asking that you consider renewing WMATA's contribution of \$150,000 for FY 2018.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via TV commercials, online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of campaign. WMATA's financial contribution of \$150,000 accounted for one fifth of the FY 2017 budget of \$760,000. WMATA also ran pro bono transit advertising when space was available. WMATA staff serve on the advisory group, and have helped shape the FY 2018 campaign ads currently under development.

The Street Smart campaign benefits to WMATA include: passenger safety messaging, advertising revenue, and partnership in a major public service program. Street Smart campaign deployed outreach teams at Metrorail stations, as well as on bus corridors with heavy pedestrian traffic, and placed advertising on WMATA buses. See the attached FY 2017 WMATA Summary and FY 2016 Annual Report for more details.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective. In our 2016 post-campaign survey, 79% of the pedestrians in the Washington region could recall at least one of the Street Smart ads, versus 68% of the motorists.

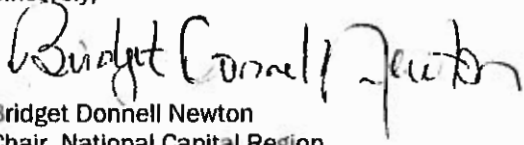
As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

For funds to be available for the Fall 2017 campaign, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by August 31st, 2017.

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Paul J. Wiedefeld
July 19, 2017

Sincerely,



Bridget Donnell Newton
Chair, National Capital Region
Transportation Planning Board

cc: Kanti Srikanth, Director of Transportation Planning, MWC0G
Patrick Lavin, Chief Safety Officer, WMATA
Shyam Kannan, Managing Director, Office of Planning, WMATA



National Capital Region
Transportation Planning Board

September 7, 2017

K. Jane Williams
Acting Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Ms. Williams:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by Montgomery County for \$4,169,500 in federal funds under the Grants for Buses and Bus Facilities Infrastructure Investment Program to support the purchase of 10 Proterra 35' E2 battery electric buses and 9 depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county. The federal funds would have an equal local match for a total cost of \$8,339,000.

The TPB's FY 2017-2022 Transportation Improvement Program (TIP) for the National Capital Region includes the Ride On bus replacement program: TIP ID 3072 on page 87. These 10 buses are included in FY2019. The proposed use of the electric buses is also being documented in the Ride On Bus Fleet Management Plan (BFMP) which will be completed in September 2017.

The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens through cleaner and higher quality transportation service. The support and promotion of electric vehicles is one of the near-term strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink that reads "Bridget Donnell Newton".

Bridget Donnell Newton
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Al Roshdieh, Director, Montgomery County Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: September 14, 2017

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: COG Metro Strategy Group Update and WMATA
DATE: September 14, 2017

Sustained funding for the Washington Metropolitan Area Transportation Authority (WMATA) to achieve a safe and reliable Metro system in a state of good repair is a priority of the Metropolitan Washington Council of Governments (COG) Board of Directors. The Transportation Planning Board (TPB) has partnered with COG on a comprehensive effort to secure sustained, predictable and dedicated funding for WMATA since late 2015 when it conducted a detailed review of WMATA's funding needs.

In June 2016, the COG Board created the Chief Administrative Officers (CAOs) Technical Panel to assess WMATA's long-term funding needs, explore revenue options, determine the economic value of Metro to the region, and identify performance metrics for safety, reliability and financial management. The Technical Panel's interim report was presented to the COG Board in October 2016 and the TPB was briefed on the report in November 2016. On April 26, 2017, the Technical Panel issued its Final Report to the COG Board focused on WMATA's ten year capital and maintenance funding needs and sources of dedicated revenue options. The TPB was briefed on the final report at its May 2017 meeting.

On June 14, 2017 the COG Board unanimously adopted Resolution R36-2017 supporting General Manager Wiedefeld's plan to keep Metro Safe, Reliable, and Affordable. The COG Board also unanimously adopted Resolution R37-2017 adopting the Metro Strategy Group's "Statement of Principles on Metro" to guide work to develop a regional strategy to secure funding to meet Metrorail's needs. In June the TPB endorsed both COG resolutions R36-2017 and R37-2017.

COG METRO STRATEGY GROUP

In January of 2017 COG Board Chairman Kenyan McDuffie convened a Metro Strategy Group (MSG) chaired by Fairfax County Board of Supervisors Chairman Sharon Bulova to develop strategies for securing dedicated funding for WMATA. Members were drawn from the COG Board Executive Committee and the TPB Executive Committee along with additional local elected officials and senior state officials. TPB Chairman Bridget Newton, second Vice Chairman Jay Fisette and TPB members Phil Mendelson and Martin Nohe serve on the Metro Strategy Group. The Metro Strategy Group is coordinating with the business community, the District of Columbia, Maryland, Virginia, DOTs, the region's congressional delegation, WMATA, NVTC, NVTA, representatives from state legislatures and other stakeholders on a path forward for dedicated funding for Metro funding. The overall goal is to support introduction of funding legislation in the 2018 legislative sessions. The TPB Staff Director and TPB staff have been assisting COG's Executive Director and Deputy Executive Director in support for the Metro Strategy Group.

On August 24, 2017, COG Board Chairman McDuffie and MSG Chairman Bulova, sent the attached letter to Mayor Bowser, Governor Hogan and Governor McAuliffe regarding the importance of sustained funding for Metro.

The Metro Strategy Group Chairman Bulova noted the status of the group's activities in a report to the COG Board on September 14, 2017. The MSG has reached considerable agreement on:

- The amount of new funds to be raised to meet WMATA's funding needs to ensure its safety, reliability and state of good repair - \$500M annually is the consensus target that provides for state of good repair plus additional critical capital projects that have been identified in WMATA's Capital Needs Inventory. The \$500M in additional annual funding is also consistent with WMATA General Manager/CEO Wiedefeld's April 2017 Plan and recent supporting financial analyses.
- The new funds could be raised from any source that works best for the jurisdictions as long as the funding is predictable, recurring and bondable.
- The additional funds will be for WMATA's capital needs only. Contributions towards any need for additional operational funds will be through a three percent increase in local subsidies.

Chairman Bulova noted that based on reports from the August 28 meeting of the Maryland and Virginia Governors and the District's Mayor there is general agreement that all three jurisdictions would contribute towards the additional funding to be raised for WMATA. The MSG is continuing to work on the details including a process to determine each jurisdiction's share of the new funding amount.

On September 11, 2017, Maryland Governor Larry Hogan wrote the attached letter to Virginia Governor Terry McAuliffe and the District's Mayor Muriel Bowser proposing a short term arrangement to provide \$500M in annual funding. The proposal would have the three jurisdictions and the federal government provide equal share (\$125M each) of the funds annually for four years. In her report to the COG Board, Ms. Bulova and few other members of the MSG noted this proposal as promising and that it would provide the time needed for the region to complete its work of putting in place a long term solution of providing predictable, recurring and bondable funds to WMATA.

August 24, 2017

The Honorable Muriel Bowser
Mayor
District of Columbia
1350 Pennsylvania Avenue, Suite 600
Washington, DC 20004

The Honorable Terry McAuliffe
Governor
Commonwealth of Virginia
P.O. Box 1475
Richmond, VA 23218

The Honorable Larry Hogan
Governor
State of Maryland
100 State Circle
Annapolis, MD 21401

Dear Mayor Bowser, Governor Hogan, and Governor McAuliffe:

As you are all aware, our Metro system is currently facing a large funding deficit needed to perform a backlog of capital projects and improvements to return the system to a state of good repair. Addressing WMATA's long-term capital funding needs is a top priority for the Metropolitan Washington Council of Governments (COG) and the jurisdictions in Metro's Compact. For the past several months, our COG Metro Strategy Group has been working to identify the funding need and potential solutions.

After analyzing Metro's long-term capital needs, the COG Metro Strategy Group agrees that the system requires \$15.5 billion over the next ten years to ensure a state of good repair and that it has a capital funding gap of \$6.1 billion over this time span. To fund the state of good repair and to advance critical capital needs, our group recommends an additional funding investment of \$500 million a year. This will be proposed to the COG Board of Directors in the next month. Your help and support on bridging this gap is essential to moving this pressing issue forward.

In June, the COG Board of Directors adopted a "Statement of Principles on Metro" to guide our approach to securing this additional funding (enclosed). In sum, the optimal way to address Metro's capital funding gap for a state of good repair and critical capital needs is through a dedicated funding source(s) that is earmarked to Metro and fully bondable at the highest rating.

We look forward to sharing additional information as we continue our effort over the next few months. We are committed to working with stakeholders at the local, state, and federal level in addition to the business community throughout our region. We urge you to work together and with us in leading our region forward to solve this urgent problem and restore our system. We appreciate your leadership on this essential initiative.

Sincerely,



Sharon Bulova
Chairman, COG Metro Strategy Group



Kenyan McDuffie
Chairman, COG Board of Directors

The Honorable Muriel Bowser, The Honorable Larry Hogan, and The Honorable Terry McAulliffe
August 24, 2017

cc: COG Board of Directors
Paul Wiedefeld, General Manager, WMATA

Enclosed: COG Board of Directors Statement of Principles on Metro
COG Metro Strategy Group Roster

**COG Board of Directors
Statement of Principles on Metro**

Adopted on June 14, 2017

1. The region adopts the goal of a fully restored, world class Metro system that is safe, efficiently managed in a fiscally responsible manner, and maintained in a state of good repair.
2. Bridging the gap in WMATA's long-term capital needs is the funding priority.
3. The optimal way to address WMATA's capital funding gap for state of good repair and critical capital needs is through a dedicated funding source or sources that are earmarked to WMATA, fully bondable at the highest possible financial rating, and enhances WMATA's overall financial standing.
4. WMATA's operating and maintenance funding needs should be addressed through application of management best practices and reforms, as well as funds derived from increased ridership, before determining if there is a need for additional funding to fill any remaining gap in operating and maintenance funding needs.
5. Local and state contributions for capital subsidies, as well as operating and maintenance subsidies, should be predictable with an annual growth rate of not more than three percent.
6. The local jurisdictions, the states, the business community and additional stakeholders will collaborate to accomplish these goals by the start of WMATA's Fiscal Year 2019.
7. Enhancement and reform of WMATA's governance and operations may be accomplished through agreements, policies, and legislative actions that optimally would be accomplished without reopening the WMATA compact at this time.
8. We call on the federal government to recognize its fiscal responsibility to America's transit system and the federal workforce utilizing the Metrorail system.

COG Metro Strategy Group

Sharon Bulova, Chairman, Fairfax County Board of Supervisors (Chairman)
George Barker, Senator, Commonwealth of Virginia
Roger Berliner, President, Montgomery County Council
Brian Feldman, Senator, State of Maryland
Derrick Davis, Chairman, Prince George's County Council
Jay Fisette, Chairman, Arlington County Board
Matt Letourneau, Supervisor, Loudoun County Board of Supervisors
Kenyan McDuffie, Councilmember, District of Columbia Council
Phil Mendelson, Chairman, District of Columbia Council
Bridget Newton, Mayor, City of Rockville
Marty Nohe, Supervisor, Prince William County Board of Supervisors



STATE OF MARYLAND
OFFICE OF THE GOVERNOR

LARRY HOGAN
GOVERNOR

Monday, September 11, 2017

The Honorable Terry McAuliffe
Governor of Virginia
1111 East Broad Street
Richmond, VA 23219

The Honorable Muriel Bowser
Mayor of the District of Columbia
1350 Penn Ave NW
Washington, DC 20004

Re: Washington Metropolitan Area Transit Authority (WMATA)

Dear Governor McAuliffe and Mayor Bowser,

Following the most recent proposals at our regional meeting on August 28, I wanted to follow up with you in an effort to continue and to further our discussions regarding the future of Metro.

As I have stated repeatedly, both publicly and in our private deliberations, I fully support Metro and recognize its role as a vital economic driver for Maryland and our region. Despite its long-standing financial mismanagement and safety and reliability issues, Metro nonetheless continues to play an incredibly important and vital role in the region.

Our administration has consistently supported Metro through substantial investments to both its capital and operating budgets. Over the past three budgets, our administration has increased Maryland's contributions by more than 12.5 percent, an addition of over \$55 million.

In total, our administration has invested \$1.4 billion into the system, and we continue to provide this strong level of financial support. For example, in fiscal year 2018 alone, Maryland is investing half a billion dollars.

As you are likely aware, 21 percent of Metro's ridership comes from Maryland, with 23 percent coming from Virginia, and 55 percent from Washington, D.C. When comparing each jurisdiction's investments over the past three years, and by any logical measure, Maryland has been paying not only our fair share, but actually more than our fair share.

However, the debate we are having now is not about the past, but rather what we can all do now to ensure that Metro not only survives, but dramatically improves.

The long-standing safety, performance, and fiscal integrity issues that have plagued Metro for years are well known. The fact is they predate all of our terms in office by decades, but that does not absolve us of the responsibility to solve them.

According to WMATA, a commitment of \$500 million in additional funding is needed, in short order, to continue safety and reliability improvements and to prevent further deterioration of the system. There is absolutely no separation between us on how critical Metro is and that action needs to be taken to guarantee its short-term and long-term future. However, there is very clear separation between us on how we collectively meet this \$500 million funding challenge.

Since I became governor of Maryland, I have continually advocated for increased federal contributions to Metro – repeatedly and forcefully making that point to officials in both the previous and the current administration, including Transportation Secretaries Elaine Chao and Anthony Foxx.

The metro system in Washington, D.C. was built to accommodate the needs of our nation’s capital, the Federal City. Forty-two percent of Metro riders are federal employees, and yet the federal government’s investment does not reflect this fact. At our most recent regional meeting, I once again made the case for this increased federal support, and I was thrilled that you both now agree to join with Maryland in that effort.

I was also encouraged that there was unanimous agreement among us to support the initial report presented by former Transportation Secretary Ray LaHood, and proposed by Virginia, to dramatically change the structure of the WMATA Board and to replace it with a new governing structure. However, no real roadmap was proposed explaining how this change would take place, and we have still not seen any details of this report.

You will recall that I expressed concern that we could not achieve a new governing structure without revisiting the WMATA Compact, which legally requires its current structure. You both stated your opposition to revisiting the Compact. Going forward, I believe it would be helpful to avoid proposing ideas to reform WMATA without also proposing how we are actually going to accomplish them.

Most concerning to me was the proposal from the District of Columbia to institute a massive regional sales tax. This is obviously not a viable proposal, and as I pointed out, it has no real chance of being implemented anytime in the foreseeable future. The sales tax is a regressive tax, which disproportionately hurts the poorest of our citizens, and I again expressed my strong opposition to this idea.

Governor McAuliffe, you and I both expressed doubt about this proposal. You suggested that it would be very unlikely for you to get a sales tax increase passed by Virginia’s legislature.

Prior to my election as governor, Maryland increased the sales tax by 20 percent, the largest and most regressive tax hike in state history. The people of Maryland elected me to end the practice of simply raising taxes, over and over again, to solve problems that could otherwise be solved by effective governance and prudent fiscal management.

In my experience, providing real leadership and serving the public successfully often requires making the tough decisions that those before you, or others, either failed or refused to make. It is in that spirit that I am writing to propose a new solution in addition to my previous proposal of increased federal contributions:

The region can no longer avoid taking action, and the needs of the Metro system are immediate and overwhelming. Given the current crisis, the State of Maryland is prepared to invest an additional \$500 million in increased Metro funding over the next four years if the Commonwealth of Virginia, the District of Columbia, and the federal government all commit to do the same.

This would be an additional \$125 million in increased annual Metro funding from Maryland over the next four years if the other three partners commit to the same level of increased funding. If Washington, D.C. wants to fulfill their obligation by taxing the poorest of its citizens, they could certainly move forward with a sales tax increase. Our proposal would give the region and the jurisdictions who are party to the Compact four years to formulate a long-term, more permanent solution to WMATA's fiscal challenges.

During the course of our many discussions, you have both stated your skepticism of the potential for increased federal investment. However, we have yet to join in a unified lobbying effort, with all three jurisdictions proactively committing to our own proposed additional funding. I am confident that if Maryland, Virginia, and Washington, D.C., in addition to our congressional delegations, collectively bring this proposal to the federal government, our chance of success will be higher.

Maryland's recent success in securing a Full Funding Grant Agreement, the morning of our last regional meeting, for nearly a billion dollars to build the Purple Line offers proof that the current administration is more than willing to make prudent investments in transit projects with partners that are equally invested and willing to pull their weight.

As long as I am governor, Maryland will continue to provide leadership and will work with all our partners toward potential solutions to Metro's serious problems. We can not go it alone, but we are prepared to make an unprecedented additional investment into the Metro system if our other partners are willing do the same.

Ultimately, the choice is yours – we can continue to talk about solutions that have little or no chance of success, or we can step up now, make the hard decisions, and invest in our region's most important and essential transit system.

Maryland is ready to take the latter path forward, and I am respectfully asking you to join me in this effort. By working toward bipartisan, common sense solutions, together we can secure Metro's future – our citizens deserve nothing less.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Hogan". The signature is fluid and cursive, with the first name "Larry" and the last name "Hogan" clearly distinguishable.

Larry Hogan
Governor

CC: Paul Wiedefeld, General Manager and Chief Executive Officer, WMATA
Jack Evans, Chair, WMATA Board of Directors
Keturah D. Harley, First Vice Chair, WMATA Board of Directors
Jim Corcoran, Second Vice Chair, WMATA Board of Directors
Steve McMillin, Federal Government, WMATA Board of Directors
Corbett A. Price, District of Columbia, WMATA Board of Directors
Michael Goldman, Maryland, WMATA Board of Directors
Catherine Hudgins, Virginia, WMATA Board of Directors
David Horner, Federal Government, WMATA Board of Directors



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

August 25, 2017

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Mr. Kanathur Srikanth, Director
Department of Transportation Planning, MWCOG
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Mr. Robert W. Lazaro, Executive Director
Northern Virginia Regional Commission
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Regional Planning Partners:

Subject: *2017 VDOT Northern Virginia Fall Transportation Meeting, September 18*

This fall, the Commonwealth Transportation Board will again conduct public meetings across Virginia to give stakeholders the opportunity to review planning materials and to discuss specific projects or issues. Additionally, information will be provided on proposed changes to the SMART SCALE prioritization process. I will co-host the Northern Virginia meeting with our local CTB representatives and Secretary of Transportation, Aubrey Layne. The Northern Virginia meeting will start at 4:00 PM on Monday, September 18 at VDOT Northern Virginia Headquarters, 4975 Alliance Drive, Fairfax, VA.

Your agency is invited to participate. Space will be reserved for TPB, NVTA and NVRC staffs to display presentation materials regarding regional initiatives and priorities. Each agency will be provided one table for materials. Please provide your own easels if needed, and send appropriate staff members who can answer questions during the informal Open House. Regional transit agencies are also being invited.

As you may be aware, we are transitioning to a biennial cycle for the SMART SCALE program and will not be presenting candidate projects this year. Applications are currently being accepted

Regional Planning Partners

August 25, 2017

Page Two

for other grant programs, however, and your feedback on projects and programs that may be included in the Fiscal Year 2019-2024 Six-Year Improvement Program are welcome.

Our meeting will begin at 4:00 PM with an informal Open House where attendees can review and provide feedback on various transportation initiatives including proposed changes to Virginia's project prioritization process (SMART SCALE), recently funded projects in the Six-Year Improvement Program, Virginia's Statewide Transportation Improvement Program, Virginia's Multimodal Transportation Plan, and Scenario Planning and Freight Plans. Following the Open House, an opportunity to engage with the Secretary will be provided in a town hall style format for the public and transportation stakeholders. These meetings are intended to be interactive; there will be no formal public comment. Meeting materials will be available on the web at <http://www.ctb.virginia.gov/planning/fallmeetings/> starting August 29, 2017.

I encourage you to participate in the Fall Planning Meeting and interact with other regional transportation leaders. Please let us know if you will be attending and plan to display information for your agency. Please also provide a point of contact so that we can coordinate meeting logistics. If you cannot attend the meetings, you may send your comments to: Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov by October 20, 2017. Comments on rail and public transportation may be sent to DRPT Public Information Officer at 600 East Main Street, Suite 2102, Richmond, VA 23219 or e-mail them to drptpr@drpt.virginia.gov.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Maria Sinner, P.E. at (703) 259-2342.

Sincerely,



Helen L. Cuervo, P.E.

District Administrator, VDOT Northern Virginia

**2017 SCHEDULE
MDOT ANNUAL CONSULTATION MEETINGS**

Day	Date	County	Time	Location
M	September 25	Queen Anne	2:00 p.m.	Commissioners Hearing Room, 2 nd Floor, Liberty Building, 107 North Liberty Street, Centreville, MD 21617
T	September 26	Kent	6:00 p.m.	County Government Center, 400 High Street, Chestertown, MD 21620
M	October 2	Frederick	7:00 p.m.	1 st Floor Hearing Room, Winchester Hall, 12 East Church Street, Frederick, MD 21701
Th	October 5	Washington	10:00 a.m.	Washington County Free Library, 100 South Potomac Street, Hagerstown, MD 21740 (Location confirmed via email 7/14/17)
		Allegany	3:00 p.m.	Room 100, County Office Complex, 701 Kelly Road, Cumberland, MD 21502
F	October 6	Garrett	11:00 a.m.	Commissioner's Meeting Room, Room 209, 203 4 th Street, Oakland, MD 21550 (<i>Enter on Alder Street</i>)
T	October 10	Worcester	10:00 a.m.	Commissioners Meeting Room, County Government Center, 1 West Market Street, Room 1101, Snow Hill, MD 21863
		Somerset	2:00 p.m.	Room 111, County Office Complex, 11916 Somerset Avenue, Princess Anne, MD 21853
		Wicomico	7:00 p.m.	Flanders Conference Room, Youth and Civic Center, 500 Glen Avenue, Salisbury, MD 21804 Dinner at 5:30
Th	October 12	Carroll	2:00 p.m.	Reagan Room (Room 003), County Office Building, 225 North Center Street, Westminster, MD 21157
F	October 13	Cecil	10:30 a.m.	Elk Room, Cecil County Administrative Building, 200 Chesapeake Blvd., Elkton, MD 21921 Brunch
T	October 24	Calvert	10:30 a.m.	Commissioners Hearing Room, County Courthouse, 2 nd Floor, 175 Main Street, Prince Frederick, MD 20678
		St Mary's	1:30 p.m.	Commissioners Meeting Room, 1 st Floor, Chesapeake Building, 41770 Baldrige Street, Leonardtown, MD 20650
		Charles	6:00 p.m.	Conference Room, Charles County Government Building, 200 Baltimore Street, LaPlata, MD 20646
Th	October 26	Baltimore	2:00 p.m.	Council Chambers, Historic Courthouse, 400 Washington Avenue, Towson, MD 21204
Th	November 2	Prince George's	2:00 p.m.	County Council Conference, Room #2027, County Administration Building, 2 nd Floor, 14741 Gov. Oden Bowie Drive, Upper Marlboro, MD 20772
		Montgomery	7:00 p.m.	3 rd Floor Hearing Room, County Office Building, 100 Maryland Avenue, Rockville, MD 20850
F	November 3	Baltimore City	10:00 a.m.	Curran Conference Room, 4 th floor, City Hall, 100 North Holiday Street, Baltimore, MD 21202 (<i>Parking Garage is available at East Fayette Street and Guilford Avenue</i>)
M	November 6	Anne Arundel	3:00 p.m.	Council Hearing Room, The Arundel Center, 44 Calvert Street, Annapolis, MD 21401
T	November 7	Caroline	10:30 a.m.	Board of Education Building, 204 Franklin Street, Denton, MD 21629
		Talbot	3:00 p.m.	Bradley Meeting Room, South Wing, Courthouse, 11 North Washington Street, Easton, MD
		Dorchester	7:00 p.m.	Room 110, County Office Building, 501 Court Lane, Cambridge MD 21613
Th	November 9	Howard	7:00 p.m.	George Howard Building, Banneker Room, 3430 Court House Drive, Ellicott City, MD 21043
M	November 13	Harford	10:00 a.m.	Harford County Council Chambers, 212 South Bond Street, Bel Air, MD 21014

7/28/17– Locations in **red** are changes from earlier schedules. Locations in **bold** are new for this year.



U.S Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
www.transportation.gov/briefingroom

News

DOT 69-17
Wednesday, September 6, 2017
Contact: pressoffice@dot.gov

U.S. Department of Transportation Announces \$500 Million Funding Opportunity through TIGER Program

WASHINGTON – The U.S. Department of Transportation today announced the opportunity for state and local stakeholders to apply for \$500 million in discretionary grant funding through the Transportation Investment Generating Economic Recovery (TIGER) program.

“The TIGER grant program is a highly competitive program whose winners will be awarded with the funding they need to rebuild the infrastructure of their communities,” said Secretary Elaine L. Chao. “TIGER grants will continue to fund innovative projects that will improve the safety of America’s passengers and goods.”

The Consolidated Appropriations Act, 2017 appropriated \$500 million, available through September 30, 2020, for National Infrastructure Investments otherwise known as TIGER grants. As with previous rounds of TIGER, funds for the fiscal year (FY) 2017 TIGER grants program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The FY 2017 Appropriations Act specifies that TIGER Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas the minimum TIGER Discretionary Grant size is \$1 million.

The selection criteria remain fundamentally the same as previous rounds of the TIGER grants program, but the description of each criterion was updated. Additionally, the FY 2017 TIGER program will give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve

infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness.

To provide technical assistance to a broad array of stakeholders, USDOT is hosting a series of webinars during the FY 2017 TIGER grant application process. Webinars on How to Compete for TIGER Discretionary Grants will be held from 2:00 to 4:00 PM EDT on Wednesday, September 13th and Tuesday, September 19th. To register, please visit the [TIGER Webinar Series](#) webpage. Additional webinars will be scheduled and more information posted online.

The deadline to submit an application for the FY 2017 TIGER grant program is Monday, October 16.

Since the TIGER grant program was first created, \$5.1 billion has been awarded for capital investments in surface transportation infrastructure over eight rounds of competitive grants. Throughout the TIGER program, these grants have supported projects that have a significant impact on the Nation, a metropolitan area, or a region. TIGER grants have historically achieved, on average, co-investment of 3.6 dollars (including other Federal, State, local, private and philanthropic funds) for every TIGER dollar invested.

For more information, please visit www.transportation.gov/TIGER.

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MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Program
SUBJECT: Metrorail Safety Commission Status Update
DATE: September 20, 2017

SUMMARY

This is a status update to the establishment of the Metrorail Safety Commission (MSC). Work activities to establish the MSC are based on the FAST Act requirements and are being conducted by the administrative staffs of the District of Columbia, Maryland and Virginia with decision support assistance of COG and TPB staffs.

The District of Columbia City Council, and the Maryland and Commonwealth of Virginia state legislatures all passed uniform legislation for the creation of an interstate compact which would enable formulation of the MSC, earlier this year that has been signed by the Mayor and the two Governors. The US Senate passed SJ Resolution 22 on May 16th and the House passed HJ Resolution 76 on July 17th. Corrections were then made to reconcile both Resolutions on August 4th and the final Resolution was sent to the White House. President Trump signed the MSC Compact on August 22, 2017 (Public Law 115-54). Through this statute, the District of Columbia, the Maryland and Commonwealth of Virginia designates, per the requirement of federal regulations, the MSC as the State Safety Oversight Agency responsible for overseeing WMATA's rail system. Once certified, the MSC will assume safety oversight of Metrorail from the Federal Transit Administration. The MSC will have the power to order immediate corrective safety actions, conduct its own investigations into accidents, allegations of non-compliance and hazards, and issue fines.

This team of administrative officials from the District, Maryland, and Commonwealth of Virginia have been working on parallel efforts in addition to drafting the compact legislation. These efforts have included selecting and appointing commissioners per their respective processes, providing the necessary guidance and input in determining appropriate staffing and staffing qualifications; setting up mechanisms for searching for an Executive Director, procuring administrative, management and legal services, and securing office space. On-going regular meetings are also being held with the FTA to fully develop the documents needed as part of the State Safety Oversight certification process for the MSC and to hold discussions on a transition plan from the FTA to the MSC for day to day oversight activities. COG and TPB staff members have supported the three jurisdictions throughout the process.



H.J.Res. 76 - Joint Resolution granting the consent and approval of Congress for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to a enter into a compact relating to the establishment of the Washington Metrorail...

One Hundred Fifteenth Congress
of the
United States of America

AT THE FIRST SESSION
*Begun and held at the City of Washington on Tuesday,
the third day of January, two thousand and seventeen*

Joint Resolution

Granting the consent and approval of Congress for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to enter into a compact relating to the establishment of the Washington Metrorail Safety Commission.

Whereas the Washington Metropolitan Area Transit Authority, an interstate compact agency of the District of Columbia, the Commonwealth of Virginia, and the State of Maryland, provides transportation services to millions of people each year, the safety of whom is paramount;

Whereas an effective and safe Washington Metropolitan Area Transit Authority system is essential to the commerce and prosperity of the National Capital region;

Whereas the Tri-State Oversight Committee, created by a memorandum of understanding amongst these 3 jurisdictions, has provided safety oversight of the Washington Metropolitan Area Transit Authority;

Whereas [49 U.S.C. 5329](#) requires the creation of a legally and financially independent state authority for safety oversight of all fixed rail transit facilities;

Whereas the District of Columbia, the Commonwealth of Virginia, and the State of Maryland intend to create a Washington Metrorail Safety Commission to act as the state safety oversight authority for the Washington Metropolitan Area Transit Authority system under [49 U.S.C. 5329](#); and

Whereas this compact is created for the benefit of the people of the District of Columbia, the Commonwealth of Virginia, and the State of Maryland and for the increase of their safety, commerce, and prosperity: Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,

CONSENT AND APPROVAL OF CONGRESS

Section 1. The consent and approval of Congress is hereby given for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to enter into a compact for the safety oversight of the Washington Metropolitan Area Transit Authority Metrorail system (known as the Metrorail Safety Commission Interstate Compact), which has been negotiated by representatives of the State, the Commonwealth, and the District, substantially as follows:

ARTICLE I

Definitions

“1. As used in this MSC Compact, the following words and terms shall have the meanings set forth below, unless the context clearly requires a different meaning. Capitalized terms used herein, but not otherwise defined in this MSC Compact, shall have the definition set forth in regulations issued under 49 U.S.C. § 5329, as they may be revised from time to time.

“(a) ‘Alternate Member’ means an alternate member of the Board;

“(b) ‘Board’ means the board of directors of the Commission;

“(c) ‘Commission’ means the Washington Metrorail Safety Commission;

“(d) ‘Member’ means a member of the Board;

“(e) ‘MSC Compact’ means this Washington Metrorail Safety Commission Interstate Compact;

“(f) ‘Public Transportation Agency Safety Plan’ means the comprehensive agency safety plan for a rail transit agency required by 49 U.S.C. § 5329 and the regulations issued thereunder, as may be amended or revised from time to time;

“(g) ‘Public Transportation Safety Certification Training Program’ means the federal certification training program, as established and amended from time to time by applicable federal laws and regulations, for federal and state employees, or other designated personnel, who conduct safety audits and examinations of public transportation systems, and employees of public transportation agencies directly responsible for safety oversight;

“(h) ‘Safety Sensitive Position’ means any position held by a WMATA employee or contractor designated in the Public Transportation Agency Safety Plan for the WMATA Rail System and approved by the Commission as directly or indirectly affecting the safety of the passengers or employees of the WMATA Rail System;

“(i) ‘Signatory’ means the State of Maryland, the Commonwealth of Virginia, and the District of Columbia;

“(j) ‘State’, ‘state’, or ‘jurisdiction’ means the District of Columbia, the State of Maryland, or the Commonwealth of Virginia;

“(k) ‘Washington Metropolitan Area Transit Authority’ or ‘WMATA’ is the entity created by the WMATA Compact, which entity is responsible for providing certain rail fixed guideway public transportation system services;

“(l) ‘WMATA Compact’ means the Washington Metropolitan Area Transit Authority Compact, approved November 6, 1966 (80 Stat. 1324; D.C. Official Code § 9–1107.01 et seq.); and

“(m) ‘WMATA Rail System’ or ‘Metrorail’ means the rail fixed guideway public transportation system and all other real and personal property owned, leased, operated, or otherwise used by WMATA rail services and shall include WMATA rail projects under design or construction by owners other than WMATA.

ARTICLE II

Purpose And Functions

“2. The Signatories to the WMATA Compact hereby adopt this MSC Compact pursuant to 49 U.S.C. § 5329. The Commission created hereunder shall have safety regulatory and enforcement authority over the WMATA Rail System and shall act as the state safety oversight authority for WMATA under 49 U.S.C. § 5329, as may be amended from time to time. WMATA shall be subject to the Commission’s rules, regulations, actions, and orders.

“3. The purpose of this MSC Compact is to create a state safety oversight authority for the WMATA Rail System, pursuant to the mandate of federal law, as a common agency of each Signatory, empowered in the manner hereinafter set forth to review, approve, oversee, and enforce the safety of the WMATA Rail System, including, without limitation, to:

“(a) Have exclusive safety oversight authority and responsibility over the WMATA Rail System pursuant to federal law, including, without limitation, the power to restrict, suspend, or prohibit rail service on all or part of the WMATA Rail System as set forth in this MSC Compact;

“(b) Develop and adopt a written state safety oversight program standard;

“(c) Review and approve the WMATA Public Transportation Agency Safety Plan;

“(d) Investigate hazards, incidents, and accidents on the WMATA Rail System;

“(e) Require, review, approve, oversee, and enforce Corrective Action Plans developed by WMATA; and

“(f) Meet other requirements of federal and State law relating to safety oversight of the WMATA Rail System.

ARTICLE III

Establishment And Organization

“A. Washington Metrorail Safety Commission

“4. The Commission is hereby created as an instrumentality of each Signatory, which shall be a public body corporate and politic, and which shall have the powers and duties set forth in this MSC Compact.

“5. The Commission shall be financially and legally independent from WMATA.

“B. Board Membership

“6. The Commission shall be governed by a Board of 6 Members with 2 Members appointed or reappointed (including to fill an unexpired term) by each Signatory pursuant to the Signatory’s applicable laws.

“7. Each Signatory shall also appoint or reappoint (including to fill an unexpired term) one Alternate Member pursuant to the Signatory’s applicable laws.

“8. An Alternate Member shall participate and take action as a Member only in the absence of one or both Members appointed from the same jurisdiction as the Alternate Member’s appointing jurisdiction and, in such instances, may cast a single vote.

“9. Members and Alternate Members shall have backgrounds in transit safety, transportation, relevant engineering disciplines, or public finance.

“10. No Member or Alternate Member shall simultaneously hold an elected public office, serve on the WMATA board of directors, be employed by WMATA, or be a contractor to WMATA.

“11. Each Member and Alternate Member shall serve a 4-year term and may be reappointed for additional terms; except that, each Signatory shall make its initial appointments as follows:

“(a) One Member shall be appointed for a 4-year term;

“(b) One Member shall be appointed for a 2-year term; and

“(c) The Alternate Member shall be appointed for a 3-year term.

“12. Any person appointed to fill a vacancy shall serve for the unexpired term.

“13. Members and Alternate Members shall be entitled to reimbursement for reasonable and necessary expenses and shall be compensated for each day spent meeting on the business of the Commission at a rate of \$200 per day or at such other

"14. A Member or an Alternate Member may be removed or suspended from office only for cause in accordance with the laws of such Member's or Alternate Member's appointing jurisdiction.

"C. Quorum and Actions of the Board

"15. Four Members shall constitute a quorum, and the affirmative vote of 4 Members is required for action of the Board. Quorum and voting requirements under this paragraph may be met with one or more Alternate Members pursuant to section 8.

"16. The Commission action shall become effective upon enactment unless otherwise provided for by the Commission.

"D. Oath of Office

"17. Before entering office, each Member and Alternate Member shall take and subscribe to the following oath (or affirmation) of office or any such other oath or affirmation as the constitution or laws of the Signatory he or she represents shall provide:

- "I, _____, hereby solemnly swear (or affirm) that I will support and defend the Constitution and the laws of the United States as a Member (or Alternate Member) of the Board of the Washington Metrorail Safety Commission and will faithfully discharge the duties of the office upon which I am about to enter.

"E. Organization and Procedure

"18. The Board shall provide for its own organization and procedure. Meetings of the Board shall be held as frequently as the Board determines, but in no event less than quarterly. The Board shall keep minutes of its meetings and establish rules and regulations governing its transactions and internal affairs, including, without limitation, policies regarding records retention that are not in conflict with applicable federal record retention laws.

"19. The Commission shall keep commercially reasonable records of its financial transactions in accordance with accounting principles generally accepted in the United States of America.

"20. The Commission shall establish an office for the conduct of its affairs at a location to be determined by the Commission.

"21. The Commission shall adopt 5 U.S.C. § 552(a)–(d) and (g), and 5 U.S.C. § 552b, as both may be amended from time to time, as its freedom-of-information policy and open-meeting policy, respectively, and shall not be subject to the comparable laws or policies of any Signatory.

"22. Reports of investigations or inquiries adopted by the Board shall be made publicly available.

"23. The Commission shall adopt a policy on conflict of interest that shall be consistent with the regulations issued under 49 U.S.C. § 5329, as they may be revised from time to time, which, among other things, places appropriate separation between Members, officers, employees, contractors, and agents of the Commission and WMATA.

"24. The Commission shall adopt and utilize its own administrative procedure and procurement policies in conformance with applicable federal regulations and shall not be subject to the administrative procedure or procurement laws of any Signatory.

"F. Officers and Employees

"25. The Board shall elect a Chairman, Vice Chairman, Secretary, and Treasurer from among its Members, each for a 2-year term and shall prescribe their powers and duties.

"26. The Board shall appoint and fix the compensation and benefits of a chief executive officer who shall be the chief administrative officer of the Commission and who shall have expertise in transportation safety and one or more industry-recognized transportation safety certifications.

"27. Consistent with 49 U.S.C. § 5329, as may be amended from time to time, the Commission may employ, under the direction of the chief executive officer, such other technical, legal, clerical, and other employees on a regular, part-time, or as-

“28. The Commission shall not be bound by any statute or regulation of any Signatory in the employment or discharge of any officer or employee of the Commission, but shall develop its own policies in compliance with federal law. The MSC shall, however, consider the laws of the Signatories in devising its employment and discharge policies, and when it deems it practical, devise policies consistent with the laws of the Signatories.

“29. The Board may fix and provide policies for the qualification, appointment, removal, term, tenure, compensation benefits, worker’s compensation, pension, and retirement rights of its employees subject to federal law. The Board may also establish a personnel system based on merit and fitness and, subject to eligibility, participate in the pension, retirement, and worker’s compensation plans of any Signatory or agency or political subdivision thereof.

ARTICLE IV

Powers

“A. Safety Oversight Powers

“30. In carrying out its purposes, the Commission, through its Board or designated employees or agents, shall, consistent with federal law:

“(a) Adopt, revise, and distribute a written State Safety Oversight Program;

“(b) Review, approve, oversee, and enforce the adoption and implementation of WMATA’s Public Transportation Agency Safety Plan;

“(c) Require, review, approve, oversee, and enforce the adoption and implementation of any Corrective Action Plans that the Commission deems appropriate;

“(d) Implement and enforce relevant federal and State laws and regulations relating to safety of the WMATA Rail System; and

“(e) Audit every 3 years the compliance of WMATA with WMATA’s Public Transportation Agency Safety Plan or conduct such an audit on an ongoing basis over a 3-year time frame.

“31. In performing its duties, the Commission, through its Board or designated employees or agents, may:

“(a) Conduct, or cause to be conducted, inspections, investigations, examinations, and testing of WMATA personnel and contractors, property, equipment, facilities, rolling stock, and operations of the WMATA Rail System, including, without limitation, electronic information and databases through reasonable means, which may include issuance of subpoenas;

“(b) Enter upon the WMATA Rail System and, upon reasonable notice and a finding by the chief executive officer that a need exists, upon any lands, waters, and premises adjacent to the WMATA Rail System, including, without limitation, property owned or occupied by the federal government, for the purpose of making inspections, investigations, examinations, and testing as the Commission may deem necessary to carry out the purposes of this MSC Compact, and such entry shall not be deemed a trespass. The Commission shall make reasonable reimbursement for any actual damage resulting to any such adjacent lands, waters, and premises as a result of such activities;

“(c) Compel WMATA’s compliance with any Corrective Action Plan or order of the Commission by such means as the Commission deems appropriate, including, without limitation, by:

“(1) Taking legal action in a court of competent jurisdiction;

“(2) Issuing citations or fines with funds going into an escrow account for spending by WMATA on Commission-directed safety measures;

“(3) Directing WMATA to prioritize spending on safety-critical items;

“(4) Removing a specific vehicle, infrastructure element, or hazard from the WMATA Rail System; and

“(5) Compelling WMATA to restrict, suspend, or prohibit rail service on all or part of the WMATA Rail System with an appropriate notice period dictated by the circumstances;

“(d) Direct WMATA to suspend or disqualify from performing in any Safety Sensitive Position an individual who is alleged to or has violated safety rules, regulations, policies, or laws;

“(e) Compel WMATA’s Office of the Inspector General, created under WMATA Board Resolution 2006–18, or any successor WMATA office or organization having similar duties, to conduct safety-related audits or investigations and to provide its findings to the Commission; and

“(f) Take such other actions as the Commission may deem appropriate consistent with its purpose and powers.

“32. Action by the Board under section 31(c)(5) shall require the unanimous vote of all Members present and voting. The Commission shall coordinate its enforcement activities with appropriate federal and State governmental authorities.

“B. General Powers

“33. In addition to the powers and duties set forth above, the Commission may:

“(a) Sue and be sued;

“(b) Adopt, amend, and repeal rules and regulations respecting the exercise of the powers conferred by this MSC Compact;

“(c) Create and abolish offices, employments, and positions (other than those specifically provided for in this MSC Compact) necessary or desirable for the purposes of the Commission;

“(d) Determine a staffing level for the Commission that is commensurate with the size and complexity of the WMATA Rail System, and require that employees and other designated personnel of the Commission, who are responsible for safety oversight, be qualified to perform such functions through appropriate training, including, without limitation, successful completion of the Public Transportation Safety Certification Training Program;

“(e) Contract for or employ consulting attorneys, inspectors, engineers, and such other experts necessary or desirable and, within the limitations prescribed in this MSC Compact, prescribe their powers and duties and fix their compensation;

“(f) Enter into and perform contracts, leases, and agreements necessary or desirable in the performance of its duties and in the execution of the powers granted under this MSC Compact;

“(g) Apply for, receive, and accept such payments, appropriations, grants, gifts, loans, advances, and other funds, properties, and services as may be transferred or made available to it by the United States government or any other public or private entity or individual, subject to the limitations specified in section 42;

“(h) Adopt an official seal and alter the same at its pleasure;

“(i) Adopt and amend by-laws, policies, and procedures governing the regulation of its affairs;

“(j) Appoint one or more advisory committees; and

“(k) Do such other acts necessary or desirable for the performance of its duties and the execution of its powers under this MSC Compact.

“34. Consistent with this MSC Compact, the Commission shall promulgate rules and regulations to carry out the purposes of this MSC Compact.

ARTICLE V

General Provisions

“A. Annual Safety Report

“35. The Commission shall make and publish annually a status report on the safety of the WMATA Rail System, which shall include, among other requirements established by the Commission and federal law, status updates of outstanding Corrective Action Plans, Commission directives, and on-going investigations. A copy of each such report shall be provided to:

“(a) The Administrator of the Federal Transit Administration;

“(b) The Governor of Virginia, the Governor of Maryland, and the Mayor of the District of Columbia;

“(c) The Chairman of the Council of the District of Columbia;

“(d) The President of the Maryland Senate and the Speaker of the Maryland House of Delegates;

“(e) The President of the Virginia Senate and the Speaker of the Virginia House of Delegates; and

“(f) The General Manager and each member of the board of directors of WMATA.

“36. The Commission may prepare, publish, and distribute such other safety reports that it deems necessary or desirable.

“B. Annual Report of Operations

“37. The Commission shall make and publish an annual report on its programs, operations, and finances, which shall be distributed in the same manner provided by section 35.

“38. The Commission may also prepare, publish, and distribute such other public reports and informational materials as it deems necessary or desirable.

“C. Annual Independent Audit

“39. An independent annual audit shall be made of the financial accounts of the Commission. The audit shall be made by qualified certified public accountants selected by the Board, who shall have no personal interest, direct or indirect, in the financial affairs of the Commission or any of its officers or employees. The report of audit shall be prepared in accordance with generally accepted auditing principles and shall be distributed in the same manner provided by section 35. Members, employees, agents, and contractors of the Commission shall provide access to information necessary or desirable for the conduct of the annual audit.

“D. Financing

“40. The Commission’s operations shall be funded, independently of WMATA, by the Signatory jurisdictions and, when available, by federal funds. The Commission shall have no authority to levy taxes.

“41. The Signatories shall unanimously agree on adequate funding levels for the Commission and make equal contributions of such funding, subject to annual appropriation, to cover the portion of Commission operations not funded by federal funds.

“42. The Commission may borrow up to 5% of its last annual appropriations budget in anticipation of receipts, or as otherwise set forth in the appropriations budget approved by all of the Signatories, from any lawful lending institution for any purpose of this MSC Compact, including, without limitation, for administrative expenses. Such loans shall be for a term not to exceed 2 years, or at such longer term approved by each Signatory pursuant to its laws as evidenced by the written authorization by the Mayor of the District of Columbia and the Governors of Maryland and Virginia, and at such rates of interest as shall be acceptable to the Commission.

“43. With respect to the District of Columbia, the commitment or obligation to render financial assistance to the Commission shall be created, by appropriation or in such other manner, or by such other legislation, as the District of Columbia shall determine; provided, that any such commitment or obligation shall be approved by Congress pursuant to the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 774; D.C. Official Code § 1–201.01 et seq.).

“44. Pursuant to the requirements of 31 U.S.C. §§ 1341, 1342, 1349 to 1351, and 1511 to 1519, and D.C. Official Code §§ 47–105 and 47–355.01 to 355.08 (collectively, the ‘Anti-Deficiency Acts’), the District cannot obligate itself to any financial

commitment in any present or future year unless the necessary funds to pay that commitment have been appropriated and are lawfully available for the purpose committed. Thus, pursuant to the Anti-Deficiency Acts, nothing in the MSC Compact creates an obligation of the District in anticipation of an appropriation for such purpose, and the District's legal liability for the payment of any amount under this MSC Compact does not and may not arise or obtain in advance of the lawful availability of appropriated funds for the applicable fiscal year.

"E. Tax Exemption

"45. The exercise of the powers granted by this MSC Compact shall in all respects be for the benefit of the people of the District of Columbia, the Commonwealth of Virginia, and the State of Maryland and for the increase of their safety, commerce, and prosperity, and as the activities associated with this MSC Compact shall constitute the performance of essential governmental functions, the Commission shall not be required to pay any taxes or assessments upon the services or any property acquired or used by the Commission under the provisions of this MSC Compact or upon the income therefrom, and shall at all times be free from taxation within the District of Columbia, the Commonwealth of Virginia, and the State of Maryland.

"F. Reconsideration of Commission Orders

"46. WMATA shall have the right to petition the Commission for reconsideration of an order based on rules and procedures developed by the Commission.

"47. Consistent with section 16, the filing of a petition for reconsideration shall not act as a stay upon the execution of a Commission order, or any part of it, unless the Commission orders otherwise. WMATA may appeal any adverse action on a petition for reconsideration as set forth in section 48.

"G. Judicial Matters

"48. The United States District Court for the Eastern District of Virginia, Alexandria Division, the United States District Court for the District of Maryland, Southern Division, and the United States District Court for the District of Columbia shall have exclusive and original jurisdiction of all actions brought by or against the Commission and to enforce subpoenas under this MSC Compact.

"49. The commencement of a judicial proceeding shall not operate as a stay of a Commission order unless specifically ordered by the court.

"H. Liability and Indemnification

"50. The Commission and its Members, Alternate Members, officers, agents, employees, or representatives shall not be liable for suit or action or for any judgment or decree for damages, loss, or injury resulting from action taken within the scope of their employment or duties under this MSC Compact, nor required in any case arising or any appeal taken under this MSC Compact to give a supersedeas bond or security for damages. Nothing in this paragraph shall be construed to protect such person from suit or liability for damage, loss, injury, or liability caused by the intentional or willful and wanton misconduct of such person.

"51. The Commission shall be liable for its contracts and for its torts and those of its Members, Alternate Members, officers, agents, employees, and representatives committed in the conduct of any proprietary function, in accordance with the law of the applicable Signatory (including, without limitation, rules on conflict of laws) but shall not be liable for any torts occurring in the performance of a governmental function. The exclusive remedy for such breach of contract or tort for which the Commission shall be liable, as herein provided, shall be by suit against the Commission. Nothing contained in this MSC Compact shall be construed as a waiver by the District of Columbia, the Commonwealth of Virginia, or the State of Maryland of any immunity from suit.

"I. Commitment of Parties

"52. Each of the Signatories pledges to each other faithful cooperation in providing safety oversight for the WMATA Rail System, and, to affect such purposes, agrees to consider in good faith and request any necessary legislation to achieve the objectives of this MSC Compact.

“J. Amendments and Supplements

“53. Amendments and supplements to this MSC Compact shall be adopted by legislative action of each of the Signatories and the consent of Congress. When one Signatory adopts an amendment or supplement to an existing section of this MSC Compact, that amendment or supplement shall not be immediately effective, and the previously enacted provision or provisions shall remain in effect in each jurisdiction until the amendment or supplement is approved by the other Signatories and is consented to by Congress.

“K. Withdrawal and Termination

“54. Any Signatory may withdraw from this MSC Compact, which action shall constitute a termination of this MSC Compact.

“55. Withdrawal from this MSC Compact shall be by a Signatory’s repeal of this MSC Compact from its laws, but such repeal shall not take effect until 2 years after the effective date of the repealed statute and written notice of the withdrawal being given by the withdrawing Signatory to the governors or mayor, as appropriate, of the other Signatories.

“56. Prior to termination of this MSC Compact, the Commission shall provide each Signatory:

“(a) A mechanism for concluding the operations of the Commission;

“(b) A proposal to maintain state safety oversight of the WMATA Rail System in compliance with applicable federal law;

“(c) A plan to hold surplus funds in a trust for a successor regulatory entity for 4 years after the termination of this MSC Compact; and

“(d) A plan to return any surplus funds that remain 4 years after the creation of the trust.

“L. Construction and Severability

“57. This MSC Compact shall be liberally construed to effectuate the purposes for which it is created.

“58. If any part or provision of this MSC Compact or the application thereof to any person or circumstances be adjudged invalid by any court of competent jurisdiction, such judgment shall be confined in its operation to the part, provision, or application directly involved in the controversy in which such judgment shall have been rendered and shall not affect or impair the validity of the remainder of this MSC Compact or the application thereof to other persons or circumstances, and the Signatories hereby declare that they would have entered into this MSC Compact or the remainder thereof had the invalidity of such provision or application thereof been apparent.

“M. Adoption; Effective Date

“59. This MSC Compact shall be adopted by the Signatories in the manner provided by law therefor and shall be signed and sealed in 4 duplicate original copies. One such copy shall be filed with the Secretary of State of the State of Maryland, the Secretary of the Commonwealth of Virginia, and the Secretary of the District of Columbia in accordance with the laws of each jurisdiction. One copy shall be filed and retained in the archives of the Commission upon its organization. This MSC Compact shall become effective upon the enactment of concurring legislation by the District of Columbia, the Commonwealth of Virginia, and the State of Maryland, and consent thereto by Congress and when all other acts or actions have been taken, including, without limitation, the signing and execution of this MSC Compact by the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

“N. Conflict of Laws

“60. Any conflict between any authority granted herein, or the exercise of such authority, and the provisions of the WMATA Compact shall be resolved in favor of the exercise of such authority by the Commission.

“61. All other general or special laws inconsistent with this MSC Compact are hereby declared to be inapplicable to the Commission or its activities.”.

RIGHT TO ALTER, AMEND, OR REPEAL

Sec. 2. The right to alter, amend, or repeal this joint resolution is expressly reserved. The consent granted by this joint resolution shall not be construed as impairing or in any manner affecting any right or jurisdiction of the United States in and over the region that forms the subject of the Compact.

CONSTRUCTION AND SEVERABILITY

Sec. 3. It is intended that the provisions of this Compact shall be reasonably and liberally construed to effectuate the purposes thereof. If any part or application of this Compact, or legislation enabling the Compact, is held invalid, the remainder of the Compact or its application to other situations or persons shall not be affected.

INCONSISTENCY OF LANGUAGE

Sec. 4. The validity of this Compact shall not be affected by any insubstantial differences in its form or language as adopted by the State of Maryland, the Commonwealth of Virginia, and the District of Columbia.

EFFECTIVE DATE

Sec. 5. This joint resolution shall take effect on the date of enactment of this joint resolution.

Speaker of the House of Representatives.

*Vice President of the United States and
President of the Senate.*

More Information:

[H.J.Res. 76 - Joint Resolution granting the consent and approval of Congress for the Commonwealth of Virginia, the State...](#)



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ITEM 7 – Action
September 20, 2017

Approval of Projects Recommended for Funding Under
The FY 2018 Transportation Alternatives Set Aside Program
For Maryland TPB Jurisdictions

Staff

Recommendation: Adopt Resolution R2-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Maryland 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 Maryland. 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 Maryland Department of Transportation, and asked to approve the recommended projects.

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

RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM SET-ASIDE FOR FY 2018 IN
SUBURBAN MARYLAND

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

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

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

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

WHEREAS, the STP Set Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions; and

WHEREAS, a solicitation for FY 2018 STP Set Aside projects was concluded by the Maryland State Highway Administration on May 15, 2017; and

WHEREAS, the TPB's STP Set Aside Review Panel met on August 30, 2017 and recommended fully or partially funding six of the applications received based on project readiness, eligibility, and each project's ability to meet the regional selection criteria; and

WHEREAS, on September 8, 2017, the TPB Technical Committee was briefed on the recommended projects;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects for funding under the STP Set Aside for FY 2018 in Suburban Maryland as described in the attached materials.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Projects recommended for funding in FY 2018 in Maryland under the Transportation Alternatives Set Aside Program
DATE: September 14, 2017

SUMMARY

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

For FY 2018, the TPB is responsible for project selection for \$1,663,312 in Maryland. A selection panel has recommended that the following projects be approved by the TPB at its meeting on September 20, 2017.

Project	Jurisdiction/Agency	Recommendation
Central Avenue Connector Trail (Phase I)	Prince George's County	\$640,000
Bike Share Program (Phase I)	Prince George's County	\$681,066
Brunswick Sidewalk Improvements (Safe Routes to School)	City of Brunswick	\$92,206
Hollywood Road Sidewalk (Safe Routes to School)	City of College Park	\$43,200
Safe Routes to School – Non-Infrastructure Projects	Montgomery County	\$46,840
Takoma Park Sidewalk Improvements (Safe Routes to School)	Takoma Park	\$160,000
Total		\$1,663,312

BACKGROUND

The Transportation Alternatives Set Aside (TA Set Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program as the Transportation Alternatives Set Aside (TA Set Aside) Program, but the key features of the program

largely remain the same. Information on the TA Set Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

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

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

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

FY 2018 SOLICITATION FOR MARYLAND

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 Maryland State Highway Administration (SHA) to administer the TA Set Aside for Suburban Maryland.

For this current round of funding in Maryland, SHA launched the solicitation process in February of 2017. TPB staff advertised the funding opportunity through email announcements and social media, featured the program in newsletters and on the COG website, and made short presentations at COG and TPB committee meetings. SHA staff conducted workshops and trainings throughout the state, advertised the solicitation on the department’s website, and provided guidance to potential applicants.

Applications were due electronically to SHA on May 15, 2017. For applicants from the TPB’s Maryland jurisdictions, the SHA 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.

Maryland follows a two-stage project selection process. In the first stage, large MPOs like the TPB (those designated as “Transportation Management Areas”) select projects using sub-allocated funds. In the second stage, a process is conducted by SHA at the state level to select projects using the statewide TAP funds.

For the TPB’s Maryland jurisdictions for FY 2018, SHA received eight applications representing a total of \$4,850,211 in requested funding. The TPB was sub-allocated \$1,663,312 for decision-making at the MPO level.

In the second stage of project selection, SHA selects projects using statewide TA Set Aside funding. The applications from the TPB's member jurisdictions are eligible for the funding as well as the TPB's sub-allocated funds. For FY 2018, Maryland has more than \$10 million available in statewide funding.

PROJECT SELECTION

The TPB is responsible for completing the first step in the selection process described above. To develop draft recommendations, TPB staff invited representatives from the District of Columbia and Virginia departments of transportation, along with COG/TPB staff, to participate on the TPB's technical review panel. Christy Bernal from SHA, actively participated in the panel discussion and served as a technical resource for the meeting.

Panel participants included:

- Michael Alvino, District Department of Transportation
- Cindy Englehart, Virginia Department of Transportation
- Michael Farrell, COG/TPB
- Nicole McCall, COG
- John Swanson, COG/TPB

Panel members individually reviewed and scored applications for a maximum of 100 points. 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 people in the TPB's Equity Emphasis Areas, which were approved by the TPB in March 2017?
- **Persons with disabilities** (5pts): Is the project largely intended to promote accessibility for people with disabilities?
- **Local commitment** (5pts): Does the application provide local matches greater than the 20 percent minimum requirement? Does the application note any other local resources or priority given to the project?

The panel met via WebEx on August 30, 2017. To provide a basis for discussion, each member provided general rankings for each project application (high, medium, or low) based on the numerical

score they gave each project. The group discussed each project individually and asked the SHA representative for additional information regarding the applications. The panel then agreed upon joint preliminary rankings of high, medium, or low for each project. As a final step, the group determined funding recommendations based on these rankings. The final recommendations are the result of consensus. The recommendations are jointly decided and do not simply a quantitative sum of each panelist's individual scores.

At the end of the meeting on August 30, the review panel recommended six projects for funding. A table listing all the submitted applications and funding recommendations is attached to this memorandum.

NEXT STEPS

Following the TPB's action on the FY 2018 recommendations, which is scheduled for September 20, TPB staff will forward information regarding the approved projects to MDOT for inclusion in MDOT's Capital Improvement Program.

In addition, SHA will conduct its statewide project selection process, which will include consideration of whether to award funding, using the statewide TA Set Aside funds, to the Maryland applications that were not funded through the TPB's process. For FY 2018, Maryland has more than \$10 million in statewide funding, which includes Safe Routes to School (SRTS) projects. Once all selections are finalized, SHA staff will work with applicants to administer funding.

For FY 2019 funding, SHA will open the application period in the spring of 2018 and has tentatively scheduled an application deadline of May 15, 2018.

**FY 2018 Transportation Alternatives Set
Aside for Suburban Maryland**

**Funds Available for TPB Selection: \$1,663,312
Total Requested Funding: \$4,850,211**

Project Name	Jurisdiction	Description	Funding Requested	Panel Recommendation
Rewatering of C&O Canal	National Park Service	Rewater a 7.8 mile section of canal in Montgomery County from Canal Lift Lock #20 (Great Falls Tavern) to Canal Lift Lock #23 (Violettes Lock).	\$2,450,000	0
Central Avenue Connector Trail (Phase I – Addison Road)	Prince George's County	Provide direct bicycle & pedestrian access to four metro stations along the Central Avenue-Metro Blue Line Corridor, will provide alternate travel routes for pedestrians and bicyclists, enhance access to alternative modes of transportation, and support safety and mobility along the corridor.	\$640,000	640,000
Forest Glen Road Sidewalk	Montgomery County	Design concrete sidewalk along the north side of Forest Glen Road from Woodland Drive to Sligo Creek Parkway in Silver Spring.	\$248,000	0
Prince George's Bike Share (Phase I)	Prince George's County	Implement Phase I of the bikeshare program in Prince George's will include the purchase and installation of 25 bike docking stations and kiosks with approximately 425 docks and 250 bikes. Hyattsville, Mount Rainer, New Carrollton, North Brentwood, and Riverdale Park.	\$737,362.50	\$681,066
Brunswick Sidewalk Improvement (Safe Routes to School)	City of Brunswick	Replace or install approximately sidewalk, curb, and gutter on various streets on the west side of Brunswick leading to Brunswick Elementary School, and on various streets on the east side of Brunswick leading to Brunswick Middle School.	\$92,206	\$92,206
Hollywood Road Sidewalk (Safe Routes to School)	College Park	Develop 90% design for a sidewalk along Hollywood Road from US Route1/Baltimore Avenue to Rhode Island Avenue.	\$43,200	\$43,200
MCDOT Safe Routes to School Program (Non-Infrastructure)	Montgomery County (seven schools)	Montgomery County's Department of Transportation has identified seven schools with pedestrian and bicycle safety problems. This project will develop vehicular movement plans to better facilitate safe pathways; participate in Walk to School Day and Bike to School Day; distribute education materials and conduct training; and promote enforcement.	46,840	\$46,840
Takoma Park Safe Routes to School Program	Takoma Park	Application included both infrastructure (sidewalk and intersection improvements) and non-infrastructure (education and site evaluation) projects.	\$592,602.88	\$160,000 (infrastructure only)

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Maryland Project Recommendations for FY 2018

John Swanson
Transportation Planner

Transportation Planning Board
September 20, 2017



National Capital Region
Transportation Planning Board

Agenda Item #7

Overview

- TA Set Aside
- TLC Program
- Maryland Selection Process
- TPB Selection Process
- FY 2018 Project Recommendations
- Next Steps
- Staff recommends TPB approval of Resolution R2-2018 to approve projects for funding under the Surface Transportation Block Grant Set-Aside For FY 2018 in Suburban Maryland.



National Capital Region
Transportation Planning Board

Agenda Item #7: Maryland TA Set Aside | 2
September 20, 2017

TA Set Aside

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



TLC Program

- In our region, the TA Set Aside Program is a component of the TPB’s TLC Program
- The TLC Program also includes:
 - Technical assistance projects
 - TLC PeerX (Peer Exchange Network)
- These programs promote regional goals and priorities, including:
 - Multimodal transportation options (RTPP Goal 1)
 - Regional activity centers (RTPP Goal 2)

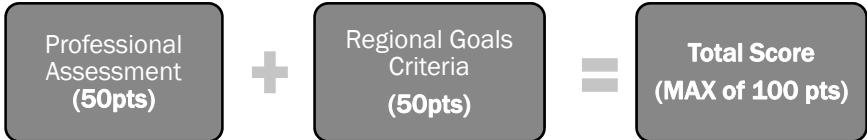


Maryland: FY 2018 Project Selection

- Feb-May Solicitation and outreach
- May 15 Application deadline
- May- Aug Application review
- Aug 30 TPB Selection Panel meeting
- Sept 20 TPB scheduled to approve projects (MPO suballocation)
- Sept-Oct MDOT/SHA selects projects for statewide funding

TPB Selection Process

- Selection Panel included TPB staff, District Department of Transportation, and Virginia Department of Transportation
- Panel members individually scored projects



- Based on scores, panel members rank projects “High/Medium/Low”
- At the selection panel meeting on August 30, panel used rankings to help evaluate and jointly 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 **\$4,850,211** in funding requests for eight projects in Suburban Maryland
- TPB's STP Set Aside sub-allocation is **\$1,663,312**
- **Six projects were** recommended for funding
 - Five projects are in or in close to regional activity centers
 - Five projects (or component) are within $\frac{3}{4}$ mile of transit
 - Six projects (or component) are in Equity Emphasis Areas
 - Four projects were for "Safe Routes to School"



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Next Steps

- Staff recommends TPB approval of Resolution R2-2018 to approve projects for funding under the Surface Transportation Block Grant Set-Aside For FY 2018 in Suburban Maryland.
- After all Maryland MPOs have selected projects (end of September), Maryland SHA will select projects for statewide TA Set Aside funding.



John Swanson

Transportation Planner
(202) 962-3295
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Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002



National Capital Region
Transportation Planning Board

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Maryland Project Recommendations for FY 2018

John Swanson
Transportation Planner

Transportation Planning Board
September 20, 2017



Overview

- TA Set Aside
- TLC Program
- Maryland Selection Process
- TPB Selection Process
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- Next Steps



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Total		\$1,663,312



Next Steps

- The TPB is scheduled to approve projects on September 20, 2017.
- After all Maryland MPOs have selected projects (end of September), Maryland SHA will select projects for statewide TA Set Aside funding.



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Metropolitan Washington Council of Governments

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National Capital Region
Transportation Planning Board

ITEM 8 – Action
September 20, 2017

**Approval of Joint TPB/MWAQC/CEEPAC Comment Letter for
Transmission to US EPA and US DOT.**

Staff Recommendation: Approve attached joint TPB/MWAQC/CEEPAC comment letter on EPA's proposed reconsideration of Greenhouse Gas (GHG) Standards for Light Duty Vehicles

Issues:

Background:

The EPA is seeking comment on a proposed reconsideration of GHG standards for model year 2022-2025 light duty vehicles. In January 2017, EPA completed a required mid-term evaluation of the rule, and published a Final Determination keeping the standards established in 2012 in place. In March 2017, EPA announced its intention to reconsider the Final Determination, and on August 21, 2017, published a request for comment on the reconsideration. The board will be briefed on the proposed reconsideration, and asked to approve a joint TPB/MWAQC/CEEPAC comment letter urging the EPA to stand by its January 12, 2017 Final Determination and maintain the existing GHG standards promulgated in 2012.



MEMORANDUM

TO: The Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: TPB Comment on EPA Reconsideration of GHG Standards for Light-Duty Vehicles
DATE: September 20, 2017

The TPB is being asked to sign a joint letter with the Metropolitan Washington Air Quality Committee (MWAQC) and the Climate, Energy and Environmental Policy Committee (CEEPC) offering comment on the Environmental Protection Agency's reconsideration of greenhouse gas (GHG) standards for Light-Duty Vehicles.

In 2012 the EPA and the National Highway Traffic Safety Administration (NHTSA) jointly issued regulations for GHG emissions and Corporate Average Fuel Economy (CAFE) standards for model years 2017-2025 light-duty vehicles. The regulation reduces carbon dioxide (CO₂) emissions and impacts criteria pollutants nitrogen oxides (NO_x) and volatile organic compounds (VOC) (precursors of ground level Ozone). The regulation required EPA to conduct a mid-term evaluation of the GHG standards established for the model years 2022-2025.

On January 12, 2017, EPA completed the mid-term evaluation and published a Final Determination keeping the standards in place. In March 2017, EPA announced its intention to reconsider the Final Determination of the mid-term evaluation of the GHG standards, and on August 21, 2017 EPA, NHTSA, and the US Department of Transportation (US DOT) published a request for comment on the proposed reconsideration of the standards mentioned above for model years 2022-2025. EPA also requested comment on whether the standards for model year 2021 light-duty vehicles remain appropriate.

The GHG standards proposed to be reconsidered are included in the current Motor Vehicle Emission Simulator (MOVES) model mandated for use in all conformity analyses, as well as in the development of State Implementation Plans (SIPs), such as the 2008 ozone standard redesignation request and maintenance plan currently underway in our region. These standards also contribute significantly to the forecast reduction in the region's vehicular GHG emissions, assisting the region in its voluntary efforts to attain its GHG reduction goals.

The EPA is accepting comments through October 5, 2017. Given the importance of federal controls on reducing regional (and national) emissions, staff recommends that the TPB submit comments in support of retaining the standards. MWAQC and CEEPC also plan to comment. TPB staff worked with MWAQC staff to develop a joint TPB/MWAQC/CEEPC comment letter. A joint letter may have more influence than separate letters. The TPB Technical Committee and the MWAQC Technical Advisory Committee have reviewed the attached comment letter, and are in support of it. The TPB is being asked to approve this letter at its September meeting in order to meet the comment period deadline.

September XX, 2017

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

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

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

Dear Administrator Pruitt and Secretary Chao:

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

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

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

September 1, 2017

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

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

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

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

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

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

Sincerely,

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

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

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

ITEM 9–Information
September 20, 2017

Visualize 2045 Constrained Element: Solicitation of Inputs and
Air Quality Conformity Analysis

Staff

Recommendation:

The Board will be briefed on the process, schedule, and requirements for the Air Quality Conformity Analysis. The Board will also be asked for inclusion of projects, programs, and policy updates for the Constrained Element of the plan.

Issues:

None

Background:

The Visualize 2045 Constrained Element will identify all regionally significant transportation investments the region can demonstrate we can afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits. The Board will be briefed on the process, schedule, and requirements for the Air Quality Conformity Analysis. The Board will also be asked for feedback on a draft solicitation document (previously known as the Call for Projects) asking agencies to submit projects, programs, and policy updates for inclusion in the Constrained Element of the plan and the federally required Air Quality Conformity Analysis. The Board will be asked to approve the final solicitation document at its October 18 meeting.

visualize2045

A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

TECHNICAL INPUTS SOLICITATION

for the Constrained Element and Air Quality Conformity Analysis

Submission Guide for Implementing Agencies

DRAFT FOR TPB REVIEW
September 20, 2017

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DRAFT

INTRODUCTION

About Visualize 2045

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

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

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

Technical Inputs Solicitation

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

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

What's Required

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

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

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

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

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

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

SOLICITATION SCHEDULE

The technical analyses of Visualize 2045 will take several months to complete. To ensure that the analyses are finished in time for the full plan to be adopted by the TPB in October 2018, agencies must submit these technical inputs by November 17, 2017.

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

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

RESPONSIBLE AGENCIES

Any municipal, county, state, regional, or federal agency with the fiscal authority to fund transportation projects is responsible for providing required project, program, and policy inputs for the Constrained Element of Visualize 2045. Inputs must be submitted by one of the following TPB member jurisdictions or agencies:

District of Columbia

District Department of Transportation

Suburban Maryland

Maryland Department of Transportation

State Highway Administration

Maryland Transit Administration

Maryland Transportation Authority

Charles County Department of Public Works

Frederick County Department of Public Works

Montgomery County Department of Transportation

Prince George's County Department of Public Works and Transportation

Maryland-National Capital Park and Planning Commission

City of Frederick Planning Department

Gaithersburg Public Works Department

Rockville Public Works Department

Takoma Park Public Works Department

Northern Virginia

Virginia Department of Transportation*

Virginia Department of Rail and Public Transportation

Virginia Railway Express

Northern Virginia Transportation Authority

Northern Virginia Transportation Commission

Arlington County Department of Environmental Services

Fairfax County Department of Transportation

Fauquier County Department of Community Development

Loudoun County Department of Transportation and Capital Infrastructure

Prince William County Department of Transportation

City of Alexandria Department of Transportation and Environmental Services

City of Fairfax Department of Public Works

City of Falls Church Department of Public Works

City of Manassas Public Works Department

City of Manassas Park Public Works Department

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

Regional

Washington Metropolitan Area Transit Authority

Eastern Federal Lands Highway Division

REQUIRED PROJECT, PROGRAM, AND POLICY INPUTS

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

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

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

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

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

Technical Conformity Input Categories

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

Roadway Projects

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

Transit Projects

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

Bicycle or Pedestrian Projects

- **Local Circulation:** Projects that support local circulation within Activity Centers (includes streetscaping, traffic calming, Bikeshare, bicycle lanes, sidewalks, paths)
- **Regional Facilities:** Multi-jurisdictional projects, projects that improve transit station access, and/or projects that are part of the National Capital Trail network

Operations and Maintenance Programs

- **Day-to-day Maintenance and Operations:** Like repaving roadways, inspecting and maintaining bridges, clearing snow and debris, servicing transit vehicles, maintaining and operating traffic signals, and paying train and bus operators
- **Regional programs:** Like ridesharing, MATOC/traveler information

Transit Service and Fare Assumptions

- **Bus transit:** Routes, frequencies, and/or fare policies
- **Rail transit:** Routes, frequencies, and/or fare policies
- **HOV/HOT:** Lane restrictions and/or hours of operation

REQUIRED FINANCIAL INPUTS

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

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

ADDITIONAL INPUTS

Other inputs that are required in order to perform the Conformity Analysis include:

- 1) BMC project inputs in jurisdictions in our modelled area from their approved long range transportation plan to include in our highway and transit networks for the conformity analysis
- 2) FAMPO project inputs in jurisdictions in our modelled area from their approved long range transportation plan to include in our highway and transit networks for the conformity analysis
- 3) C-SMMPO project inputs for conformity & other coordination with them as per the C-SMMPO/TPB agreement
- 4) Land activity files from BMC GWRC/FAMPO, MDOT (for Calvert and St. Mary’s), City of Fredericksburg, King George, Spotsylvania, Stafford, Charles, Clark, Fauquier, and Jefferson County, WVA—these are collected by Greg Goodwin with the Coop. Forecast updates
- 5) Cooperative Forecast employment data are modified to include a census adjustment and coop data are used to develop other inputs to the travel demand model such as external trips, through trips, and specialty generator trips
- 6) VIN data—raw data collected from air agencies every 3 years & must be “decoded” to MOVES input format (fairly big deal)
- 7) Meteorology, fuel data, I/M data – TPB staff coordinate through DEP to acquire this from the air agencies
- 8) Base year transit updates (annual)—mostly from GTFS from WMATA, but also from smaller service providers via on-line schedule data
- 9) Toll and fare updates (annual)- from on-line sources and DOTs (E-ZPass vs cash, car & truck percents, peak vs non-peak, etc.)

REGIONAL POLICY CONSIDERATIONS AND EVALUATION

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

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

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

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

Shared Regional Goals and Priorities

TPB and COG documents

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

Note for agencies: Several TPB and COG documents and products articulate the region’s shared vision. These include the TPB Vision, the Regional Transportation Priorities Plan, COG’s Region Forward vision and 2010 Climate Plan, the TPB’s Equity Emphasis Areas map and COG’s Activity Centers map. Refer to the **Resources and Maps** section to learn more about these products and find links to them online.

FEDERAL REQUIREMENTS AND POLICY CONSIDERATIONS

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

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

Under federal law, the plan must also address eight federal planning factors, as identified by the U.S. Department of Transportation (USDOT). (See sidebar)

Therefore, project and program submissions must:

- **Include sufficient detail to be included in the Air Quality Conformity Analysis and Financial Element.** The Project Submission Form notes all required project details and descriptions.
- **Address one or more federal planning factors, as identified by the U.S. Department of Transportation.** Agencies will be asked in the Project Submission Form to note which federal planning factors the project or program addresses.

*The Constrained Element of Visualize 2045 must meet a number of other federal requirements as well, including non-discrimination and equity, congestion management documentation, public participation, and others. For a full listing of these requirements, refer to the **Resources and Maps** section of this document.*

Performance-Based Planning and Programming and Visualize 2045

The FAST Act put forth seven National Goals for Performance-Based Planning and Programming:

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

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

Federal Planning Factors

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

DRAFT

REVIEW, COMMENT, AND APPROVAL PROCESS

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

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

Purpose of Committee and Board Review

It is customary for the TPB to approve project, program, and policy submissions, as these initiatives have typically undergone extensive local development and review. However, the TPB and its committees play an important review role. The tasks of the TPB and its committees are to:

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

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

BASIC SUBMISSION INSTRUCTIONS FOR CONFORMITY INPUTS

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

Appendix A provides details instructions for project and program submissions.

RESOURCES AND MAPS

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

- **TPB Vision**
- **Regional Transportation Priorities Plan**
- **Activity Centers map and list**
- **Equity Emphasis Areas map**
- **Financial Analysis**
- **Federal requirements**

CONTACT INFORMATION

Technical questions and assistance with submissions:

Andrew Austin | aaustin@mwkog.org | (202) 962-3353

Questions about transit assumptions and air quality conformity:

Jane Posey | jposey@mwkog.org | (202) 962-3331

All other questions about Visualize 2045:

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APPENDIX A: DETAILED SUBMISSION INSTRUCTIONS AND SAMPLE SUBMISSION FORM

This appendix describes the process to be used by transportation implementing agencies when updating project information for Visualize 2045 as well as the Air Quality Conformity inputs and the Congestion Management Process. The project description forms are designed to elicit information to enable policy makers, citizens and other interested parties and segments of the community affected by projects in the plan to understand and review them. Description forms must be completed for all projects to be included in the Plan. All regionally significant projects, regardless of funding source, must be included in the Plan for Air Quality Conformity information purposes. A Congestion Management Process Form must be completed for all projects meeting the requirements described on page 33 of these instructions. The remainder of this section describes how to update plan and conformity project information using an online database application.

THE ONLINE DATABASE FOR THE VISUALIZE 2045 PROJECT AND AIR QUALITY CONFORMITY INPUTS

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

Visualize 2045 Project Description Form Instructions

Projects should be described in sufficient detail to facilitate review by the TPB and the public. Specific information is needed on the project location and physical characteristics, purpose, projected completion date, total estimated costs, proposed sources of revenues, and other characteristics. Submissions for studies should indicate those cases where the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. TERM projects or actions should also be identified. Project Description Forms should be used to describe the full scope of a facility's improvements.

Basic Project Information

1. *Submitting Agency*The agency that is submitting the project information. Defined by the user's agency status.
2. *Secondary Agency*Other agency working in conjunction with primary agency
3. *Agency Project ID*Agencies can use this field to track projects with their own ID systems.
4. *Project Type*Identify the functional class or category on which projects will be grouped in reports. Options include: *Interstate, Primary, Secondary, Urban, Transit, Bike/Ped, Bridge, Enhancement, ITS, Maintenance, CMAQ, Other.*

5. *Project Category*.....Identify the nature of the project: *System Expansion* (adding capacity to a road or transit system), *System Preservation* (any work on the road or transit system that does not add capacity), *Management, Operations and Maintenance, Study, Other*.
6. *Project Name*Brief, user-friendly name of the project;
7. *Facility*These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix*Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable
 - b. *Number*The route number that corresponds with the above prefix. Again, combinations are acceptable.
 - c. *Name*Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.
 - d. *Modifier*.....Any term that needs to be used to further describe a facility, such as "extended", "relocated" or "interchange".
8. *From (At)*The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.
9. *To*Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.
10. *Description*Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.
11. *Projected Completion Year*.....Estimated year that the project will be open to traffic or implemented.
12. *Project Manager*Name of project manager or point-of-contact for information
13. *E-mail*E-mail address for project manager or point-of-contact for information
14. *Web Site*URL for further project information from implementing agency
15. *Total Mileage*If available; enter the total length of the project to the closest tenth of a mile.
16. *Map Image*If available, upload an image file to assist

- 17. *State/Local Project Standing*..... Upload a brief memo or document describing the project’s status in the local and/or state planning process. This should include approval actions by local, state, or sub-regional agencies with the names of any adopted plans, or any other documentation of the project’s prioritization at the local or sub-regional level.
- 18. *Jurisdiction* Select the appropriate jurisdictions for the project. Multiple jurisdictions can be selected by pressing the **CTRL** key while clicking.
- 19. *Baseline Cost/As of* Initially estimated cost of project (in \$1,000s) and approximate date of that estimate. (For quadrennial long range plan inputs or for new projects being added as amendments to the plan).
- 20. *Amended Cost/As of* Updates to project cost (in \$1,000s) can be entered here with date of the amended cost estimate. (Used only for subsequent amendments to the baseline cost input).
- 21. *Sources* Indicate the sources of funds: Federal, State, Local, Private, Bonds, Other. Hold the **CTRL** key down to select multiple sources.

Regional Policy Framework

- 22. *Provide Options* Identify all travel mode options that this project provides, enhances, supports, or promotes.
- 23. *Activity Centers* Indicate if the project begins or ends within an activity center, connects two or more centers, and/or promotes non-auto travel within one or more centers
- 24. *Maintenance* Does this project contribute to enhanced system maintenance, preservation, or safety?
- 25. *Operations* Does this project reduce travel time on highways and/or transit without building new capacity, and does it enhance safety?
- 26. *Environment* Is the project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases?
- 27. *Travel and Commerce* Does the project support interregional and international travel and commerce (freight and passenger)?
- 28. *Additional Framework* Provide any additional information that describes how this project further supports or advances these and other regional goals.

Federal Planning Factors

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

Use the checkboxes to select all that apply:

- a. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increases 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?
Note: It is presumed that all new projects being constructed include safety considerations. Select "Yes" only if the primary reason the project is being proposed is to address a safety issue.
 - ii. If so, please briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- d. Increase accessibility and mobility of people
- e. Increase accessibility and mobility of freight
- f. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system management and operation.
- i. Emphasize the preservation of the existing transportation system.
- j. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- k. Enhance travel and tourism.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? If so, identify the types of activities below.

Use the checkboxes to select "Yes" or "No" and to identify any mitigation activities being planned for this project.

- Air Quality,
- Energy,

- *Floodplains,*
- *Geology, Soils and Groundwater,*
- *Hazardous and Contaminated Materials,*
- *Noise,*
- *Rare, Threatened and Endangered Species,*
- *Socioeconomics,*
- *Surface Water,*
- *Vibrations,*
- *Visual and Aesthetic Conditions,*
- *Wetlands,*
- *Wildlife and Habitat*

Congestion Management Process Documentation

The following addresses the MAP-21 component called the Congestion Management Process. Please see the discussion on Congestion Management Documentation in Section 2 of this document for more information. Questions 25 and 26 should be answered for every project. In addition, a Congestion Management Documentation Form should be completed for each project or action proposing an increase in SOV capacity.

31. *Congested Conditions*

- a. *Do traffic congestion conditions on this or another facility necessitate the proposed project or program?*
Check “Yes” if this project is being planned specifically to address congestion conditions.
- b. *If so, is the congestion recurring or incident-related non-recurring in nature?*
Use the checkboxes to identify either option.
- c. *If the congestion is on a different facility, please identify it here:*
Identify the name of the congested parallel or adjacent route that this project is intended to relieve.

32. *Capacity*

The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (b), projects in the following categories require a Congestion Management Documentation Form:

- New limited access or other principal arterial roadways on new rights-of-way
 - Additional through lanes on existing limited access or other principal arterial roadways
 - Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.
- a. *Is this a capacity-increasing project on a limited access highway or other principal arterial?*
Check “Yes” if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway).

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 criteria apply):*

- *None of the exemption criteria below 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 improvements, 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*
- *Any project whose construction cost is less than \$10 million.*

Review the list of potential exemption criteria and determine if any of them are true, thus exempting the project from needing a separate Congestion Management Documentation Form. If more than one criterion is true, please select just one as the primary criterion. Use the pull-down menu to identify the exemption criterion.

c. *If the project is not exempt and requires a Congestion Management Documentation Form, click on the link provided to open a blank Congestion Management Documentation Form.*

Record Tracking

33. *Completed Year*..... Use this field to indicate the year that the full scope of the project has been opened to traffic or implemented.
34. *Project Withdrawn*..... Use this checkbox to indicate that a project is being withdrawn from the Plan.
35. *Withdrawn Date*..... Provide an approximate date for the withdrawal of the project.
36. *Created by*..... Identification of who created the record originally.
37. *Created On*..... Date record was originally created on
38. *Last Updater*..... ID of last person to make modifications to record
39. *Last Updated On* Recorded date and time of last modifications to record
40. *Comments*..... General notes for agency or TPB staff to use.

Air Quality Conformity Input Instructions

1. Conformity ID TPB Staff will assign each project a Conformity ID
2. Agency ID Agencies can use this field to track projects with their own ID systems.
3. *Improvement* Pull-down field to identify type of improvement being made to the facility (e.g. construct, widen, upgrade, etc.)
4. *Facility* These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix* Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable.
 - b. *Number* The route number that corresponds with the above prefix.
 - c. *Name* Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.
 - d. *Modifier* Any term that needs to be used to further describe a facility, such as "extended", "off-ramp", or "interchange".
5. *From (At)* The beginning project limit or location of a spot improvement. Use the (At) checkbox to indicate a spot or interchange improvement. Follow the conventions above for Prefix, Number, Name and Modifier.
6. *To* Terminal project limit. Follow conventions above for Prefix, Number, Name and Modifier.
7. *Description* This field is not required but can be used to provide additional information beyond the data in the other fields.
8. *Facility Type From/To*
 - a. *Facility Type From* Functional class of facility before improvement
 - b. *Facility Type To* Functional class of facility after improvement
9. *Lanes From/To*
 - a. *Lanes From* Number of lanes on facility before improvement
 - b. *Lanes To* Number of lanes on facility after improvement
10. *R.O.W. Acquired* Right-of-way has been acquired for the facility
11. *Under Construction?* Construction has begun on the facility

- 12. *Projected Completion Year* Estimated year that the project will be complete.
- 13. *Completed* Date the project was completed (open to traffic) or implemented
- 14. *Creator*..... Recorded ID of the user that created the record
- 15. *Created On* Date record was originally created on
- 16. *Last Updated On* Recorded date and time of last modifications to record
- 17. *Last Updater*..... Recorded ID of last person to make modifications to record

Congestion Management Documentation Form for SOV Projects

A Congestion Management Documentation Form should be completed for each project or action intended for the Plan that involves a significant increase in single-occupant vehicle (SOV) carrying capacity of a highway.

Brief and complete answers to all questions are recommended. A reference to an external document or an attachment without further explanation on the form itself is not recommended; findings of studies, Major Investment Studies, for example, should be summarized on the form itself. References to other documents can be made if desired *in addition to* the answer provided on the form.

As a rule of thumb, the scale and detail in the responses to the questions should be in proportion to the scale of the project. For example, a relatively minor project needs less information than a major, multi-lane-mile roadway construction project.

The form can summarize the results of EISs or other studies completed in association with the project, and can also summarize the impact or regional studies or programs. It allows the submitting agency to explain the context of the project in the region's already-adopted and implemented programs, such as the Commuter Connections program, and to go on to explain what new and additional strategies were considered for the project or corridor in question.

Sample Forms

The following pages are samples for the CLRP Project Description Form, TIP Project Description Form, and Congestion Management Documentation Form.

VISUALIZE 2045 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency:
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:

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (<input type="checkbox"/> at):				
9. To:				

10. Description:
11. Projected Completion Year:
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): 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?)

VISUALIZE 2045 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.

FEDERAL PLANNING FACTORS

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

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

VISUALIZE 2045 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:
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:

visualize2045

A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Solicitation Of Inputs, Air Quality Conformity Analysis, Financial Element, Public Outreach

Lyn Erickson
TPB Plan Development and Coordination Program Director

Transportation Planning Board
September 20, 2017



Federal Requirements

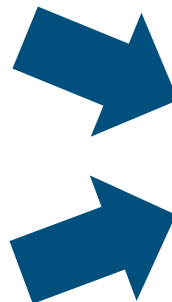
- ***Why are we doing this? What is TPB's role?***
- **Hard deadline, major consequences**
- **Must comply with new federal checklist**
- **Flexibility to tailor our plan to benefit the region**



Big changes from past practice



**UNFUNDED
CAPITAL NEEDS,
ADDITIONAL ELEMENTS,
ADDITIONAL ANALYSIS**



Visualize 2045 Timeline

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



What is needed NOW?

- **Technical Inputs Solicitation**
- **Initial Financial Analysis**
- **Public Outreach Activities**



Technical Inputs Solicitation

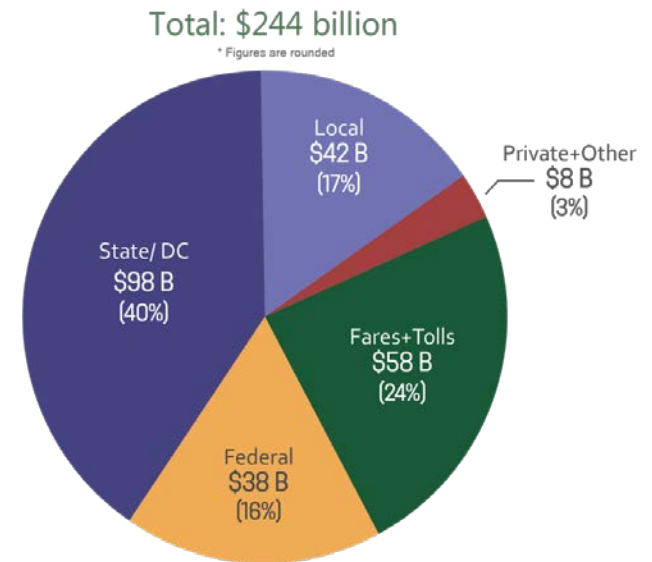
- Previously known as Call for Projects
- Provides necessary inputs for Constrained Element and Air Quality Conformity Analysis
- Products: Submission Guide for Implementing Agencies + Summary Brochure
- ***TPB Action in October***



Financial Element

- **Federal Requirement (“Financial Constraint”)**: Sufficient funding from existing or anticipated revenue sources must be demonstrated to be “reasonably expected to be available” to build, operate, and maintain the planned transportation system

CLRP Revenues (2015 – 2040)

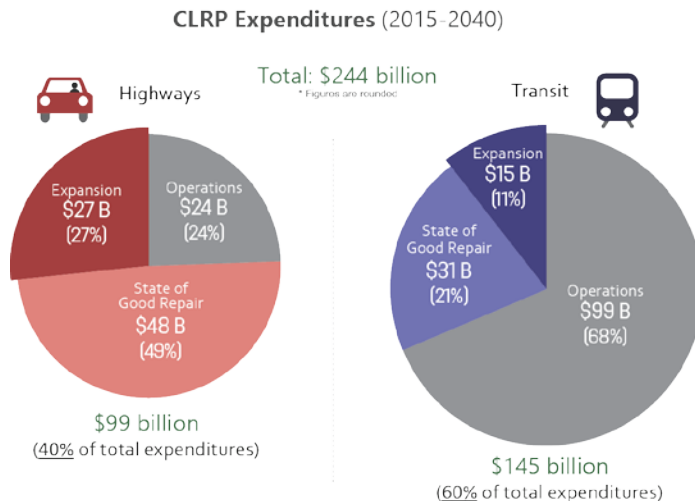


The Visualize 2045 interim financial analysis will include the latest revenue forecasts from the implementing agencies for the period 2019-2045, for inclusion with the Technical Inputs Solicitation.



Financial Element

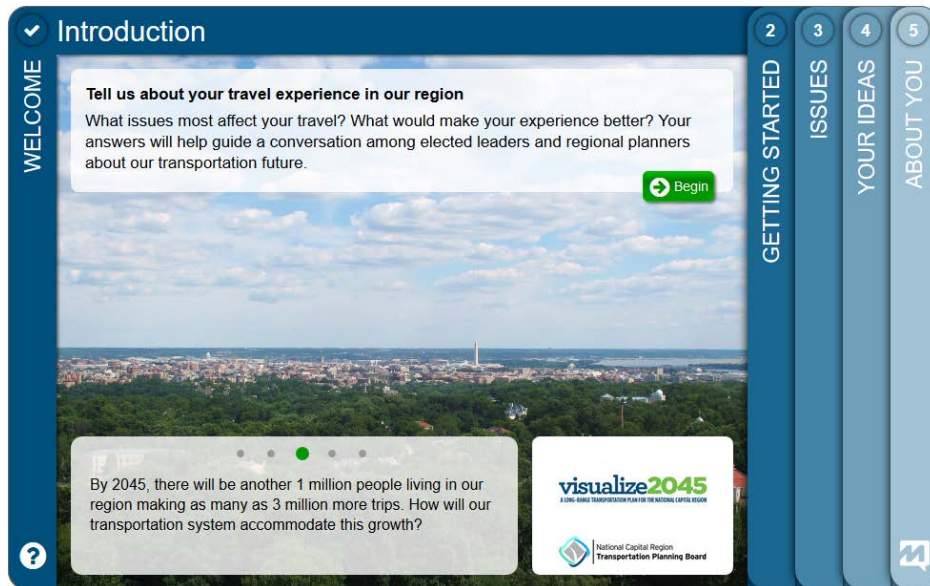
- Funding for operations and maintenance and State of Good Repair of the existing transportation system
- Cost of construction of projects and programs in the CLRP currently planned for implementation



In response to the Technical Inputs Solicitation, implementing agencies will revise revenue and expenditure information along with project and program submissions.



Public Outreach



- June 17 to August 21
- Random sample + open survey
- General attitudes and opinions about transportation
- Diverse cross-section



Public Outreach

- “Live-surveying” events
- Digital outreach and promotion
- Visualize 2045 “Ambassadors”
- Additional Targeted Outreach



Public Outreach



Public Outreach



Public Outreach



Public Outreach



Public Outreach

15

LIVE-SURVEYING
EVENTS

9

METRORAIL
STATIONS

351

TWEETS

64,438

TWITTER IMPRESSIONS

6,215

SURVEY PARTICIPANTS



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

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 10 – Information
September 20, 2017

Visualize 2045 Financial Element: Status Report

Staff

Recommendation: The Board will be briefed on the development of the Visualize 2045 Financial Element, which is a requirement of the major four-year plan update.

Issues: None

Background: The board will be briefed on the development of the Visualize 2045 Financial Element, which is a requirement of the major four-year plan update. The Financial Element must demonstrate that sufficient revenues are reasonably expected to be available to build, maintain, and operate the transportation system spelled out in the Constrained Element of the plan.

.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Update on Visualize 2045 Long-Range Transportation Plan Financial Element
DATE: September 14, 2017

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It will identify all regionally significant transportation investments planned through 2045 and provide detailed analysis to help decision makers and the public “visualize” the region’s future under current plans.

This memorandum provides an update for the Transportation Planning Board on the status of the financial element of Visualize 2045. The financial element is one of many “elements” of the plan, and it is specifically tied to the constrained element/project/program list that is an input for the air quality conformity determination and that fulfills federal requirements. In preparation for the Visualize 2045 Technical Inputs solicitation, an interim financial analysis is being completed to inform the solicitation and constrained conformity inputs.

The Constrained Element is the portion of the plan that was previously referred to as the Financially Constrained Long-Range Transportation Plan (CLRP). Like the CLRP had done in the past, the Constrained Element of Visualize 2045 will undergo federally required analyses to ensure that it supports the region’s air-quality improvement goals and that sufficient financial resources will be available to implement the projects and programs in it.

BACKGROUND

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

More specifically, the financial element should:

- Demonstrate the region’s commitment to maintaining a State of Good Repair by fully funding projects and programs required to adequately maintain highways and public transportation systems;
- Provide for operations and maintenance of the existing transportation system; and
- Provide for focused capacity expansion to address forecast growth in the region’s population and economy.

The process of developing the financial element of Visualize 2045 is a change from the previous financial analyses for the Constrained Long Range Plans. In the past, the financial analysis was conducted in parallel with the responses to the Call for Projects solicitation and the submission of conformity projects. With Visualize 2045, an interim financial analysis is being prepared prior to the Technical Inputs Solicitation to provide a baseline of anticipated revenues and existing planned expenditures, based on existing projects and programs in the FY2017-2022 Transportation Improvement Program (TIP), the 2016 Constrained Long-Range Transportation Plan (CLRP), and the Air Quality Conformity Inputs table for both the CLRP and TIP. It is expected that the inputs provided by the implementing agencies in response to the Technical Inputs Solicitation and for conformity will start from this baseline and that agencies will adjust their revenues and expenditures with their inputs to then enable staff to determine financial constraint. The financial element will then be finalized as part of the Visualize 2045 long range plan when submitted for approval by the TPB in October 2018.

STATUS: INITIAL ESTIMATES RECEIVED; STILL AWAITING FINAL FIGURES

Initial development of the Visualize 2045 financial element began at the end of January 2017. The largest implementing agencies in the region (DDOT, MDOT, VDOT, WMATA, and others) were asked to provide initial revenue forecasts by the end of May and expenditure forecasts by the end of July. In addition, the implementing agencies were asked to review the projects and programs in the FY2017-2022 Transportation Improvement Program (TIP), the 2016 Constrained Long-Range Transportation Plan (CLRP), and the Air Quality Conformity Inputs table for both the CLRP and TIP. The latest revenue forecasts and the update of the existing project and program costs form the basis for the interim financial analysis.

For the revenue forecasts, the DOTs, WMATA and other agencies were asked to provide long-term (through 2045) financial revenue projections, in Year of Expenditure dollars (i.e., incorporating long-term inflation forecast). Such revenues included: federal funds (programmatic and discretionary grant projections), state fuel tax revenues, tolls/fares, sales taxes, and other source projections.

For the update of existing expenditure costs, agencies were asked to review the current TIP and CLRP to update existing projects and programs with the latest information on planned costs. This included the categorization of expenditures by modes (highway, local transit, commuter rail, WMATA) and by purpose (Operating and Maintenance, Capital – State of Good Repair, and Capital – Expansion). Expenditures for existing projects and programs were to be projected through 2045.

As of September 14, most of the implementing agencies have provided initial estimates of revenues for the interim financial analysis. Agencies are still in the process of updating expenditure costs for projects and programs in the current TIP and CLRP. A set of revenue and expenditure tables, with data provided to date, will then be prepared for the Visualize 2045 interim financial analysis, based on the updated revenue projections and on a review of the costs of projects and programs in the 2016 CLRP. For background purposes the revenue and expenditure tables from the 2014 CLRP financial analysis are included (Tables 1 and 2 at the end of the memo).

NEXT STEPS

Agencies are completing project and program costs updates for current data in the iTIP/CLRP database, with a deadline of Friday, September 15. Reconciliation will then take place to match existing expenditures with the newly projected revenues. Some funding gaps or differences may remain.

An interim financial analysis memo will be prepared for consideration by the board as it reviews and approves the Technical Inputs Solicitation for Visualize 2045 at its October 18 meeting. The memo will be referenced as part of the Technical Inputs Solicitation document. Any surplus revenues or unfunded expenditures will be highlighted in the Technical Inputs Solicitation as the implementing agencies prepare to provide project and program inputs for the Constrained Element of Visualize 2045.

Table 1. Revenues – Financially Constrained Long-Range Plan (2015-2040)
Millions of Year of Expenditure Dollars

	Federal	State	Local ^a	Private/ Other	Fares ^b / Tolls	Total
District of Columbia						
Highway	\$5,624	\$2,128		\$1,956		\$9,708
Local Transit	\$282	\$5,210			\$879	\$6,371
Commuter Rail						\$0
WMATA Support		\$17,042				\$17,042
Subtotal	\$5,906	\$24,380	\$0	\$1,956	\$879	\$33,121
Suburban Maryland						
Highway	\$11,494	\$26,622	\$10,023	\$824		\$48,964
Local Transit	\$1,791	\$5,126	\$6,380		\$2,422	\$15,718
Commuter Rail		\$4,951			\$791	\$5,742
WMATA Support		\$16,902				\$16,902
Subtotal	\$13,285	\$53,600	\$16,403	\$824	\$3,213	\$87,325
Northern Virginia						
Highway	\$3,767	\$12,036	\$13,880	\$2,745	\$8,080	\$40,509
Local Transit	\$294	\$1,794	\$4,909	\$1,573	\$3,268	\$11,838
Commuter Rail	\$1,125	\$602	\$583	\$8	\$1,430	\$3,749
WMATA Support		\$5,860	\$6,525			\$12,385
Subtotal	\$5,186	\$20,292	\$25,897	\$4,327	\$12,779	\$68,480
WMATA Fares, Grants and Other Non-jurisdictional (Regional) Funds						
Subtotal	\$13,382			\$647	\$41,132	\$55,160
Total	\$37,759	\$98,272	\$42,300	\$7,754	\$58,002	\$244,086

^a For Virginia, Local funds include both county and city jurisdictions as well as the funds allocated to the Northern Virginia Transportation Authority (NVTA), which receives the revenues from a dedicated regional sales tax.

^b Fares also includes other transit operating revenues.

WMATA Summary: Jurisdictional Support plus Non-jurisdictional Funds (included above)

Capital ^d	\$13,382	\$10,163	\$2,127	\$647		\$26,318
Operating ^e		\$29,642	\$4,398		\$41,132	\$75,172
Subtotal WMATA	\$13,382	\$39,805	\$6,525	\$647	\$41,132	\$101,490

^d WMATA Capital funding also includes \$647 million of bonds, shown under Other funding.

^e WMATA Operating funding does not include \$798 of capital funding for preventative maintenance which would be transferred from the capital budget to the operating budget

Table 2. Expenditures – Financially Constrained Long-Range Plan (2015-2040)
Millions of Year of Expenditure Dollars

	Operations	State of Good Repair	Expansion	Total
District of Columbia				
Highway	\$1,297	\$6,332	\$2,079	\$9,708
Local Transit	\$3,710	\$159	\$2,502	\$6,371
Commuter Rail				\$0
WMATA Support	\$12,768	\$4,073	\$201	\$17,042
Subtotal	\$17,775	\$10,564	\$4,782	\$33,121
Suburban Maryland				
Highway	\$10,582	\$21,437	\$16,945	\$48,964
Local Transit	\$7,788	\$2,136	\$5,795	\$15,718
Commuter Rail	\$2,882	\$565	\$2,295	\$5,742
WMATA Support	\$12,764	\$3,946	\$192	\$16,902
Subtotal	\$34,016	\$28,083	\$25,227	\$87,325
Northern Virginia ³				
Highway	\$12,050	\$20,434	\$8,024	\$40,508
Local Transit	\$6,482	\$1,839	\$3,517	\$11,837
Commuter Rail	\$2,723	\$216	\$810	\$3,749
WMATA Support	\$8,508	\$3,704	\$174	\$12,386
Subtotal	\$29,763	\$26,192	\$12,525	\$68,480
WMATA Expenses Covered by Fares, Grants, and Other Non-jurisdictional Funds				
Subtotal	\$41,132	\$14,028		\$55,160
Total	\$122,685	\$78,867	\$42,534	\$244,086
WMATA Summary: Jurisdictional Support plus Non-jurisdictional Funds (included above)				
D.C.	\$12,908	\$3,856	\$201	\$16,965
Maryland	\$12,764	\$3,946	\$192	\$16,902
Virginia	\$8,508	\$3,704	\$174	\$12,386
WMATA Expenses Paid by Fares, Grants, and Other Non-jurisdictional Funds	\$41,132	\$14,028	\$0	\$55,160
Subtotal WMATA	\$75,312	\$25,534	\$567	\$101,413

³ Northern Virginia expenditures include the regional revenues newly allocated to the NVTA. NVTA is still in the process of assigning its new revenues to specific projects. Forecast expenditures were developed through projections for the type of projects that will be funded.

ITEM 11 – Information
September 20, 2017

Visualize 2045 Public Outreach: Summary of
Phase 1 Activities

Staff

Recommendation: The board will be briefed on outreach efforts and survey participation as part of the development of Visualize 2045.

Issues: None

Background: Over the summer, staff carried out a public input survey aimed at gathering general attitudes and opinions about transportation in the region. The purpose of the survey was to inform ongoing conversations about regional transportation needs and priorities that will be taking place as part of the development of Visualize 2045. The board will be briefed on the outreach efforts staff undertook to promote the survey and encourage survey participation.



MEMORANDUM

TO: Transportation Planning Board
FROM: Ben Hampton, TPB Transportation Planner
Abigail Zenner, TPB Transportation Planner
SUBJECT: Visualize 2045 Public Outreach: Summary of Phase 1 Activities
DATE: September 14, 2017

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It will identify all regionally significant transportation investments planned through 2045 and provide detailed analysis to help decision makers and the public “visualize” the region’s future under current plans.

This memo summarizes the activities conducted as part of the first phase of public outreach for Visualize 2045. This first phase, which took place largely between June and August of this year, centered on a public input survey to gather general attitudes and opinions about transportation in the region. To promote the survey and encourage participation, staff developed and implemented a multifaceted outreach strategy. This memo summarizes the activities that were undertaken and highlights some key outcomes.

BACKGROUND: VISUALIZE 2045 PUBLIC INPUT SURVEY

The Visualize 2045 public input survey was open from June 17 to August 21. It aimed to gather general attitudes and opinions about transportation in the region for the purpose of informing ongoing discussions among decision makers, planners, and stakeholders throughout the development of the Visualize 2045 plan.

The survey used the fun, interactive MetroQuest online survey tool to ask respondents about:

- Daily travel behaviors and patterns
- Key issues related to reliability, affordability, travel time, travel options, and safety
- Suggestions for needed transportation projects or other improvements
- Personal demographic characteristics

Two main approaches were used to gather responses. One was a random sampling to ensure that opinions were gathered from a geographically representative cross-section of the region’s population. Households in this sample received letters asking them to participate, and respondents who completed the survey were provided a monetary reward. The other method was an “open survey” in which any member of the public could participate. People who participated in this survey were entered in a drawing to win one of a set number of rewards.

More than 6,000 people participated in the survey overall. The random sample garnered 755 responses, exceeding staff’s target of 600. More than 5,400 responses were received via the open

survey. The table at the end of this memo provides county-level participation numbers for both the random sample and open survey. These totals provide evidence that the outreach activities to promote the survey and encourage participation successfully engaged residents across the region.

This survey represented a new and expanded effort by the TPB to gather and share public input with regional decision makers and planners as they discussed the development of the region's long-range transportation plan. Federal law has long required the TPB to conduct public involvement activities in its plan development process, however, the TPB has traditionally relied on two 30-day comment periods to solicit input. The timing of the Visualize 2045 public input survey, ahead of the TPB's formal solicitation of project, program, and policy inputs for inclusion in the Constrained Element of the plan, was designed to provide more robust public input earlier in the plan development process.

OUTREACH ACTIVITIES TO PROMOTE AND ENCOURAGE PARTICIPATION

Staff developed a multifaceted outreach plan to promote the public input survey and encourage participation from a diverse cross-section of the region's population. Outreach activities included both digital and in-the-field elements:

- "Live-surveying" events
- Digital outreach and promotion
- Visualize 2045 "Ambassadors"
- Additional targeted outreach

These activities took place between mid-June and mid-August. To assist in executing these efforts, TPB staff contracted the services of WBA Research and Remline Marketing Services.

"Live-Surveying" Events

Fifteen "live-surveying" events provided an opportunity to gather input from individuals beyond the normal reach of the TPB's outreach and communications activities. For these events, survey teams were equipped with tablet computers and deployed to community events where they would engage with event attendees and administer the survey in real time.

Event locations were chosen to ensure that at least one live-surveying event was held in each of the county-level jurisdictions in the TPB Planning Area. To identify events, staff drew on suggestions from the TPB, TPB Technical Committee, and Citizens Advisory Committee (CAC).

Special efforts were made to ensure that the 15 event sites helped achieve a geographic and demographic balance that would be reflective of the region's diversity. Special attention was also paid to the kinds of events where live-surveying would be appropriate and productive, focusing on farmers markets and street festivals, where potential respondents had time to take the survey, rather than transit stations or outdoor performances, where potential respondents might be rushed or not able to focus on the survey.

The table on the following page outlines the events, locations, and dates of the 15 "live-surveying" events.

“Live-Surveying” Events for the Visualize 2045 Public Input Survey

LOCATION	EVENT	DATE
District of Columbia	Columbia Heights Day	Sat 6/17
Prince George’s County (MD)	Greenbelt Farmers Market	Sun 6/25
District of Columbia	Farragut Friday	Fri 6/30
Frederick County (MD)	Frederick First Saturday	Sat 7/1
Fairfax County (VA)	Mosaic District Farmers Market	Sun 7/2
Prince William County (VA)	Manassas Fourth of July	Tue 7/4
Prince George’s County (MD)	College Park Fourth of July	Tue 7/4
Montgomery County (MD)	Silver Spring Farmers Market	Sat 7/8
Prince William County (VA)	Dale City Farmers Market	Sun 7/9
Prince George’s County (MD)	Crossroads Farmers Market	Wed 7/12
Montgomery County (MD)	Peace Day Party	Sun 7/16
Arlington County (VA)	Ballston Farmers Market	Thu 7/20
Loudoun County (VA)	Leesburg Farmers Market	Sat 8/5
District of Columbia	Soular Sunday (Marvin Gaye Park)	Sun 8/20

Digital Outreach and Promotion

Staff also used a number of digital tools and methods to promote the survey and encourage participation.

- **TPB and COG newsletters.** Staff created a dedicated Visualize 2045 email newsletter to promote the survey, report on outreach activities, and reinforce key messages about the Visualize 2045 plan and planning process. The email was distributed to the TPB’s normal distribution list (approximately 1,200 subscribers) plus anyone who signed up for updates through the Visualize 2045 website. In addition to the dedicated Visualize 2045 email newsletter, staff also promoted the survey in the main TPB and COG e-newsletters—TPB News and COG Connections.
- **Social media.** Using the TPB Twitter account, staff sent out 351 messages, which together gained 64,438 “impressions”—a measure of how many users saw or interacted with a post. Social media provided an effective way to create buzz, keep putting messages in front of people, and encourage conversation. These messages were also re-tweeted by a number of existing TPB followers, including partner agencies and individuals. These re-tweets amplified the TPB’s message, reaching audiences beyond the TPB’s normal group of followers.

Best-Performing #VIZ2045 Tweets

TWEET	DATE	IMPRESSIONS
There's still time to share your opinions on transportation for the #VIZ2045 long-range plan! Go to http://visualize2045.org by Aug 21!	8/15/2017	13,342*

Best-Performing #VIZ2045 Tweets (continued)

TWEET	DATE	IMPRESSIONS
We'll be at @Rockville411's #PeaceDay Party this Sunday to gather community input for #VIZ2045. #MakePeacetheNews	7/14/2017	2,853
One week left to tell us about your daily travel experience for #VIZ2045! Take the survey now at: http://visualize2045.org	7/24/2017	1,679
DEADLINE EXTENDED! You now have until August 21 to take the Visualize 2045 survey! #VIZ2045	7/31/2017	1,599
Got lunch plans? We will be out at Farragut Friday with the @GoldenTriDC spreading the word about #VIZ2045!	7/7/2017	1,314
We're giving you more time to share your thoughts for our #VIZ2045 long-range plan! Take the survey by August 21: http://visualize2045.org	7/31/2017	1,310
We just extended the deadline a few more weeks to August 21, so there's even more time to provide input! #VIZ2045 https://twitter.com/johnfoustva/status/892034267152306178 ...	7/31/2017	1,210
We're giving you a couple more weeks to weigh in for #VIZ2045! Learn more and take the survey by August 21: http://visualize2045.org	8/03/2017	871
One week left to share your thoughts on transportation for our new #VIZ2045 long-range plan! Go to http://visualize2045.org by Aug 21!	8/15/2017	849
We'll be at @GoldenTriDC's Farragut Fridays today from 11 to 3. Come out and share your thoughts on #regional #transportation! #VIZ2045	6/30/2017	802

**The post on 8/15/2017 was a paid "boosted post" expanding the reach past regular followers.*

- **Targeted advertising on Twitter and Facebook.** In the final week of the survey, staff paid to "boost" and "promote" messages on Twitter and Facebook to reach further beyond the TPB's normal social media audience. The paid Twitter post earned 67,800 impressions while the boosted Facebook post reached 1,770 people. A total of 166 people liked, shared, or clicked on the Facebook post, far surpassing interaction with any previous Facebook posts.
- **Media outreach and ad buys.** To reach traditionally hard-to-reach population groups, especially non-English speakers and African-American audiences, staff purchased digital ads in El Pregonero, El Tiempo, The Washington Informer, and The AFRO. The COG Office of Communications also issued a press release that helped generate coverage by local media outlets, including The Frederick News Post, WHAG-TV (Hagerstown), Greenbelt News Review, and Greater Greater Washington.

- **Visualize 2045 website.** Staff set up a dedicated landing page and website for the Visualize 2045 survey. Site users could easily access the online MetroQuest survey, as well as learn more about the plan, sign up for email updates, submit comments, and get social media and news highlights.

Visualize 2045 “Ambassadors”

One of the other ways staff aimed to expand the reach of the Visualize 2045 survey was by leveraging existing TPB networks and stakeholder groups to help spread the word. Members of the following groups became Visualize 2045 “Ambassadors.” They were encouraged to share the survey information with their constituents, colleagues, and other professional and personal networks.

- Transportation Planning Board
- TPB Technical Committee
- TPB Citizens Advisory Committee (CAC)
- TPB Access for All Advisory Committee (AFA)
- COG Public Information Officers Committee (PIOs)

To make it easy for ambassadors to help spread the word about the survey, staff provided “Ambassador Kits” which included text for e-blasts, newsletters, and web pages; pre-packaged social media messages and graphics; information cards; and FAQs and talking points about the plan.

The ambassadors proved to be a great way to increase public awareness about the survey. The following member jurisdictions and agencies Tweeted about the survey from their official Twitter accounts. Collectively, these accounts reach a total of 24,559 followers.

City of Gaithersburg
 Charles County Department of Health
 Fairfax City Planning
 City of Rockville
 District of Columbia Office of Planning
 Alexandria Transportation and Environmental Services
 Montgomery County Stats
 City of Frederick
 Frederick Transit
 Virginia Department of Rail and Public Transportation
 National Capital Planning Commission

Advocacy and other stakeholder groups also tweeted using the #VIZ2045 hashtag. These included, but were not necessarily limited to:

Coalition for Smarter Growth
 Sierra Club
 Safe Routes to Schools
 Action Committee for Transit
 Cross the Potomac

Additional Targeted Outreach

Additional targeted outreach activities sought to reach other important audiences, including hard-to-reach populations:

- **Metro station “postcarding”**
Staff volunteers handed out postcards to people entering or existing busy Metrorail stations during morning and afternoon peak periods. The postcards invited recipients to complete the Visualize 2045 survey online. Nine stations were strategically chosen for their high ridership numbers as well as for their geographic distribution in the region or the overall demographic make-up of their normal users.

Metro Stations for Postcarding

METRO STATION	TIME
Shady Grove	AM Peak
Dupont Circle	AM Peak
Vienna	PM Peak
Prince George’s Plaza	AM Peak
Union Station	PM Peak
Silver Spring	AM Peak
Anacostia	AM Peak
King Street	AM Peak
L’Enfant Plaza	AM Peak

- **Lunchtime “postcarding”**
Staff volunteers also handed out postcards at two busy lunchtime events: Farragut Friday in DC’s Farragut Square and Food Truck Thursday in Crystal City. These events, hosted by the respective local Business Improvement Districts, attract nearby office workers who commute in from a broad range of locations throughout the region.
- **Other meetings and events**
To reach other under-represented groups, staff attended National Night Out events at King Greenleaf Recreation Center in Southwest DC and Kenilworth Park in Northeast DC. Staff also administered the survey to numerous students at the Washington English Center, a language school for immigrants. And staff reached out to and promoted the survey among additional groups who provide services for hard-to-reach populations.

NEXT STEPS AND FUTURE OUTREACH EFFORTS

Since the survey was only recently concluded, results are not yet available. Staff have begun analyzing the survey responses and plan to begin sharing results in the near future. Further in-depth analyzes will be ongoing and shared with the TPB and its stakeholder groups at a future date.

Additional outreach, in the form of more in-depth workshops and/or focus groups, is expected to take place later this year or in early 2018. The results of all outreach will be shared with board members at various points in the development of Visualize 2045 and included in the final plan to be approved by the board in October 2018.

Geographic Data for Respondents to Visualize 2045 Survey

Random Sample Respondents

Regional Sub-area and Jurisdiction	Respondents
Urban Core	213
Alexandria	29
Arlington	49
District of Columbia	135
Inner Suburb	395
Fairfax	167
Montgomery	134
Prince George's	94
Outer Suburb	147
Charles	16
Fauquier Urbanized Area	3
Frederick	35
Loudoun	41
Prince William	52
TOTAL	755

Respondents to Open Survey Who Reported A Home Zip Code

Regional Sub-area and Jurisdiction	Respondents
Urban Core	1,657
Alexandria	152
Arlington	351
District of Columbia	1,154
Inner Suburb	1,969
Fairfax	723
Montgomery	993
Prince George's	253
Outer Suburb	897
Charles	87
Fauquier Urbanized Area	14
Frederick	250
Loudoun	134
Prince William	412
Outside of TPB Boundary	386
TOTAL (respondents who reported a zip code)	4,909
TOTAL RESPONDENTS	5,460

ITEM 12 –Information
September 20, 2017

Critical Urban Freight Corridors

Staff

Recommendation: The Board will be briefed on the anticipated process and designation of Critical Urban Freight Corridors later this year.

Issues: None

Background: The board will be provided an overview of designating Critical Urban Freight Corridors (CUFC), including the TPB's new role in CUFC designation under the FAST Act, the anticipated process and schedule for TPB designation of CUFCs later this year, and the TPB Steering Committee's June 2 approval of provisional designation of CUFCs for the Maryland portion of the National Capital Region.

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MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Critical Urban Freight Corridors
DATE: September 14, 2017

This memorandum describes Critical Urban Freight Corridors (CUFC) and the **authority granted to the Transportation Planning Board (TPB) through the FAST Act to designate CUFCs for the National Capital Region (NCR)**. The TPB will be asked to designate CUFCs for the NCR this fall.

BACKGROUND

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

The NHFN consists of four components:

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

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

Table 1: Role in Designating CUFCs and CRFCs

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

After December 4, 2017, designated and approved CUFCs and CRFCs become part of the National Highway Freight Network (NHFN) and thereby become eligible for National Highway Freight Program (NHFP) funding.¹ The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

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

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

MILEAGE LIMITATIONS

For each state, a maximum of 75 miles of highway or 10% of the PHFS mileage in the state, whichever is greater, may be designated as a CUFC. Table 2 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia. Table 3 shows how Maryland's CUFC mileage has been apportioned to the State's six MPOs.

¹ Provided the State has an approved, FAST Act-Compliant State Freight Plan.

Table 2: Critical Urban Freight Corridor Mileage

State	CUFC Miles: Total	CUFC Miles: National Capital Region
Maryland	75.00	25.00
District of Columbia	75.00	75.00
Virginia	83.35	TBD

Table 3: Maryland Critical Urban Freight Corridor Mileage

Maryland MPO	CUFC Miles
NCR Transportation Planning Board	25
Baltimore Regional Transportation Planning Board	25
Cumberland Area MPO	5
Hagerstown / Eastern Panhandle MPO	5
Salisbury / Wicomico MPO	5
St. Mary's / Calvert MPO	5
WILMAPCO	5
Total	75

SCHEDULE FOR DESIGNATING NCR CRITICAL URBAN FREIGHT CORRIDORS

TPB staff continues to coordinate with the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to identify appropriate candidate public road segments for potential designation as CUFCs by the TPB at meetings later this year. Because MDOT has been working to finalize their FAST Act-Compliant State Freight Plan by this summer, and because the identification of CUFCs is an element of the Maryland State Freight Plan, identification of Maryland CUFCs is further developed than either DDOT or VDOT corridors are (see below).

STEERING COMMITTEE RESOLUTION TO DESIGNATE A PROVISIONAL SET OF CRITICAL URBAN FREIGHT CORRIDORS FOR THE MARYLAND PORTION OF THE NATIONAL CAPITAL REGION

On June 2, 2017, the Steering Committee passed resolution SR26-2017 approving the provisional designation of Maryland CUFCs. This action was requested by MDOT so that they would have official documentation describing the provisional set of CUFCs in the Maryland portion of the NCR in time for their FAST Act-Compliant State Freight Plan submittal this summer. A full description of the provisionally designated Maryland CUFCs, including maps and methodology, is included in the materials associated with resolution SR26-2017 in the Steering Committee and Director's Report in the mailout.

NEXT STEPS

The proposed schedule for designating the National Capital Region's Critical Urban Freight Corridors is:

- September - November:
 - TPB staff to continue ongoing collaborative efforts with DDOT and VDOT staff to develop CUFCs in the District of Columbia and in Virginia with periodic review of the TPB Freight Subcommittee.
 - TPB staff will present all regional CUFC candidates (MD, VA, and DC) to the Technical Committee and to the TPB.
 - At a separate meeting, TPB staff will request TPB designation of the full set of CUFCs for the NCR.

- October - November:
 - TPB resolution designating the National Capital Region's CUFCs will be submitted to FHWA with copies to MDOT, DDOT, and VDOT.

CRITICAL URBAN FREIGHT CORRIDORS

Jon Schermann
TPB Transportation Planner

Transportation Planning Board
September 22, 2017



Topics

- Describe Critical Urban Freight Corridors (CUFC) and why they are important
- Discuss the TPB's role in CUFC designation
- Anticipated TPB designation of CUFCs later this year
- Steering Committee June 2 approval of provisional designation of Maryland CUFCs
- Next steps



What Are Critical Urban Freight Corridors?

- **CUFCs** are one component of the National Highway Freight Network (NHFN) established by the FAST Act.
 - The components of the NHFN are:
 - Primary Highway Freight System (PHFS)*
 - Other Interstate Portions not on the PHFS*
 - Critical Rural Freight Corridors (CRFC)
 - Critical Urban Freight Corridors (CUFC)
 - Limited dedicated federal funding available for the NHFN – must contribute toward the efficient movement of freight

* Note: these components were predefined as part of the FAST Act



Designation of CUFCs

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



CUFC Mileage

State	CUFC Miles - Total	CUFC Miles – National Capital Region
Maryland	75	25
District of Columbia	75	75
Virginia	83	TBD



CUFC Designation: Schedules, Deadlines, and Implications

- The TPB Steering Committee passed resolution SR26-2017 approving the provisional designation of MD CUFCs at their June 2, 2017 meeting
 - To provide MDOT with official documentation in time for their Freight Plan submittal deadline
- The TPB will be asked to designate the full set of CUFCs for MD, DC, and VA this fall
- After December 4, 2017, states' use of NHFP funds will be limited to locations on the approved NHFN



Next Steps

- Freight Subcommittee will review and provide guidance on DC and Virginia CUFC candidates (Fall 2017)
- TPB staff will present all regional CUFC candidates (MD, VA, and DC) to the Technical Committee and to the TPB to request official designation (Fall 2017)
- Submit TPB resolution designating CUFCs to FHWA with copies to the state DOTs (Fall 2017)



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National Capital Region
Transportation Planning Board

ITEM 13 –Notice
September 20, 2017

Briefing on the Draft Air Quality Conformity Analysis
Of the VDOT and MDOT Off-Cycle Amendment to the 2016 CLRP

Staff

Recommendation: The Board will be briefed on the results of the draft air quality conformity analysis released for public comment on September 14.

Issues: None

Background: At the April 19, 2017 TPB meeting, the board acted to initiate an air quality conformity analysis for an off-cycle amendment to the 2016 CLRP for several Maryland Department of Transportation and Virginia Department of Transportation projects. The board will be briefed on the results of the draft air quality conformity analysis, which were released for public comment on September 14. The TPB will be asked to approve the off-cycle conformity analysis and 2016 CLRP Amendment at its October 18 meeting.

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

September 2017

DRAFT



AIR QUALITY CONFORMITY ANALYSIS: VDOT AND MDOT AMENDMENT TO THE 2016 CLRP

September 2017

ABOUT THE TPB

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

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1. INTRODUCTION

This report documents the air quality conformity analysis of the Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) amendment to the 2016 Constrained Long Range Plan (CLRP) with respect to ozone season pollutants, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx). TPB staff has found that the air quality conformity analysis demonstrates adherence to all mobile source emissions budgets for the pollutants analyzed. The results, showing that the amended 2016 CLRP meets all conformity requirements, will be reviewed by the Transportation Planning Board (TPB) Technical Committee and the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC). The findings were released for a 30-day public comment and interagency consultation on September 14, 2017.

2. BACKGROUND

The TPB approved the project inputs (Appendix A) and scope of work (Appendix B) for the off-cycle conformity analysis of the VDOT and MDOT amendment to the 2016 CLRP on April 19, 2017 with further modifications on May 17, 2017.

Projects

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

The modifications to the I-66 outside the Beltway HOT lanes project reflected changes to the Commonwealth Transportation Board's (CTB) "preferred alternative", which is the alternative included in the 2016 CLRP. VDOT's inputs for the amendment included two options for the I-66 outside the Beltway project, Option A and Option B. Option A reflects the technical proposal provided by the developer. Option B includes the access points in Option A, plus some potential additional access points that are currently under consideration by the developer and VDOT. VDOT will select one of these options before the TPB is asked to approve the conformity analysis in October. While the TPB approved the project inputs in April, it agreed to consider subsequent action by the Fairfax County Board of Supervisors (BOS) related to access points on I-66 east of the US 50 interchange. On May 16, 2017, the Fairfax County BOS approved a resolution taking a position on proposed changes to access points on I-66 outside the Beltway east of the US 50 interchange. The TPB incorporated the BOS revisions into the conformity analysis. Details related to the I-66 inputs and the Fairfax County BOS resolution are included in Appendix A of this document.

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

Scope of Work

Staff designed the scope of work for the conformity assessment to address all current technical and consultation requirements. These included requirements contained in the 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. The scope of work reflected the tasks and schedule designed for the air quality conformity analysis leading to adoption of the VDOT and MDOT amendments on October 18, 2017.

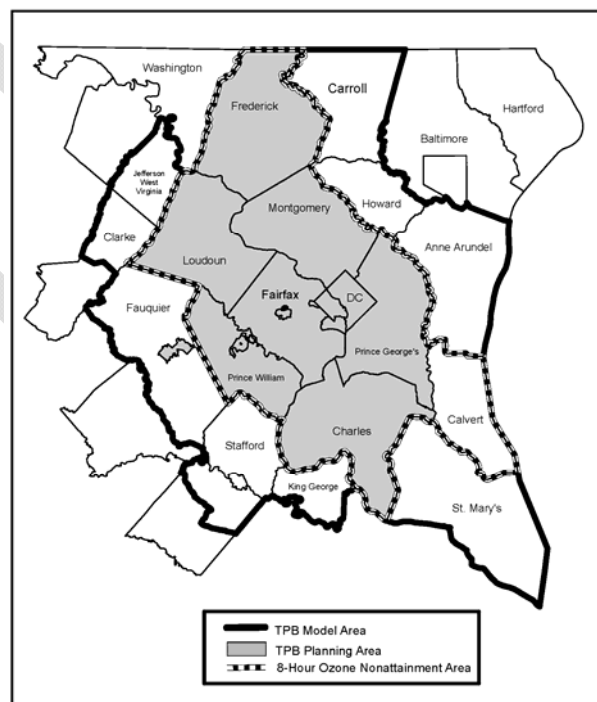
Key technical planning assumptions and methods include:

- 2016 CLRP regionally significant project inputs plus VDOT and MDOT project amendments
- Round 9.0 Cooperative Land Activity Forecasts
- Version 2.3.70 Travel Demand Model
- 2014 Vehicle Registration Data (VIN)
- EPA's MOVES 2014a Mobile Emissions Model

3. WORK ACTIVITIES

Mobile emissions inventories were developed for ozone season VOC and NO_x for three forecast years (2025, 2030 and 2040) and two options for each year. These inventories address a primary conformity requirement to demonstrate that emissions associated with the CLRP do not exceed the EPA-approved mobile budgets. Exhibit 1 depicts the geographic areas for travel modeling and for emissions reporting.

EXHIBIT 1 TPB Transportation Planning Areas Map



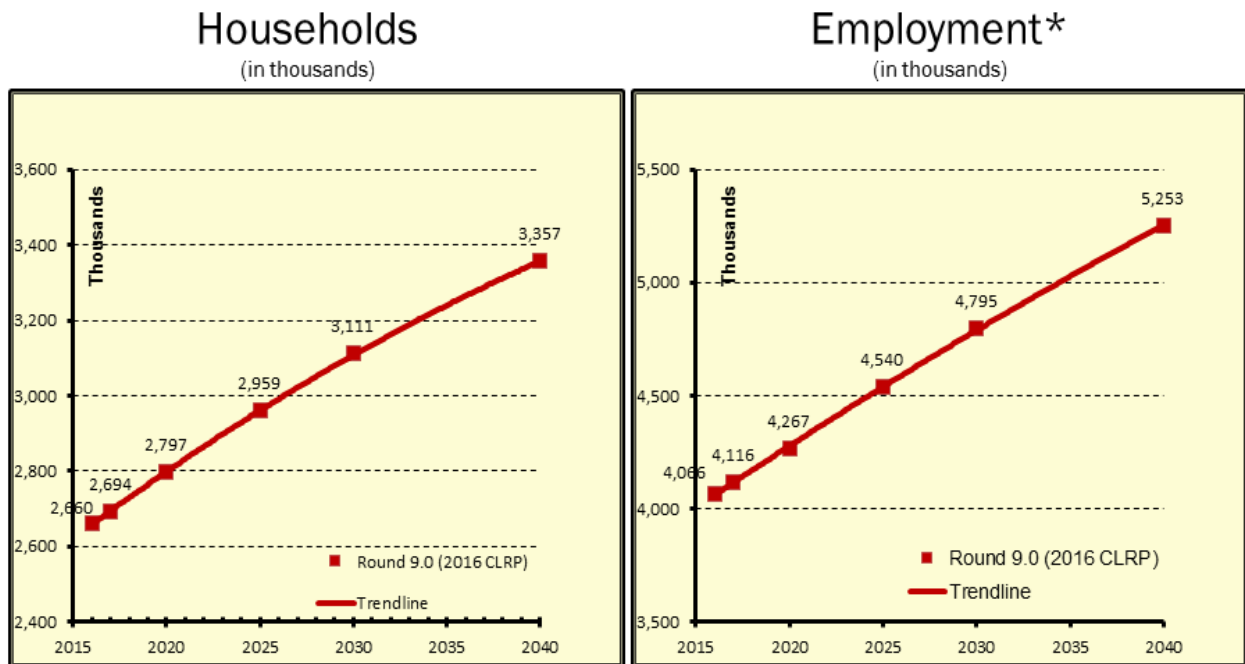
VDOT and MDOT Projects

The 2016 CLRP highway and transit networks were updated to include the VDOT and MDOT project amendments. The project details are included in Appendix B.

Cooperative Forecasts

The Round 9.0 Cooperative Forecasts, summarized in Exhibit 2, are the same as were used in the 2016 CLRP. They reflect not only the forecast small area land use distributions throughout the Washington area, but also the latest planning assumptions for areas outside the Washington region. For example, the Baltimore land use input to Round 9.0 reflects the Baltimore Metropolitan Council's current 'Round 8A' adopted figures.

EXHIBIT 2 Round 9.0 Cooperative Forecasts



NOTE: Values are for the modeled area.

*Includes census adjustment

Travel Modeling

Travel demand forecasts were developed for each of the analysis years using the Version 2.3.70 travel demand model. Exhibit 3 presents the resulting average weekday vehicle and transit trips through time for each conformity analysis year for the two alternatives.

EXHIBIT 3 Modeled Area Trips

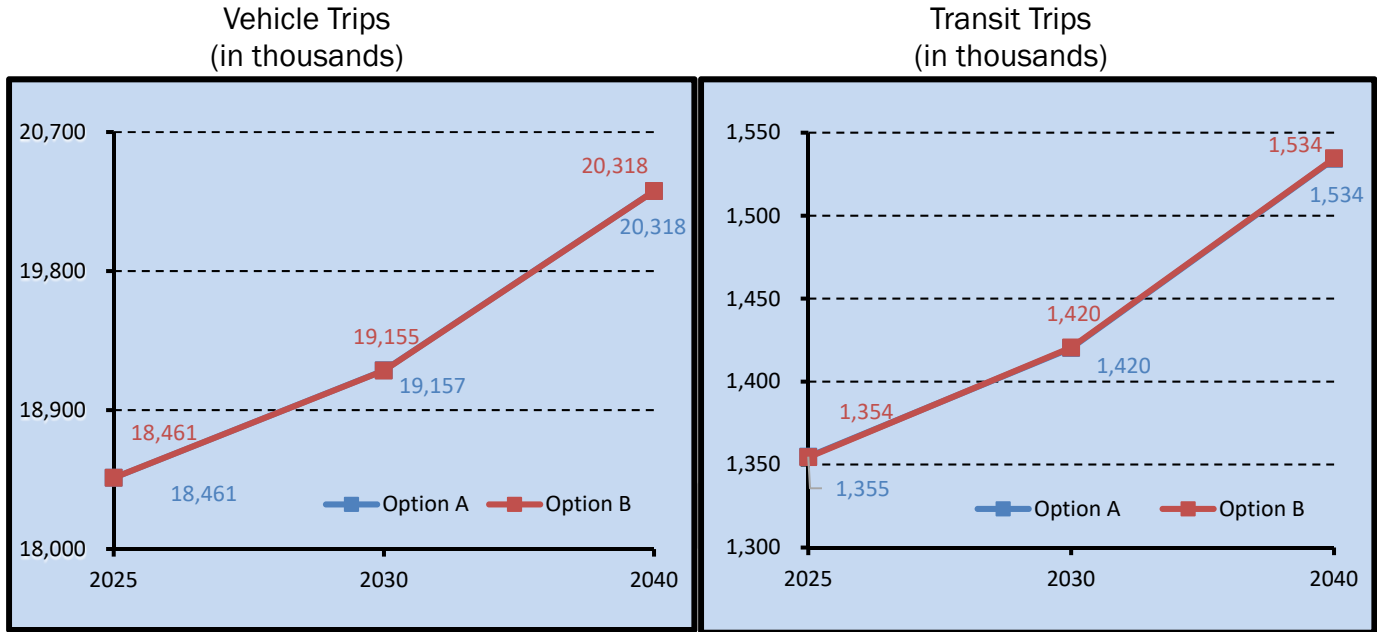
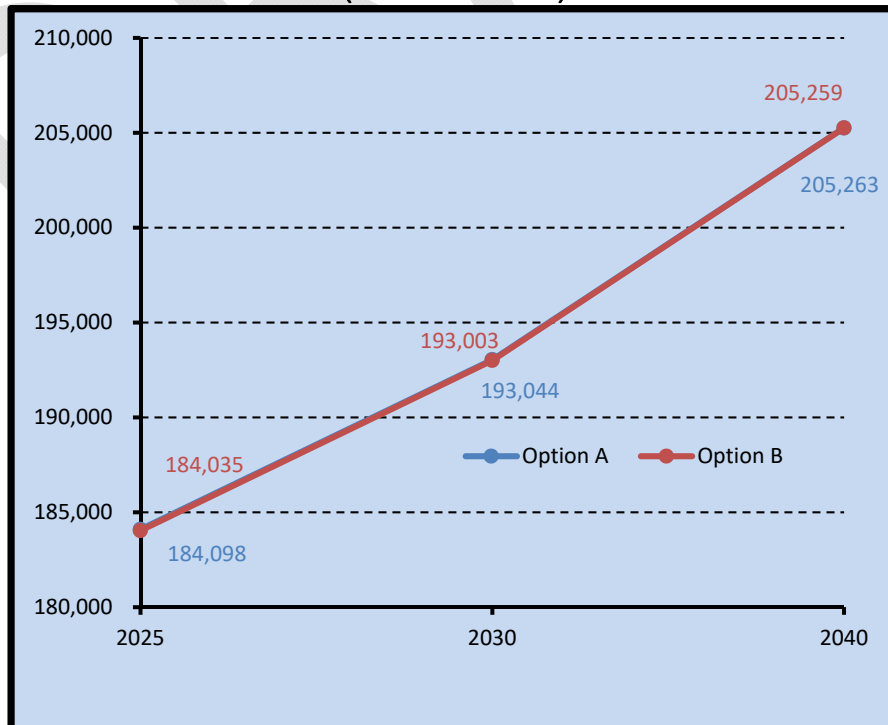


Exhibit 4 shows Vehicle Miles Traveled (VMT) results through time for each conformity analysis year, for the two alternatives.

EXHIBIT 4 Modeled Area Vehicle Miles Traveled (in thousands)

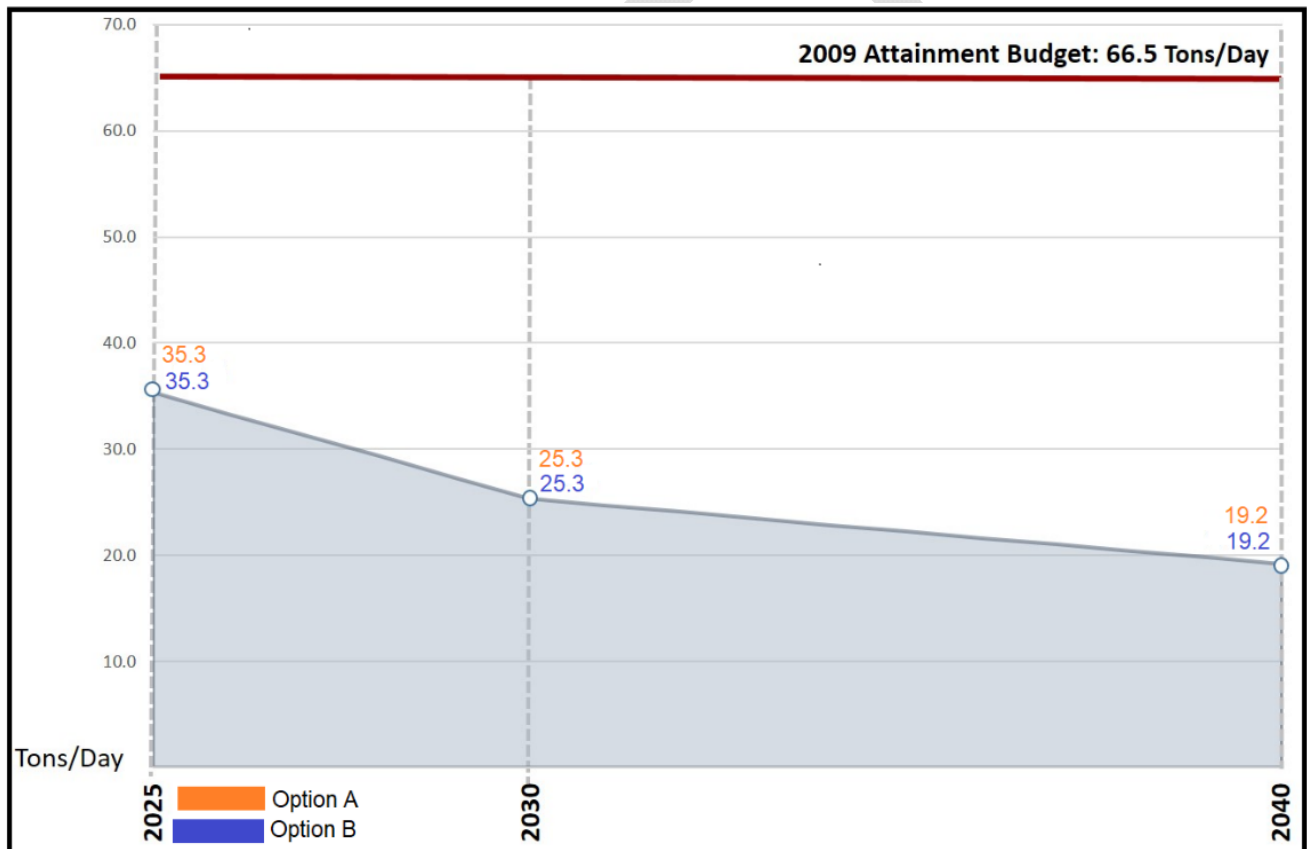


Emissions Inventories

Emissions estimates were developed using the MOVES2014a model which was released by EPA in November 2015. Inputs to the MOVES model were the same as those used in the 2016 CLRP, except for some minor updates to the state Inspection and Maintenance (I/M) program and fuel usages in Maryland.

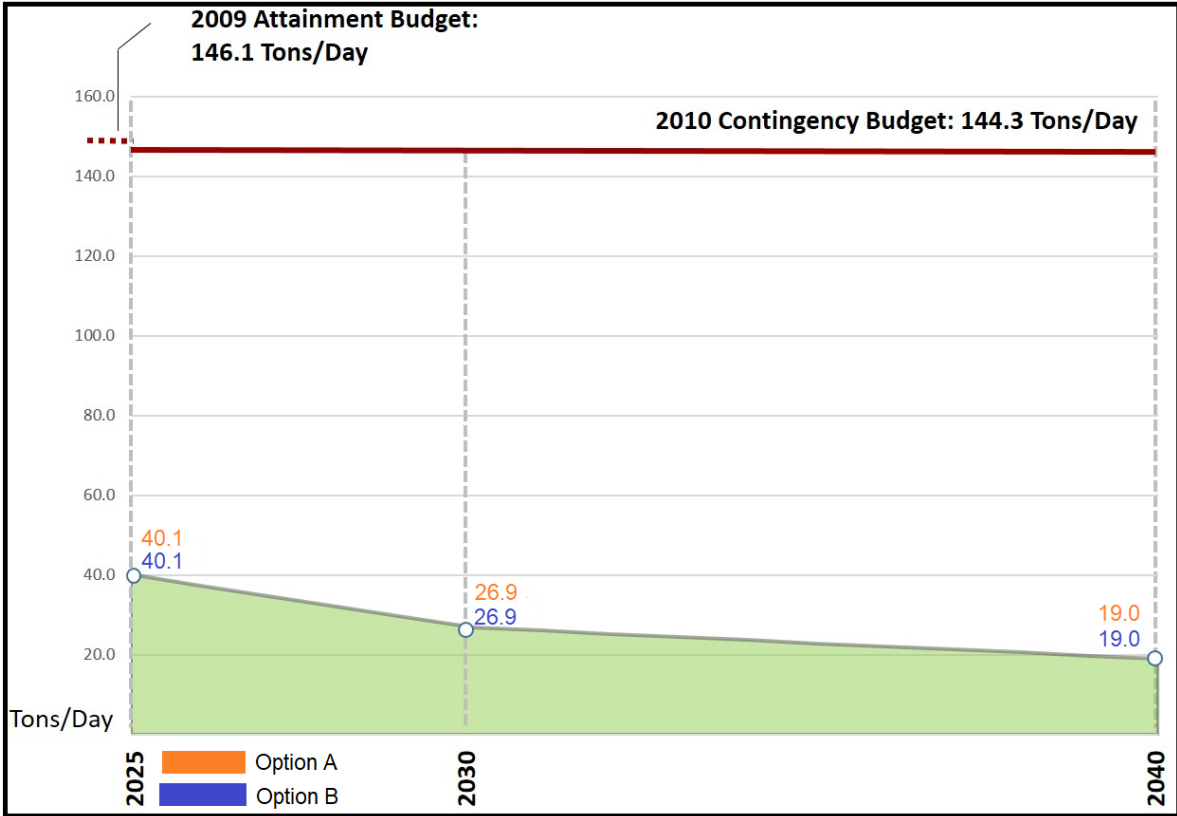
Ozone season emissions totals are illustrated in Exhibits 5 and 6. The emissions are shown in relation to the approved mobile budget for each pollutant. Ozone Season emissions reductions through time are attributed to cleaner vehicles and fuel standards, including those from Tier 2 and Tier 3 federal programs. The charts show that the mobile emissions are within the mobile budgets for ozone season VOC and NOx for all forecast years.

EXHIBIT 5
Mobile Source Emissions
OZONE SEASON VOC



TCM and TERMS are not included in totals.

EXHIBIT 6 Mobile Source Emissions OZONE SEASON NO_x



TCM and TERMS are not included in totals.

4. COMMENTS/RESPONSE TO COMMENTS

5. CONCLUSION

The analytical results described in this air quality analysis provide a basis for a determination by the TPB of conformity of the VDOT and MDOT Amendment to the 2016 CLRP.

APPENDIX A

Amendments



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

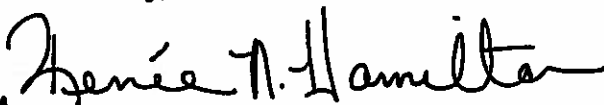
between Washington, D.C., and Fredericksburg, VA. Atlantic Gateway project component 3A consists of a southern extension of the I-95 Express Lanes. VDOT is conducting an analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (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

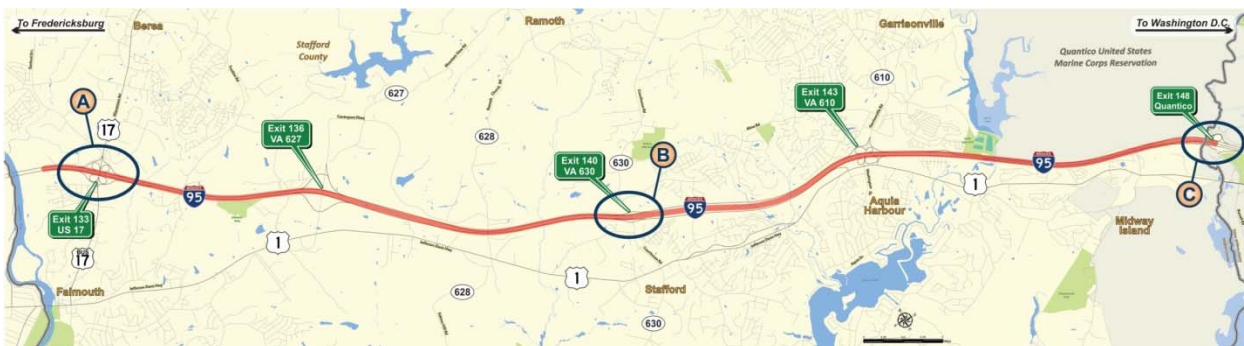


BASIC PROJECT INFORMATION

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”:

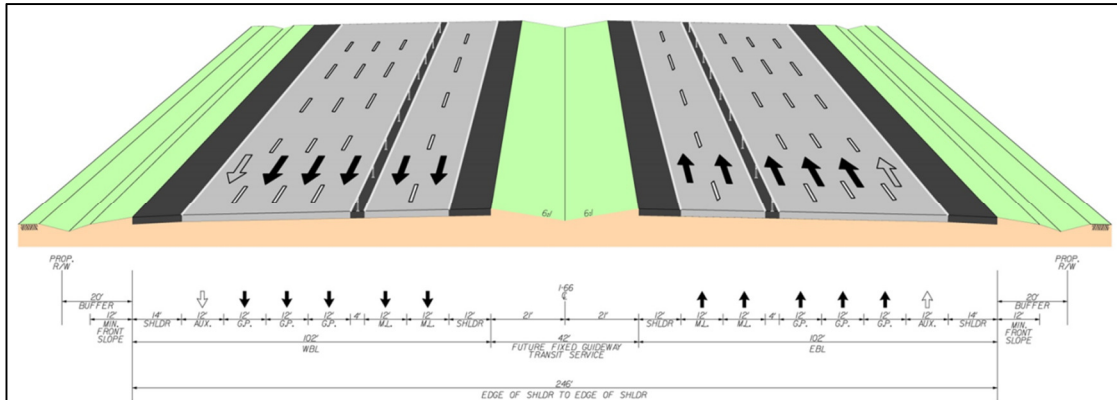
Includes all access points in Access Update Option A plus:

- *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*

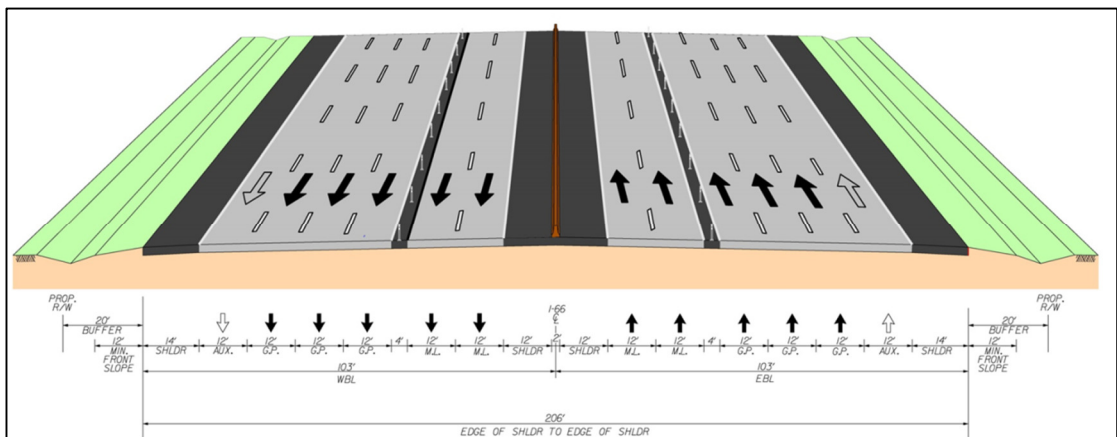
Ramps shown under Update Option B implemented in Phase 1, by 2022.

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.

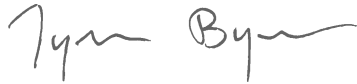
The MDOT agrees to partially reimburse the TPB for the costs incurred in processing this CLRP amendment including those for revising the regional air quality conformity analyses under MDOT's Technical Assistance portion of the approved FY 2017 Unified Planning Work Program (UPWP).

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, appearing to read "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly distinguishable.

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:



MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: I-66 Updates – Follow-up to April TPB Resolution R20-2017
DATE: May 17, 2017

At the April 19, 2017 meeting, the TPB adopted Resolution R20-2017 approving projects submitted by the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) to be included in an off-cycle air quality conformity analysis of the 2016 Constrained Long Range Plan (CLRP) Amendment and the FY2017-2022 Transportation Improvement Program (TIP). The resolution is included as Attachment A. VDOT's inputs included updates to the I-66 Outside the Beltway project. Prior to approval, the resolution was amended to state that the TPB staff would not include access points east of the US Route 50 interchange in the air quality conformity analysis until the Fairfax County Board of Supervisors had a chance to meet and act on those points. The amendment further stated that if the Board of Supervisors moved to change any access points, TPB staff would follow that instruction.

VDOT's inputs included two options for the I-66 Outside the Beltway project, Option A and Option B. Option A reflects the technical proposal provided by the developer. Option B includes the access points in Option A, plus some potential additional access points that are currently under consideration by the developer and VDOT. VDOT will select one of these options before the TPB is asked to approve the conformity analysis in October.

On May 16, 2017, the Fairfax County Board of Supervisors approved a resolution taking a position on proposed changes to access points on I-66 outside the Beltway east of the US Route 50 interchange. The resolution is included as Attachment B. Two elements in the resolution affect the inputs to the air quality conformity analysis. These are: 1) the prohibition of multi-axle vehicles with a single trailer on the proposed Vaden Drive ramps in Option A and Option B, and 2) the removal of the proposed ramps on the west side (east-bound off and west-bound on) of the Nutley Street interchange from Option B. As a follow-up to TPB's Resolution R20-2017, these changes will now be incorporated as inputs to the off-cycle conformity analysis. Other elements of the Fairfax County Board of Supervisors resolution are outside of the TPB's process, but will be addressed by VDOT as part of the project design process.



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

May 16, 2017

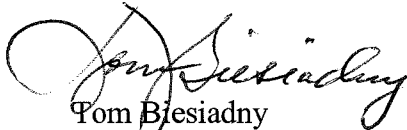
Mr. Kanathur Srikanth, Staff Director
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Reference: I-66 Express Lanes Access Points East of U.S. Route 50

Dear Mr. Srikanth: *Want:*

On May 16, 2017, the Board of Supervisors approved the attached resolution regarding the I-66 Express Lanes access points east of U.S. Route 50. If you have any questions or need additional information, please call me at (703) 877-5663.

Sincerely,


Tom Blesiadny
Director

Attachment: a/s

Cc: Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Sung Shin, Engineer IV, Fairfax County Department of Transportation

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday, May 16, 2017, at which meeting a quorum was present and voting, the following resolution was approved:

RESOLUTION

WHEREAS, the National Capital Region Transportation Planning Board (TPB) met on April 19, 2017, and approved a resolution regarding off-cycle air quality conformity analysis submissions for the 2016 Fiscally Constrained Long Range Plan (CLRP) Amendment and the FY 2017-2022 Transportation Improvement Program (TIP), and

WHEREAS, the TPB resolution indicated that TPB staff will not include access points for the I-66 Express Lanes Project (Outside the Beltway) east of the Route 50 interchange in the air quality analysis until the Fairfax County Board of Supervisors has a chance to meet and act on these access points; and

WHEREAS, the TPB resolution also indicated that if the Fairfax County Board of Supervisors moves to change any of the access points from the analysis, that the TPB will do so; and

WHEREAS, the Fairfax County Board of Supervisors' Transportation Committee met on May 9, 2017, to discuss the I-66 Express Lanes Project (Outside the Beltway) and the access points east of U.S. Route 50;

NOW, THEREFORE, BE IT RESOLVED THAT the Board of Supervisors of Fairfax County, Virginia:


- As has been previously transmitted to the Secretary of Transportation on September 20, 2016, does not support use of the proposed Express Lanes ramps to/from Vaden Drive (at the Vienna Metrorail Station) by multi-axle vehicles with a single trailer (including tractor-trailers, fuel tankers, and other hazardous material vehicles), since the neighborhood around Vaden Drive is primarily residential; the local roadway network was not designed to support these types of vehicles; and the County's Comprehensive Plan specifically refers to prohibiting these vehicles on Vaden Drive; therefore, multi-axle vehicles with a single tractor should be eliminated from the Vaden Ramp in the air quality analysis;
- Although Option A for the I-66/Nutley Street Interchange ("diverging-diamond") was developed to provide for a tighter footprint, allow traffic to function more efficiently, and reduce conflict points, the Board agrees to allow Option B (traditional "urban-diamond" interchange) for Nutley Street to be included in the air quality analysis provided that it has no greater impact on adjoining neighborhoods and functions as

efficiently or more efficiently than Option A from traffic operations and bicycle/pedestrian operations perspectives;

- Transmits the following additional concerns regarding Option B at the Nutley Street Interchange:
 - The revised design for this interchange should be developed and presented to the County and the community as soon as possible;
 - If included in the design, the impacts of an additional signal on Nutley Street (above the number included in Virginia Department of Transportation (VDOT) conceptual design plans for the project) should be mitigated;
 - Information about the functionality of moving traffic along Nutley Street through the revised interchange (including intersection delay information) should be provided;
 - Revised bicycle and pedestrian facilities should be clearly identified;
 - The revised design should not use any additional right-of-way;
 - Since the Virginia Center Pond in the Northwest quadrant of the interchange serves as a regional facility, its function must be maintained or improved;
 - Any impacts of the revised design on Briarwood Trace Park should not be greater than Option A;
 - The west facing ramps should be eliminated, due to the constrained cross-section for I-66 at this location and the difficulty of providing adequate signage for drivers; and
 - The direct ramps to and from westbound I-66 and Country Creek Road/Virginia Center Boulevard should be retained to facilitate traffic movement into and out of the Vienna Metrorail Station;
- Agrees to including Express Mobility Partners' (EMP) alternative technical concept for the interchange at I-495 in the air quality analysis, so long as the two additional ramps proposed by EMP do not result in a wider footprint for the entire interchange or increased height over the level previously identified in VDOT's conceptual design plans; and

- Submits the following additional concerns regarding all interchanges:
 - All interchanges should be designed to maximize safety, especially taking into account the use of the Express Lanes by multi-axle vehicles with a single trailer, if trucks continue to be included in the project;
 - Interchanges should be designed to ensure functionality of all modes;
 - Noise from the Express Lanes and ramps, especially from trucks, should be mitigated;
 - Special care should be given to the location of signage to minimize driver confusion and distraction; and
 - Special care should be given to lighting to ensure that existing neighborhoods are protected.

Adopted this 16th day of May, 2017, Fairfax, Virginia.

ATTEST: 
Catherine A. Chianese
Clerk to the Board of Supervisors

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	2023	N/A
VIRGINIA												
			Construct	I-95 HOT lanes Ramp	0.25 miles south of Russell Rd. (Exit 148)	Russell Road (Exit 148)	0	1	0	1	2022	N/A
718	V11Y	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 (multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph)	2022	A & B
851	V11Z	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 (multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph)	2022	A & B
852	V11ZA	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 (multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph)	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 MDT 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	V112B	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 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 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	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	B
755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP NB GP to SB Expr SB GP to EB GP	@ I-495		1	1	—	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	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	—	2022	B
757	NRS		Reconstruct	I-66 Interchange	Gloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)		1	1	—	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	—	2022	A
			Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						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	—	2022	B
			Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						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	—	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	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 MDT 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	—	—	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	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	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	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	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	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	2022	B
766	NRS		Reconstruct	I-66 Interchange	Reconfigure interchange to replace NNB 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 NNB 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	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	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		
			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	Existing reversible HOV ramp converted to express; EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ 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

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

DRAFT 3/9/2017

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	166R9		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	2022	A
	166R10		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
779	166R7		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.65 mile east of VA Bus 234	0	1	0	1	2022	B
	166R8		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	.65 mile east of VA Bus 234	0	1	0	1	2022	B
778	166R9		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	2022	B
	166R10		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
779	166R7		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2022	B
	166R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2022	B
855	166R38		Construct	I-66 Express Lanes Interchange Ramps	EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040	A
781	166R5		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022	A
	166R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022	A
784	166R1		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ New connector road between Heathcote Boulevard and VA 55 approx. .5 mile west of US 15	0	1	0	1	2040	A
	166R2		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ 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
	166R38		Construct	I-66 Express Lanes Interchange Ramps	EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040	B
781	166R5		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022	B
	166R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022	B
784	166R1		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ New connector road between Heathcote Boulevard and VA 55 approx. .5 mile west of US 15	0	1	0	1	2040	B
	166R2		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ 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
	166R38		Construct	I-66 Express Lanes Interchange Ramps	EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	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.

MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Proposed Amendments to the 2016 Constrained Long-Range Transportation Plan (CLRP) and the FY 2017-2022 Transportation Improvement Program (TIP)
DATE: May 11, 2017

At the April 19, 2017 meeting, the TPB adopted Resolution R20-2017 approving projects submitted by the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) to be included in an out-of-cycle air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, as well as the scope of work for that analysis. Prior to approval, the resolution was amended to state that TPB staff would not include access points east of the US Route 50 interchange in the air quality conformity analysis until the Fairfax County Board of Supervisors had a chance to meet and act on those points. The amended resolution stated that if the Board of Supervisors moved to change any access points, that TPB staff would follow that instruction. Any decisions or instructions provided by Fairfax County and/or VDOT will be provided in writing to the TPB at the May 17 meeting.

Also at the April 19 meeting, the board was briefed on an additional project submitted by MDOT for inclusion in the air quality conformity analysis: the I-270 Innovative Congestion Management project. MDOT provided a project description and air quality conformity inputs for this project and these materials (attached) were released for public comment on April 13, 2017. Shortly after the comment period began, MDOT discovered an omission in the one of the 14 project elements, and subsequently provided the information in their April 25 letter (attached). This information was immediately posted to the public comment website. The TPB Technical Committee reviewed the project, including the omitted element, at its May 5 meeting.

The public comment period ends on May 13. 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 at the April 19 meeting. TPB staff evaluate each comment to determine if it is a comment that pertains to the TPB planning policies and process. If so, then the TPB staff will provide a response. If it is a comment that pertains to a specific project or pertains to corridor-specific details that are not directly associated with the TPB planning policies and process, TPB staff then works with the implementing agency to provide the best available information to assist the TPB members in deliberation and the TPB can then determine whether the comment or concern has been satisfactorily addressed. On May 17, the Board will be asked to accept the recommended responses to comments received for the project submissions for the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP. The board will also be asked to approve resolution R23-2017 which will approve the additional project for inclusion in the air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP on May 17.

SUMMARY OF PROJECT

MDOT is proposing to implement the I-270 Innovative Congestion Management project between I-70 and I-495 in Frederick and Montgomery counties. The project includes 14 roadway improvements including extensions of acceleration and deceleration lanes, creating auxiliary lanes by connecting acceleration and deceleration lanes, reconfiguring exits, and restriping lanes. The project will also implement innovative technologies to manage congestion including adaptive ramp metering, active traffic management, and virtual weigh stations. More information can be found on this project on the CLRP project description form starting on page 7.

NEXT STEPS

Following the TPB approval of the project inputs on May 17, the air quality conformity analysis will be modified to include this project. The analysis will be conducted between May 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.

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 AN ADDITIONAL PROJECT SUBMISSION 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 R4-2017 approving the 2016 CLRP Amendment; and

WHEREAS, on April 19, 2017 the TPB adopted resolution R20-2017 approving projects submitted by the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) for inclusion in, and the scope of work for, an out-of-cycle air quality conformity analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of April 12, 2017 MDOT requested that the CLRP be amended to include the I-270 Innovative Congestion Management project in the out-of-cycle air quality conformity analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, MDOT has submitted a project description and inputs for the air quality conformity analysis, which have been reviewed by the Technical Committee at its meeting on May 5, 2017; and

WHEREAS, on April 13, 2017, the additional project submission for the off-cycle CLRP Amendment was released for a 30-day public comment and interagency consultation period which ended May 13; and

WHEREAS, the TPB was briefed on the additional submission to the 2016 CLRP Amendment at its April 19, 2017 and at the May 17, 2017 meeting, the TPB was briefed on the public comments received on the additional submission for the out-of-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 additional project submission for the off-cycle CLRP Amendment has been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

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



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

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.

- 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.

- 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?)

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:
- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - Is this project being proposed specifically to address a safety issue? Yes; No
 - If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - Increase **accessibility and mobility** of people.
 - Increase accessibility and mobility of **freight**.
 - 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.
 - Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - Promote efficient system **management and operation**.
 - Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- 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
- Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - If the congestion is on another facility, please identify it:
32. Capacity
- Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - 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.
 - 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

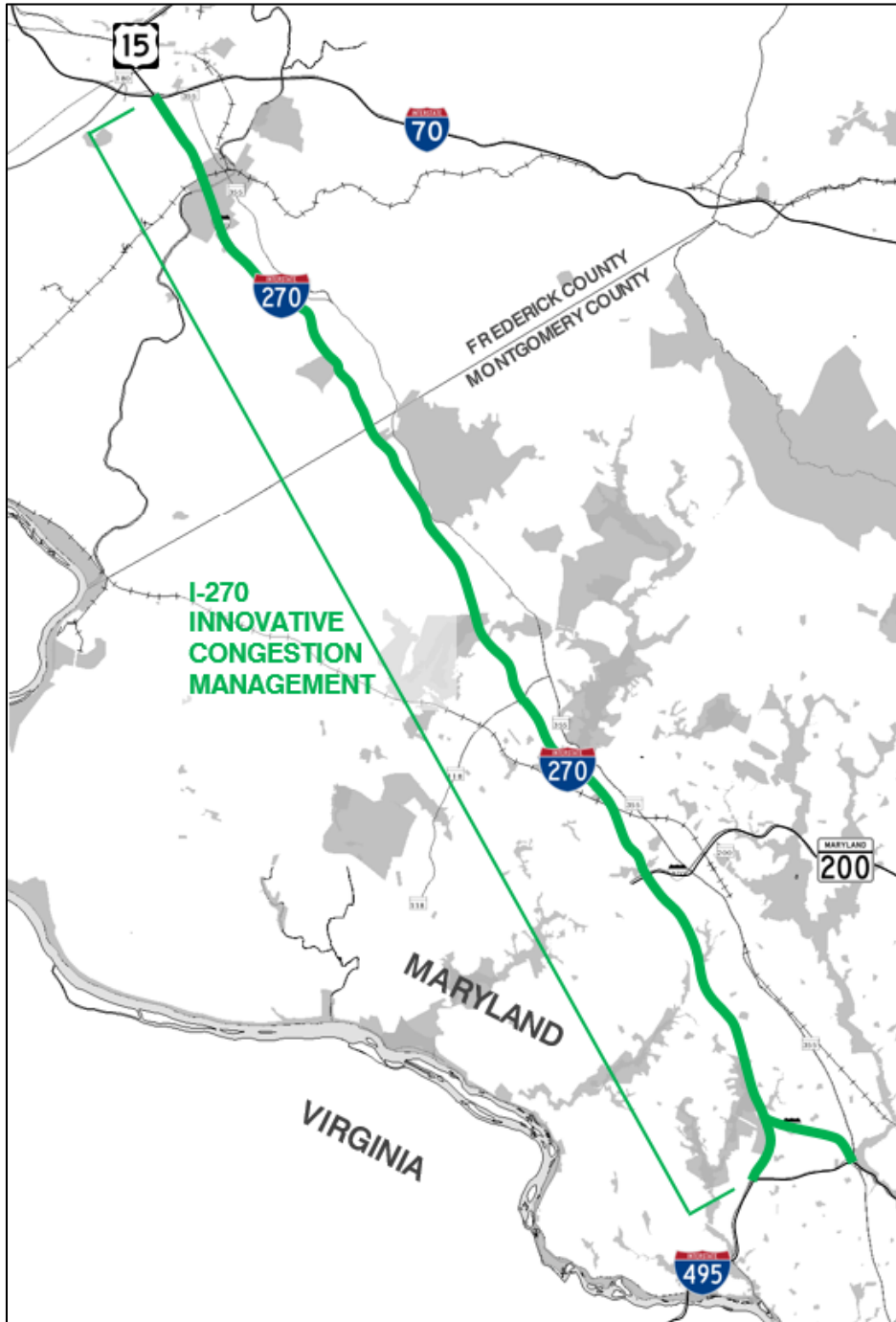
- 33. Completed Year:
- 34. Project is being withdrawn from the CLRP
- 35. Withdrawn Date:
- 36. Record Creator: **Matt Baker**
- 37. Created On: **4/11/2017**
- 38. Last Updated by: **Matt Baker**
- 39. Last Updated On: **4/12/2017**
- 40. Comments:

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.



Maryland Department of Transportation

I-270 Innovative Congestion Management

- 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.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 25, 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) requested an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP) on April 12, 2017. This change required an air quality conformity analysis to include construction of the I-270 Innovative Congestion Management Project. One of the project elements was left out of the official project amendment submission, and we are requesting that this element be added to the project inputs for the air quality conformity analysis and added to the information out for public comment.

The proposed amendment to add the 1-270 Innovative Congestion Management Project as a new CLRP project (CLRP #3564) is missing the following project element:

- Southbound 8 (SB 8): Reconfigure local lanes between MD 189 and Montrose Road. This improvement involves developing a third lane in the local lanes by connecting the entrance ramp from MD 189 with the exit ramp to Montrose Road. The existing inside (left) local lane becomes a dedicated exit at the slip ramp to the express lanes north of Montrose Road and two lanes continue to the exit to Montrose Road. AM peak period traffic volumes in the local lanes exceed capacity of the existing two lane section, resulting in reduced speeds and queuing. Under this concept, the third lane provides additional capacity between the two interchanges.

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,

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

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

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

APPENDIX B

Scope of Work



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.

APPENDIX C

Interagency Consultation and Public Involvement Process

TPB Consultation and Public Comment Opportunities for the Air Quality Conformity Analysis of the VDOT and MDOT amendment to the 2016 CLRP

The following lists TPB consultation and public comment opportunities during the air quality conformity analysis:

- March 3th, 2017 – TPB Technical Committee presentation on a draft scope of work for an air quality conformity assessment for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include project and funding updates for projects in Northern Virginia;
- March 9th, 2017 – Project inputs and draft scope of work released for 30-day public comment that concluded on April 8th, 2017 and documents posted on web;
- March 10th, 2017 – Monthly conformity consultation letter referenced the proposed draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include the projects requested by Maryland Department of Transportation (MDOT) and Virginia Department of Transportation (VDOT);
- March 15th, 2017 – Opportunity for the public comment at the TPB meeting;
- March 15th, 2017 – TPB presentation on the draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include the projects as requested by MDOT and VDOT;
- March 24th, 2017 – MWAQC Technical Advisory Committee (TAC) presentation on draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include the projects requested by MDOT and VDOT;
- April 7th, 2017 – TPB Technical Committee presentation on public comments and summary of public comments to date regarding the proposed off-cycle amendment to the 2016 CLRP and the air quality conformity analysis for the amendment to the 2016 CLRP and 2017-2022 TIP;
- April 12th, 2017 – Monthly conformity consultation letter referenced the proposed draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment off-cycle and the FY2017-2022 TIP to include the projects as requested by MDOT and VDOT. In addition, MDOT has requested an amendment to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495 that requires an air quality conformity analysis and this analysis can occur as part of the off-cycle conformity analysis;
- April 19th, 2017 – Opportunity for the public comment at the TPB meeting;

- April 19th, 2017 – TPB presentation on the comments received and approval of the project submissions for the off-cycle air quality conformity analysis for the amendment to the 2016 CLRP and FY2017-2022 TIP as requested by MDOT and VDOT. Another presentation to the TPB was a notice item requested by MDOT for 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. This amendment requires an air quality conformity analysis and this analysis can occur as of part of the off-cycle conformity analysis. A 30-day public comment period that ends on May 13, 2017;
- May 5th, 2017 – TPB Technical Committee presentation on the I-270 Innovative Congestion Management project and summary of public comments to date regarding the proposed off-cycle air quality conformity analysis for the amendment to the 2016 CLRP and FY2017-2022 TIP;
- May 12th, 2017 – Monthly conformity consultation letter reference MDOT I-270 Innovative Congestion Management project submitted for inclusion in an air quality conformity analysis for the amendment to the 2016 CLRP and FY2017-2022 TIP, which was released for a 30-day public comment period that ended May 13;
- May 17th, 2017 – Opportunity for the public comment at the TPB Meeting;
- May 17th, 2017 – TPB responded to comment received during public comment period and approved to accept the MDOT I-270 Innovative Congestion Management project for inclusion in the air quality conformity analysis for the Amendment to the 2016 CLRP and FY2017-2022 TIP;



National Capital Region
Transportation Planning Board

April 12, 2017

TO: Transportation Planning Board
(United States Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, Metropolitan Washington Air Quality Committee, Air Quality Public Advisory Committee, and Transportation Planning Board Citizens Advisory Committee)

FROM: Kanti Srikanth, COG Transportation Planning Director

SUBJECT: Consultation with respect to TPB Plans and Programs

Enclosure:

- 1) Agenda for April 19, 2017 TPB meeting

This memo transmits the agenda for the April TPB meeting, which is relevant to TPB consultation with respect to air quality conformity. Materials associated with each agenda item are available on the TPB web site www.mwcog.org under *Dates and Events*. As always, you are welcome to attend the TPB meetings (and/or any meetings of the TPB committees and their subcommittee). A schedule of monthly meetings is listed in the Calendar of Events in *TPB NEWS*.

The April TPB agenda items relevant for transportation conformity and consultation are identified below.

Item 8 is an action item in which the Board will be asked to approve three Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) projects submitted for inclusion in an out-of-cycle air quality conformity analysis for an amendment to the 2016 Constrained Long Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program (TIP). The projects were released for a 30-day public comment period that ended April 8th. The Board will be briefed on the comments received and recommended responses.

Item 9 is an action item in which the Board will be asked to approve a 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 8, as requested by VDOT and MDOT. At its March 29th meeting the Board was briefed on the draft scope of work, which was released for a 30-day public comment period that ended April 8th. The Board will be briefed on the comments received.

Item 11 is an action item in which the Board will be asked to amend the FY 2017-2022 TIP to add two new projects, as requested by VDOT. These projects are the I-66 Outside the Beltway project and the I-395 Express Lanes Northern Extension. These projects are already included in the air quality conformity analysis of the 2016 CLRP Amendment.

Item 12 is action item in which the Board will be asked to approve a letter to the Metropolitan Washington Air Quality Committee (MWAQC) with recommendations related to motor vehicles emissions budgets. 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.

Item 15 is a notice item in which the Board will be briefed on a proposed amendment to the 2016 CLRP. MDOT has requested an additional amendment to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495. This amendment 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 30-day public comment period which ends on May 13, the Board will be asked to approve this project submission at the May 17 meeting.



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
- [Minutes from the March 29, 2017 Meeting](#)
- 12:25 P.M. 3. **REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman
- [Technical Committee Highlights](#)
- 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.
- [Steering Committee Actions and Report of the Director](#)
- 12:45 P.M. 6. **CHAIRMAN'S REMARKS**
Bridget Donnell Newton, TPB Chairman

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwco.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

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.**
- [Approve the Bike to Work Day 2017 Proclamation](#)
 - [Presentation - 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.**
- [Approve project submission for inclusion in the 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**

- [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.

- [Approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018](#)
- [Presentation - 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

- [Approve the amendment the FY 2017-2022 TIP as Requested by VDOT](#)

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

- [Approve letter to MWAOC with recommendations related to motor vehicle emissions budgets](#)
- [Presentation - Briefing on the Ozone Redesignation Request and Approve letter to MWAOC with recommendations related to motor vehicle emissions budgets](#)

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.

- [Performance Based Planning and Programming Draft Regional Targets for Transit Asset Management](#)
- [Presentation - Performance Based Planning and Programming Draft Regional Targets for Transit Asset Management](#)

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.

- [Long-Range Plan Task Force status report](#)

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.

- [Notice of Proposed Amendment to the 2016 CLRP as requested by MDOT and MDOT](#)

2:00 P.M. 15. ADJOURN

The next meeting is scheduled for May 17, 2017.

MEETING AUDIO

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

SAMPLE

TPB March 29, 2017 Meeting Public Comment Period

Concerned Northern Virginia residents spoke out against proposed changes to VDOT's I-66 plans

People living near I-66 in Northern Virginia spoke during the public comment period at the TPB's March 29 meeting to oppose changes to a Virginia Department of Transportation (VDOT) plan to add Express Lanes to I-66 outside the Capital Beltway. The proposed changes would significantly increase the height of new overpass ramps at the interchange between I-66 and the Capital Beltway and Gallows Road and Nutley Street, the commenters said.

the first speaker, said she represented hundreds of nearby residents who oppose the design changes. She explained that VDOT had previously removed the higher design heights from consideration after public feedback and should not be allowed to go back on their promises to residents.

"You should know that these two ramps were originally eliminated by VDOT's own designers during the public discussion process," Heier said. "We are concerned, and frankly disheartened, to see them reintroduced by the private partner and want assurances that the public's concerns and VDOT's promises to the public are being kept," she added.

Heier also criticized the state for not reaching out to the public or elected officials with information on the proposed change before coming to the TPB for approval.

"Despite very high public interest in this project, we received zero communication from VDOT that such changes were being considered," Heier said. "And we later learned that our state and county representatives had not been notified either. But they know now."

Board member **Linda Smyth** (Fairfax County) was one of the officials not briefed by the agency.

"What the public speakers had to say today is actually quite accurate," Smyth said. "The Fairfax County Board of Supervisors has not been briefed. I have not been briefed. The state delegates have not been briefed. And these changes are significant," she said.

Board member and VDOT representative **Rene'e Hamilton** assured Smyth that officials and the public would be brought into the process. "We are not MIA on this process," she said. "We have a new partner who is just moving into the region. They have not really done any detailed design plans yet. We will be getting with the public and with the elected officials on this."

Hamilton said that the agency has scheduled a series of three public information meetings for the week of June 12, though designs will be made public well in advance of that and agency representatives will be meeting with community groups. She said, too, that the final public hearing on the designs will take place in the fall of this year.

"We will be doing a NEPA reevaluation on everything, related to any access points that will be identified to move forward as we go into the public process."

TPB Public Comment Period April 13 – May 13, 2017

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TRANSPORTATION
TPB Comment Form

Submit Your Comments to the TPB

Please use the form below to submit your comments on regional transportation issues to the TPB.

Name of Agency/Business/Organization

First Name * Last Name *

Address 1

Address 2

City * State *

Zip/Postal Code *

Phone

E-mail *

Subject

Text Area

999 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

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I-270 Innovative Congestion Management Project Comment Period Closed

The comment period on the addition of the [I-270 Innovative Congestion Management Project](#) to the out-of-cycle air quality conformity analysis of the CLRP closed on Saturday, May 13. The TPB will be asked to approve this project for inclusion in the analysis at its May 17, 2017 meeting. Please scroll down to the bottom of the page to review the comments received.

<https://www.mwcog.org/tpbcomment/>

TPB Public Comment Period

April 13 – May 13, 2017

Comments Received

Use the searchable form below to review comments received on the addition of the I-270 Innovative Congestion Management Project to the out-of-cycle air quality conformity analysis of the CLRP.

Comments on Project Submissions Submissions

This comment is being submitted on behalf of:

An Individual
 A Governmental Body
 A Non-profit Organization
 A Business

This comment pertains to:

I-270 Innovative Congestion Management Project
 Other Regional Transportation Issue

Name of Agency/Business/Organization:

Subject:

Sort by:

This comment is being submitted on behalf of:	This comment pertains to:	Name of Agency/Business/Organization	First Name	Last Name	City	State	Zip/Postal Code	Subject	File Upload
An Individual	I-270 Innovative Congestion Management Project				Frederick	Maryland	Frederick	I-270 Innovative Congestion Management Project	No file uploaded.

Comments:

This project is imperative to the economic prosperity of our region! It is currently one of the most congested roads in the country. In order to support regional economic strength and open Frederick and Montgomery markets to expansion, this project MUST be expedited!

<https://www.mwcog.org/tpbcomment/>

TPB Twitter for 2016 CLRP Amendment Off-Cycle Air Quality Conformity Analysis March 22, 2017 Public Meeting

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- #14Ago 1,217 Tweets
- #تخطات وزارة التعليم
- Merck CEO
- Ric Flair

TPB @NatCapRegTPB · Mar 22
Ramp modifications on I-66 and I-95 are in @VaDOT's proposed amendment to #CLRP2016. Comment by 4/8: mwcog.org/TPBcomment



TPB @NatCapRegTPB · Mar 10
Comment by 4/8 on a proposed amendment to the 2016 Constrained Long-Range Plan (CLRP). mwcog.org/TPBcomment #TPBcomment #CLRP2016

<https://twitter.com/hashtag/clrp2016?f=tweets&vertical=default&src=hash>

TPB CLRP Website

2016 CLRP Amendment Off-Cycle Air Quality Conformity Analysis Public Comment Information

The screenshot shows the TPB CLRP website interface. At the top, there is a navigation bar with links for Accessibility, Languages, and About. The main header features the CLRP logo (Long-Range Transportation Plan) and a menu with categories: PROJECTS, ELEMENTS, PERFORMANCE, PARTICIPATION, PROCESS, and DOCUMENTS. Below this, a sub-header reads 'CLRP AMENDMENT' with a breadcrumb trail: Home > Org > Clrp > Update > CLRP Update.

AMENDMENT TO THE CLRP

Each year, the TPB amends the CLRP to include new projects and programs and to make changes to projects already in the plan that area transportation agencies expect to build, operate, and maintain over the next 20 to 30 years. This section provides information for the current CLRP Amendment update.

#CLRP2016

TPB @NatCapRegTPB
Ramp modifications on I-66 and I-95 are in @VaDOT's proposed amendment to #CLRP2016. Comment by 4/8: mwcog.org/TPBcomment



Mar 22, 2017

TPB @NatCapRegTPB

Embed [View on Twitter](#)

<http://www1.mwcog.org/clrp/update/Default.asp>



Home > About Us > Newsroom > Controversial I-66 ramp changes advance—with assurances of more public consultation

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TPB NEWS

Controversial I-66 ramp changes advance—with assurances of more public consultation

Apr 25, 2017

Facebook, Twitter, LinkedIn icons



A new ramp configuration proposed by VDOT as part of its I-66 Express Lanes project sparked sharp criticism from nearby residents at the April 19 TPB meeting. The board sought assurances from VDOT for more consultation before the ramp design is finalized. (Flickr/VDOT)

The Transportation Planning Board met on Wednesday, April 19, and took action on several items, including a proclamation of this year's regional Bike to Work Day event and selecting several bicycle and pedestrian projects in Northern Virginia to receive federal funding.

Much of the meeting was spent discussing a new ramp configuration proposed by VDOT as part of its plan to add Express Lanes to I-66 outside the Capital Beltway. The proposed configuration has drawn sharp criticism from nearby residents as well as elected officials representing the affected communities.

At its April 19 meeting, the TPB gave its conditional approval to a controversial change in the design of a new ramp planned as part of the I-66 Express Lanes project in Northern Virginia.

The proposed design change, made public by the Virginia Department of Transportation (VDOT) in March, would significantly increase the height of a ramp planned near the Dunn Loring Metro station—a change VDOT says is necessary to avoid having to relocate a Metro power sub-station.

MORE: [Get all the details about the proposed design change](#)

People who live nearby say the design change would cause the ramp to tower over their homes, an elementary school, and public shopping areas, irreversibly changing the visual character of the area for the worse and bringing more noise and air pollution to their communities.

"Where was the public input in the design process?"

Nine people opposed to the change attended the TPB's April meeting and voiced a range of concerns about the new ramp design. Many also expressed a concern about the lack of public consultation in the design process. One of those was Deanna Heier, who first spoke about the design changes at the TPB's March meeting.

"You should know that these two ramps were originally eliminated by VDOT's own designers during the public discussion process," Heier said in March. "We are concerned, and frankly disheartened, to see them reintroduced by the private partner and want assurances that the public's concerns and VDOT's promises to the public are being kept," she added.

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New toolkit provides resources to ensure equity in clean air and climate policies

REGION FORWARD BLOG

Q&A: Air and Climate Public Advisory Committee Chair Gretchen Goldman

TPB NEWS

TPB accepts Long-Range Plan Task Force recommendations for further analysis

<https://www.mwcog.org/newsroom/2017/04/25/controversial-i-66-ramp-changes-advance-with-assurances-of-more-public-consultation/>

ITEM 13 –Notice
September 20, 2017

Briefing on the Draft Air Quality Conformity Analysis
Of the VDOT and MDOT Off-Cycle Amendment to the 2016 CLRP

Staff

Recommendation: The Board will be briefed on the results of the draft air quality conformity analysis released for public comment on September 14.

Issues: None

Background: At the April 19, 2017 TPB meeting, the board acted to initiate an air quality conformity analysis for an off-cycle amendment to the 2016 CLRP for several Maryland Department of Transportation and Virginia Department of Transportation projects. The board will be briefed on the results of the draft air quality conformity analysis, which were released for public comment on September 14. The TPB will be asked to approve the off-cycle conformity analysis and 2016 CLRP Amendment at its October 18 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: VDOT and MDOT Off-Cycle Amendment to the 2016 CLRP
DATE: September 14, 2017

In the spring, the TPB approved project inputs for proposed amendments to the 2016 Constrained Long Range Plan (CLRP) submitted by the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT), as well as the Scope of Work for the air quality conformity analysis. The TPB will be asked to approve the air quality conformity analysis and the VDOT and MDOT amendments to the 2016 CLRP at its October 18, 2017 meeting.

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

AMENDMENT PROJECT INPUTS

At the April 19, 2017 meeting, after a 30-day comment period, the TPB approved the project inputs for proposed amendments to the 2016 CLRP submitted by VDOT and MDOT, as well as the Scope of Work for the air quality conformity analysis. The TPB made additional modifications to the project inputs at its May 17, 2017 meeting. Detailed information about the inputs is included in Appendix A of the conformity report.

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

The modifications to the I-66 outside the Beltway HOT lanes project reflected changes to the Commonwealth Transportation Board's (CTB) "preferred alternative", which is the alternative included in the 2016 CLRP. VDOT's inputs for the amendment included two options for the I-66 outside the Beltway project, Option A and Option B. Option A reflects the technical proposal provided by the developer. Option B includes the access points in Option A, plus some potential additional access points that are currently under consideration by the developer and VDOT. VDOT will select one of these options before the TPB is asked to approve the conformity analysis in October. While the TPB approved the project inputs in April, it agreed to consider subsequent action by the Fairfax County Board of Supervisors (BOS) related to access points on I-66 east of the US 50 interchange.

On May 16, 2017, the Fairfax County BOS approved a resolution taking a position on proposed changes to access points on I-66 outside the Beltway east of the US 50 interchange. The TPB incorporated the BOS revisions into the conformity analysis.

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

CONFORMITY ANALYSIS

As outlined in the Scope of Work, TPB staff performed the air quality assessment. TPB staff has found that the Air Quality Conformity Analysis demonstrates adherence to all mobile source emissions budgets for the pollutants analyzed, and therefore the VDOT and MDOT amendment to the 2016 CLRP meets all conformity requirements. The detailed analysis and findings are available for review in the draft conformity report, which is included in the September TPB mailout materials and is posted on the TPB website.

NEXT STEPS

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



2016 CLRP OFF-CYCLE AMENDMENT

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

Jane Posey
TPB Transportation Engineer

Transportation Planning Board
September 20, 2017

Amendments to the 2016 CLRP

- ❖ I-66 Outside the Beltway (Option A & Option B)
- ❖ I-95 HOT NB Exit Ramp at Russell Rd.
- ❖ Governor Nice Bridge – completion date change
- ❖ I-270 Innovative Congestion Management Project



Criteria Pollutants Analyzed

- ❖ Volatile Organic Compounds (VOC)
- ❖ Nitrogen Oxides (NO_x)

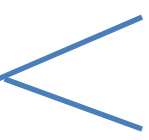


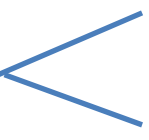
Technical Assumptions and Methods

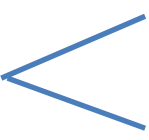
Key Technical Inputs and Tools:

- ❖ 2016 CLRP “Regionally Significant” Transportation Projects Plus VDOT and MDOT Amendments
- ❖ Round 9.0 Cooperative Forecasts
- ❖ Version 2.3.70 Travel Demand Model
- ❖ 2014 Vehicle Registration Data (VIN)
- ❖ EPA’s MOVES2014a Mobile Emissions Model

Analysis Years

2025  Option A
Option B

2030  Option A
Option B

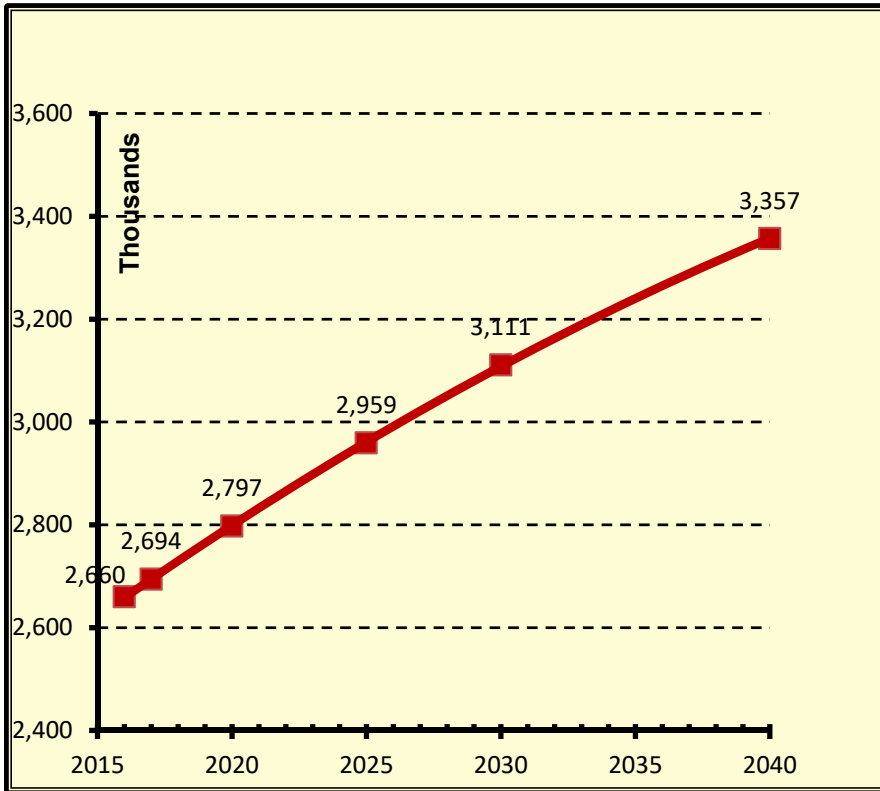
2040  Option A
Option B

NOTE: Option A and Option B refer to different I-66 outside the Beltway configurations.

Round 9.0 Cooperative Forecasts

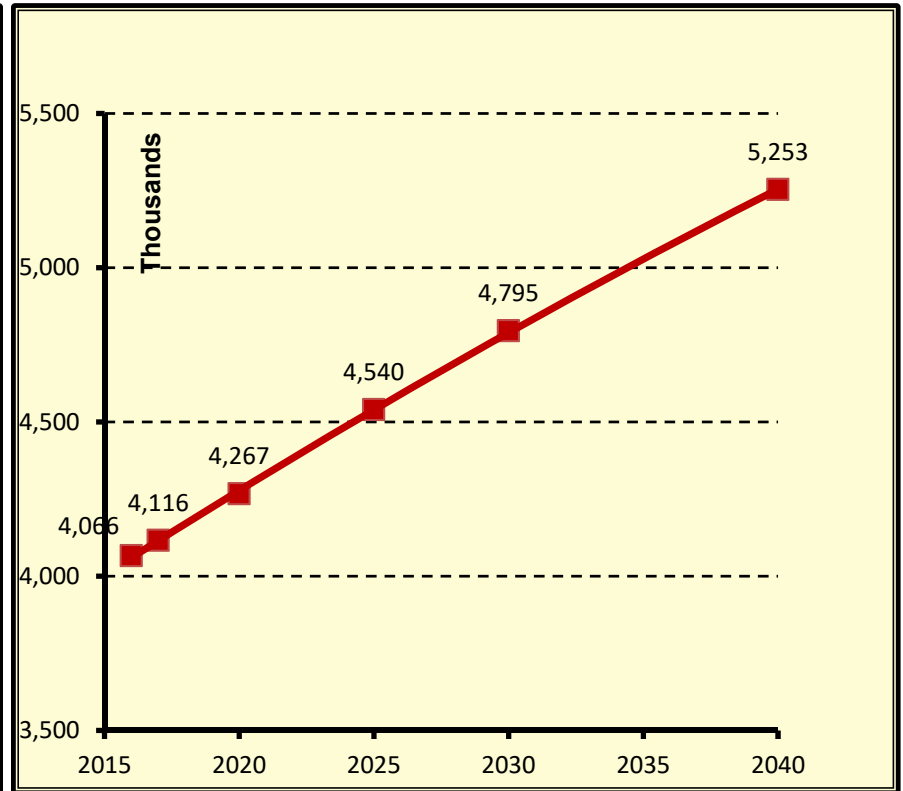
Households

(in thousands)



Employment*

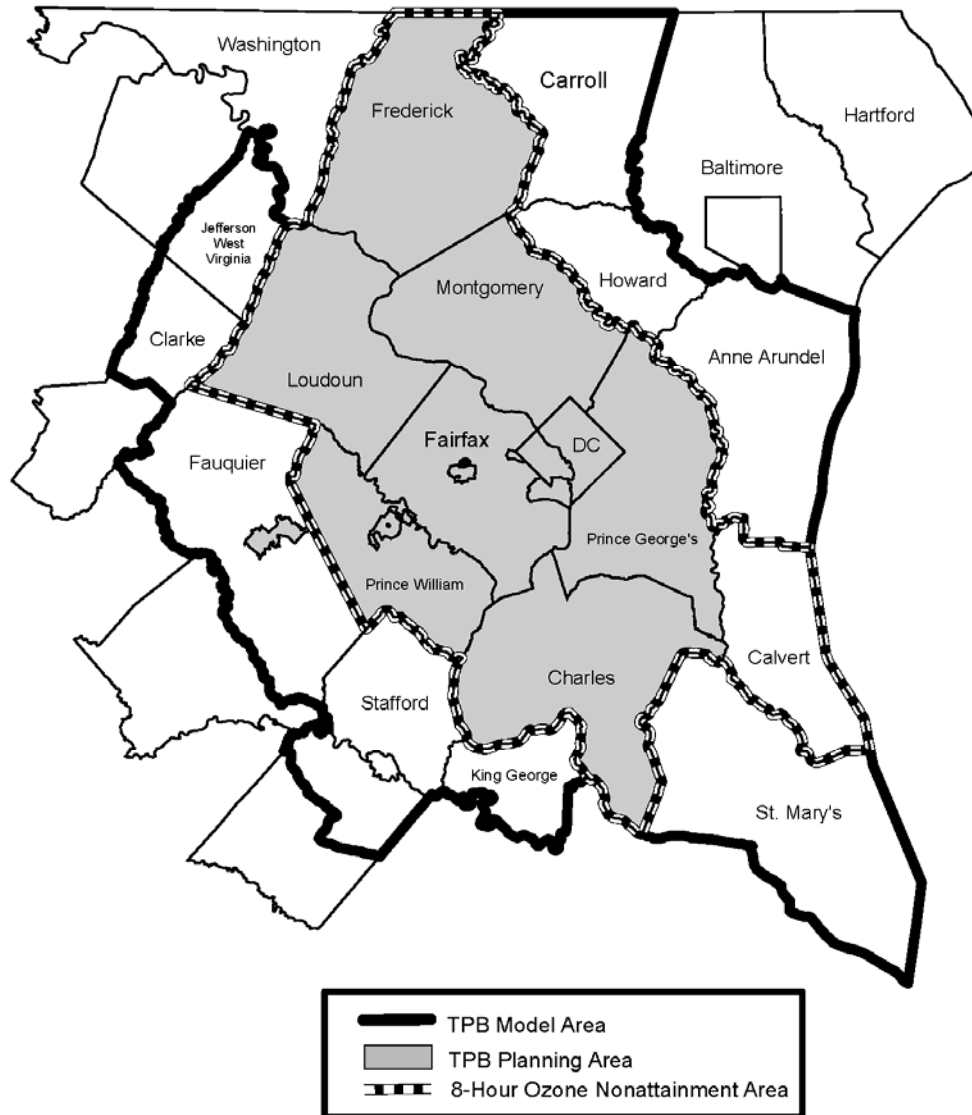
(in thousands)



NOTE: Values are for the modeled area.

*Includes census adjustment

TPB Transportation Planning Areas

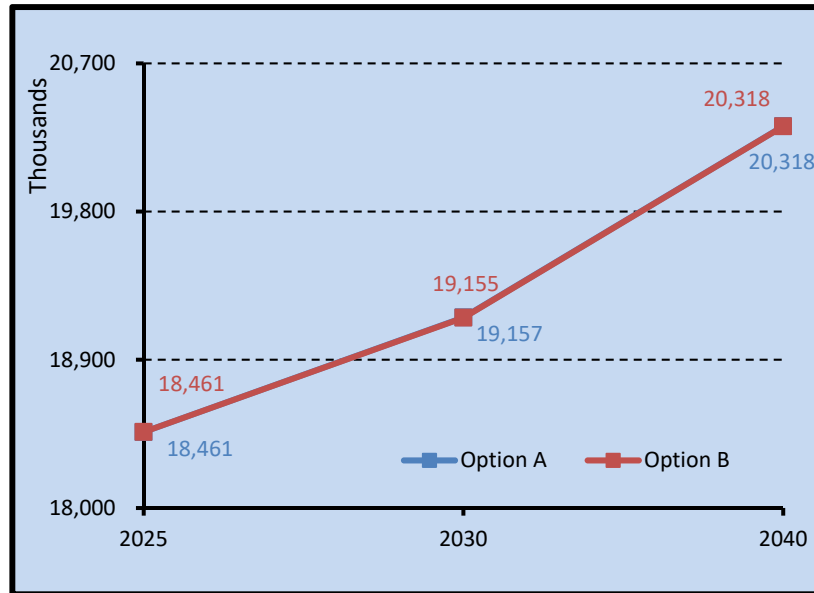


Travel Demand Summary

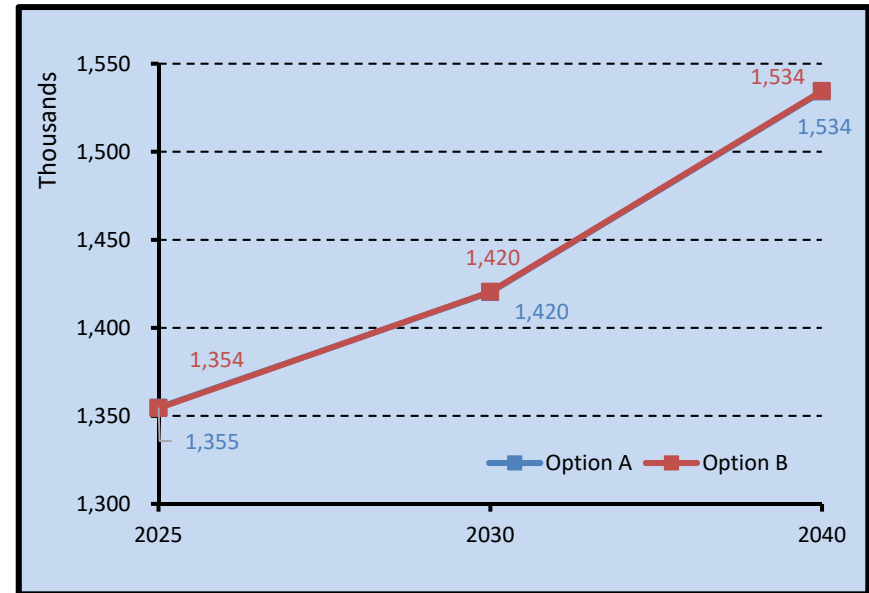
Average Weekday Traffic

Modeled Area

Vehicle Trips
(in thousands)



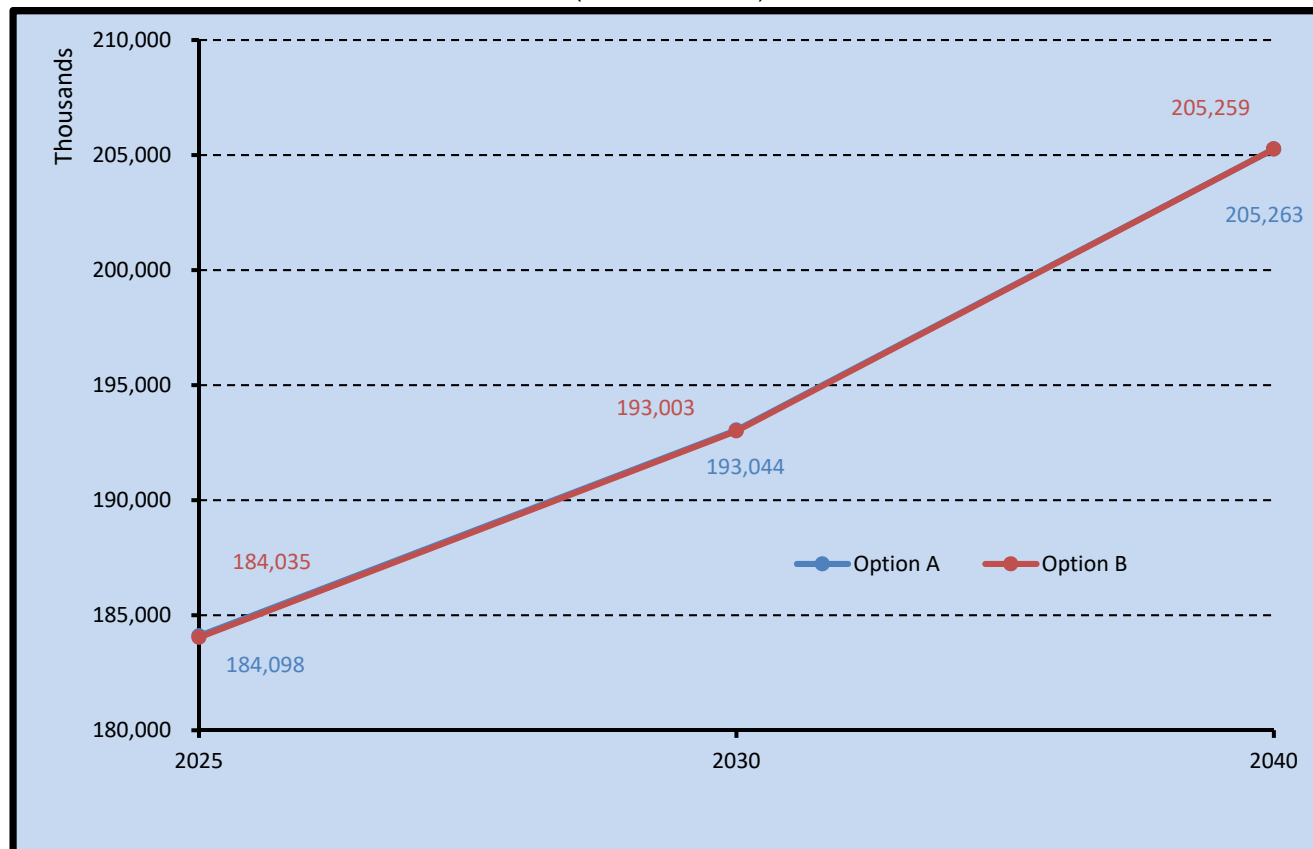
Transit Trips
(in thousands)



Travel Demand Summary

Average Weekday Traffic

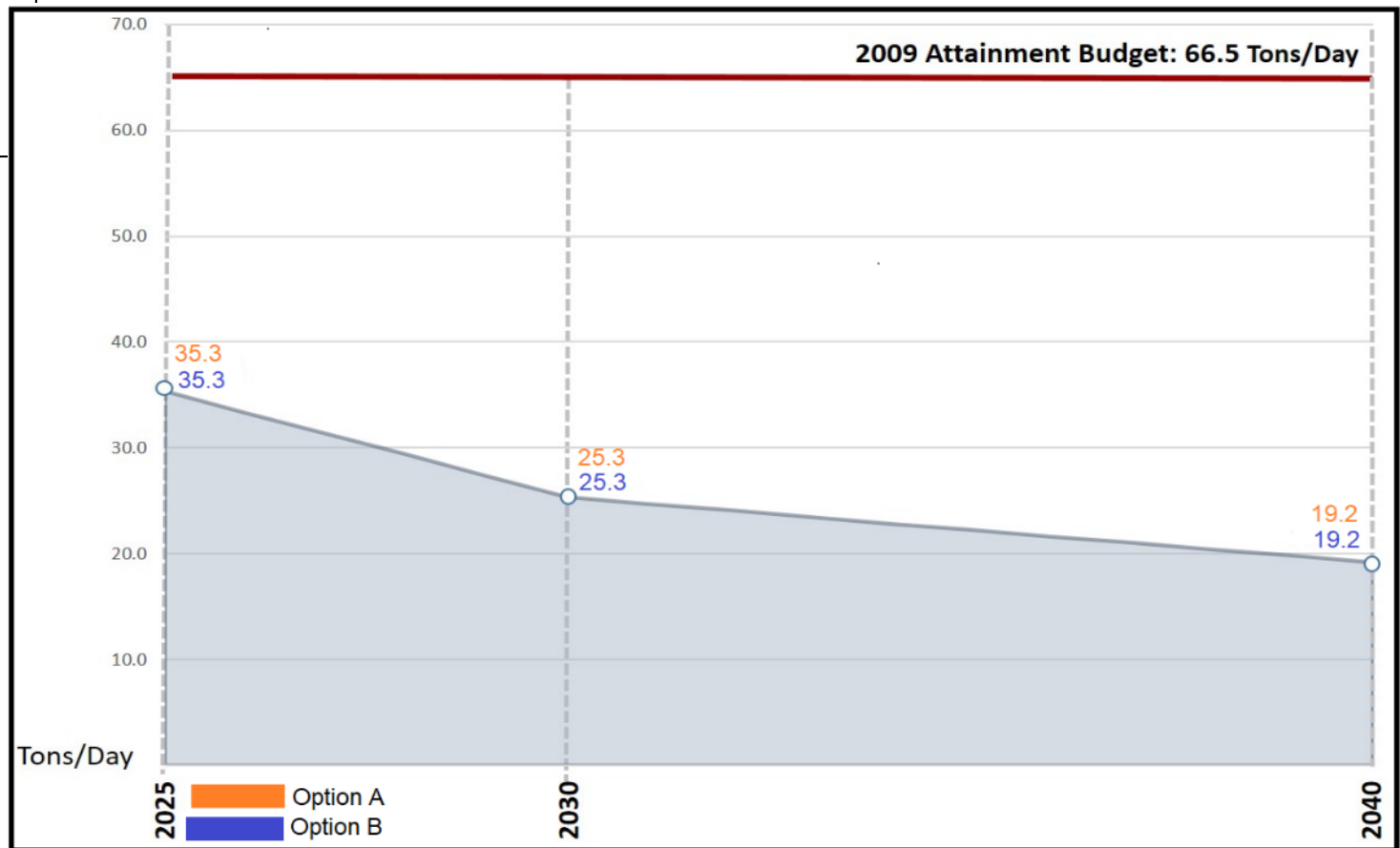
Modeled Area
Vehicle Miles Traveled
(in thousands)



Mobile Source Emissions

NOTE: The Mobile Budgets shown were developed in 2007, as part of the 8-Hour Ozone SIP, in response to the 1997 Ozone Standard. These budgets, as the most current approved by EPA, are required for use in any conformity analysis assessing ozone season pollutants.

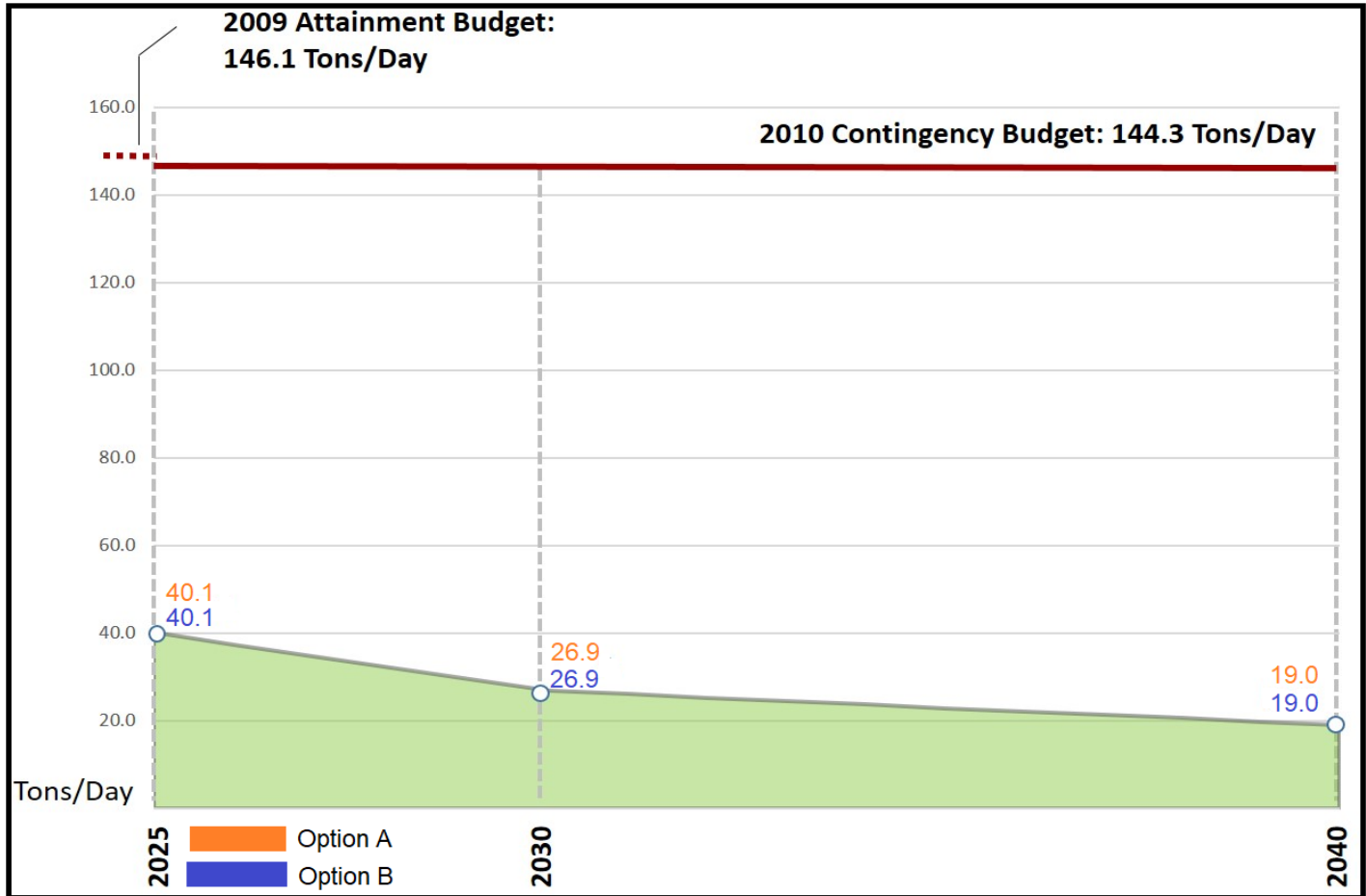
Ozone Season VOC



Mobile Source Emissions

NOTE: The Mobile Budgets shown were developed in 2007, as part of the 8-Hour Ozone SIP, in response to the 1997 Ozone Standard. These budgets, as the most current approved by EPA, are required for use in any conformity analysis assessing ozone season pollutants.

Ozone Season NOx



Findings

- ✓ Ozone Season VOC within Mobile Budget
- ✓ Ozone Season NO_x within Mobile Budget



Schedule

Next Steps:

- ❖ Public Comment Sept 14 – Oct 14
- ❖ TPB Briefing: Conformity Findings Sept 20
- ❖ TPB Action: Approve Conformity Analysis and VDOT and MDOT Amendment to the 2016 CLRP Oct 18

QUESTIONS?

