



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** March 9, 2017

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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:** March 9, 2017

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At its meeting on March 3, the TPB Steering Committee approved the following resolutions:

- SR17-2017: To amend the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2017-2022 Transportation Improvement Program (TIP) to include \$39.1 million in ARRA/TIGER and local funding for the implementation of the US 29 Bus Rapid Transit Improvements Project on US Route 29 between MD 410 and MD 198 in Montgomery County, as requested by the Maryland Department of Transportation (MDOT). This project is not considered to be regionally significant and does not need to be included in the Air Quality Conformity Analysis in order to be included in the CLRP or TIP.
- SR18-2017: To amend the FY 2017-2022 TIP to include \$742,000 in Bridge Replacement and Rehabilitation, and local matching funds for the Poplar Hill Road Bridge Replacement Project in Charles County, as requested by MDOT. This project is exempt from the air quality conformity requirement.
- SR19-2017: To amend the FY 2017-2022 TIP to:
  - Include \$5.5 million in advanced construction (AC) funding for the I-395 Express Lanes (P3) Early Works – AR project
  - Include \$2 million in AC funding for the I-395 Early Works – Federal project
  - Remove \$3.905 million in Surface Transportation Program (STP) funding the TIP Grouping project for Preventive Maintenance and System Preservation
  - Remove \$5 million in STP funding and add \$1.274 million in National Highway Performance Program (NHPP) funding to the TIP Grouping for Preventive Maintenance for Bridges
  - Add \$16.434 million in STP funding to the TIP Grouping project for Maintenance: Traffic and Safety Operations
  - Add \$2.349 million in AC funding, and \$442,346 in Federal Lands Access Program (FLAP) funding for the TIP Project Grouping: Construction: Federal Lands Highway

The committee reviewed a draft amendment to the FY 2017-2022 TIP that has been requested by MDOT to include \$560 million in state funding for the Governor Harry W. Nice Bridge Improvement Project. The Steering Committee recommended that the TIP amendment be approved by the TPB with resolution R18-2017 under Item 13 of the March 15 meeting.

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

#### Attachments

- SR17-2017
- SR18-2017
- SR19-2017

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

**RESOLUTION ON AN AMENDMENT TO THE FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) AND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), TO INCLUDE FUNDING FOR THE US 29 BUS RAPID TRANSIT IMPROVEMENTS PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

**WHEREAS**, the CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040, and

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

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

**WHEREAS**, in the attached letter of February 24, MDOT has requested that the CLRP be amended to reflect the change in scope from study to implementation and to include the project cost of \$39.1 million, and that the FY 2017-2022 TIP be amended to include \$39.1 million in Transportation Investment Generating Economic Recovery (TIGER) and local funds for the implementation of the US 29 Bus Rapid Transit Improvements Project (TIP ID 6397) on US Route 29 between MD 410 and MD 198 in Montgomery County, as described in the attached materials, and

**WHEREAS**, this project is not considered to be regionally significant and does not need to be included in the Air Quality Conformity Analysis in order to be included in the CLRP and TIP;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the CLRP to reflect the change in scope from study to implementation and to include the project cost of \$39.1 million, and the FY 2017-2022 TIP to include \$39.1 million in TIGER and local funds for the implementation of the US 29 Bus Rapid Transit Improvements Project (TIP ID 6397) on US Route 29 between MD 410 and MD 198 in Montgomery County, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 3, 2017.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

February 24, 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 the following amendment to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) and the 2016 Constrained Long Range Plan (CLRP) to update information for the US 29 Bus Rapid Transit Improvements Project as described below and in the attached memo. The change for TIP #6397 reflects the addition of preliminary engineering and construction funds as a result of the Montgomery County Department of Transportation's (MCDOT) TIGER award.

This project is currently in the 2016 CLRP; however, the scope of this project is changing from a study to construction and removes the managed lanes from the scope. This change will scale the project down from a cost of \$67 million to \$39 million. The project would also therefore be considered "not regionally significant", and would not need to be included in a conformity analysis in order to be added to the TIP and updated in the CLRP. The increased service levels would normally be addressed in the transit assumptions used in the air quality conformity analysis, and we request that those details be incorporated into the transit assumptions during the next analysis.

The MDOT is requesting to add \$39,104,000 of available and committed federal TIGER and local Montgomery County funds to the FY 2017-2022 TIP for the US 29 Bus Rapid Transit Improvements Project. The MDOT is additionally requesting to update the total project cost and scope in the 2016 CLRP. Please refer to the attachment for amendment details.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6397	US 29 Bus Rapid Transit Improvements Project	PP/PE CO	\$6,500,000 \$32,604,000	Add funding for preliminary engineering and construction.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its March 3, 2017 meeting.

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 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.

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,



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

Attachment

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





DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdieh  
Director

January 26, 2017

Ms. Heather Murphy, Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Ms. Murphy:

The Montgomery County Department of Transportation (MCDOT) will be proceeding with design and construction of a bus rapid transit (BRT) line along US 29. The County has worked collaboratively with the Maryland Department of Transportation (MDOT), including the State Highway Administration and the Maryland Transit Administration, over the past few years to advance this project to its current status.

Recently, the County was awarded a \$10 million federal TIGER grant for the US 29 BRT project, and plans to move into design during the Spring of 2017 with construction starting in late 2018, and service beginning by 2020. In addition to the TIGER funds, the County has included local funding of \$29,103,950 for the remaining project elements in its recommended FY2017-2022 Capital Improvement Program (Project P501318). The total project cost is estimated at \$39,103,950.

In order to facilitate the County's grant agreement with the Federal Transit Administration (FTA) for the \$10 million TIGER award, we are requesting that MDOT add the US 29 project to the Statewide Transportation Improvement Program (STIP), and that MDOT submit a request to the National Capitol Region Transportation Planning Board (TPB) for the US 29 BRT project to be added for construction into the Financially Constrained Long Range Transportation Plan (CLRP).

The County has initiated discussions with TPB regarding the US 29 BRT project, and TPB staff has indicated that this project is not considered regionally significant and will not require an additional air quality conformity analysis.

Office of the Director


101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov/dot](http://www.montgomerycountymd.gov/dot)

Ms. Heather Murphy  
January 26, 2017  
Page 2

TPB staff has also indicated that inclusion of the project in the STIP/CLRP could be discussed at their March steering committee meeting if they have received all necessary communication from MDOT by **February 23, 2017**. MCDOT is actively working on completing the grant agreement process with FTA by June 2017, and we therefore request that **MDOT submit the required paperwork to TPB by the February 23 deadline if possible.**

A detailed description of the US 29 BRT project is attached to this letter. Thank you in advance for your assistance in adding this important project to the STIP/CLRP. If there is anything MCDOT can provide to facilitate this process, please feel free to contact Christopher Conklin, Deputy Director for Transportation Policy at 240-777-7198, or [Christopher.Conklin@montgomerycountymd.gov](mailto:Christopher.Conklin@montgomerycountymd.gov).

Sincerely,



Al R. Roshdieh  
Director

**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/Maryland Transit Administration**

**Transit**

**US 29 Bus Rapid Transit Improvements Project**

TIP ID: 6397	Agency ID: MO4622	Title: US 29 Bus Rapid Transit Improvements Project	Complete: 2020	Total Cost: \$39,104
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Facility: US 29	ARRA/TIGER	26/0/74	32,604	c					32,604
From: MD 410	Local	0/0/100	6,500	a					6,500
To: MD 198	State	0/100/0	3,000	a					

**Total Funds: 39,104**

Description: Implement Montgomery County's bus rapid transit system on US 29/MD 384 between Silver Spring Metrorail Station and Burtonsville Park and Ride.



**Amendment: Add New Project** **Approved on: 3/3/2017**  
 Amend this project into the FY 2017-2022 TIP with \$39.1 million in ARRA/TIGER grant and local match funding in FY 2017 for PE and Construction. Change project from study to implementation.

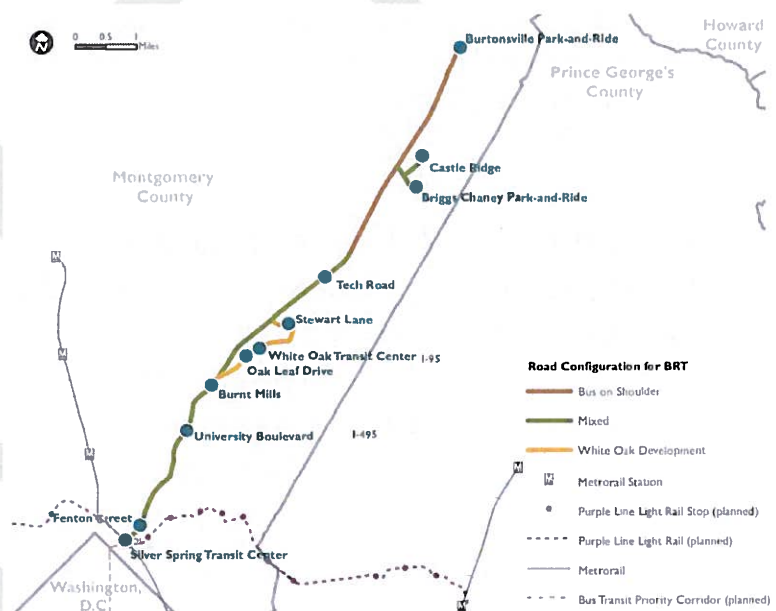
## US 29 Bus Rapid Transit Improvements Project Project Description

The Montgomery County Department of Transportation (MCDOT) is planning to design and construct a bus rapid transit (BRT) system along US 29 which meets the immediate needs of transit populations along this busy corridor. The project will build on prior work completed in coordination with the Maryland Department of Transportation (MDOT) that considered needs in 2040 and beyond.

The project, as currently proposed, includes:

### Running Way

- Use of the existing outside shoulder of US 29 in the northern sections of the corridor where buses currently bus-on-shoulder to bypass congestion. The project does not include any shoulder reconstruction and new roadway construction in other locations.
- The service will operate in mixed traffic on the remaining sections of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.
- The project does not anticipate any lane repurposing for BAT or BAT/HOV2+.



### Station Locations

- Station locations will be based partly on the locations proposed in the Countywide Transit Corridors Functional Master Plan. A limited number of additions and deletions have been made based on the results of the ridership evaluation.

- Stations being considered as part of this project are:

Silver Spring Transit Center	Stewart Lane and April Lane
US 29 at Fenton Street/Spring Street	US 29 at Tech Road Park and Ride
US 29 at MD 193	Castle Boulevard at Castle Ridge Circle
US 29 at Burnt Mills Shopping Center	Briggs Chaney Park and Ride
Lockwood Drive at Oak Leaf Drive	Burtonsville Park and Ride
White Oak Transit Center	

- Station platforms will likely be designed in three general prototype lengths:
  - 65’ or less to accommodate one articulated bus
  - 125’ or less to accommodate two articulated buses
  - A special platform design (yet undetermined) to accommodate alightings where boardings are expected to be minimal
- The planned platform at the Silver Spring Transit Center will be different from all others because of the special location and unique characteristics within the transit center.
- Related bicycle and pedestrian improvements such as Bikeshare stations will be incorporated where feasible.

**Service Plan**

- The service plan includes two route patterns in the peak period and one route pattern in the off-peak period.
- Buses are planned to run every 15 minutes on each route pattern during the peak period, resulting in an effective headway of 7.5 minutes on the “trunk” line – i.e. US 29 between Briggs Chaney Road and Silver Spring Transit Center. Off-peak service will also run and every 15 minutes.
- The proposed span of service is 5am to midnight, 7 days/week.
- The service plan for this project is continuing to be evaluated and modification may continue to be made.

- Transit signal priority will be installed and utilized at up to 15 intersections along the corridor to provide traffic signal benefits to BRT vehicles (extended green, truncated red, etc.) where appropriate.

**Project Cost**

The table below outlines the elements of the project and their respective estimated cost.

*US 29 BRT Estimated Project Cost*

Project Element	Estimated Cost
<b>BRT Stations and Stops</b>	\$13,000,000
<b>Transit Signal Priority</b>	\$860,000
<b>Vehicles</b>	\$14,000,000
<b>Bicycle &amp; Pedestrian Improvements</b>	\$2,355,000
<b>Marketing &amp; Outreach</b>	\$1,250,000
<b>Planning/Design</b>	\$6,500,000
<b>Overhead &amp; Grant Administration (3%)</b>	\$1,138,950
<b>TOTAL</b>	<b>\$39,103,950</b>

## Rapid Transit System (P501318)

Category	Transportation	Date Last Modified	1/6/17
Sub Category	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	18,371	1,714	1,407	15,250	4,250	7,500	3,000	500	0	0	0
Land	2,004	4	0	2,000	0	2,000	0	0	0	0	0
Site Improvements and Utilities	3,000	0	0	3,000	0	0	2,000	1,000	0	0	0
Construction	11,000	0	0	11,000	0	0	7,000	4,000	0	0	0
Other	14,000	0	0	14,000	0	0	14,000	0	0	0	0
<b>Total</b>	<b>48,375</b>	<b>1,718</b>	<b>1,407</b>	<b>45,250</b>	<b>4,250</b>	<b>9,500</b>	<b>26,000</b>	<b>5,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Federal Aid	10,000	0	0	10,000	0	2,500	7,500	0	0	0	0
G.O. Bonds	10,400	0	0	10,400	400	2,500	2,000	5,500	0	0	0
Impact Tax	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Mass Transit Fund	19,875	625	0	19,250	250	2,500	16,500	0	0	0	0
Revenue Bonds: Liquor Fund	3,600	593	1,407	1,600	1,600	0	0	0	0	0	0
State Aid	500	500	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>48,375</b>	<b>1,718</b>	<b>1,407</b>	<b>45,250</b>	<b>4,250</b>	<b>9,500</b>	<b>26,000</b>	<b>5,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	9,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,375
Expenditure / Encumbrances		1,787
Unencumbered Balance		5,588

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 18 48,375
Last FY's Cost Estimate	16,875

#### Description

This project provides for the initial steps and detailed studies related to a bus rapid transit system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.

#### Estimated Schedule

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 and FY16. Phase 2 (Recommended Alternative) facility planning for MD 355 will occur in FY17-19. Planning and design for US 29 will occur in FY17 and FY18. Construction may begin as early as FY18 contingent on status of design efforts and any necessary right-of-way acquisition for stations.

#### Cost Change

Increase due to the addition of vehicles, stations (including right-of-way), Transit Signal Priority, bicycle and pedestrian improvements, and project management for the US 29 BRT project. Also reflects \$10 million in Federal TIGER grant funding for the US 29 BRT project.

#### Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit corridors Functional Master Plan (November 2013).

#### Other

The County has programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned RTS line on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million). This study is funded in the State Transportation Participation project, PDF #500722. The Georgia Avenue study was terminated in FY15.

#### Fiscal Note

## Rapid Transit System (P501318)

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provides \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department is using these funds to begin facility planning for the MD 355 and US 29 corridors; FY17 includes \$1.6 million in Liquor Bonds reallocated from the State Transportation Participation project. The project originally included \$1 million in Liquor Bonds for facility planning on the New Hampshire Avenue corridor. Those funds have been reallocated to US 29 planning and design. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. Assumes \$2 million in private contributions for US 29 planning and design. Reflects reallocation of \$1.3M in GO Bonds from the ADA Compliance Transportation project (#509325) to cover ADA sidewalk upgrades.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

### **Coordination**

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)



**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  
POPLAR HILL ROAD BRIDGE REPLACEMENT PROJECT, AS REQUESTED  
BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, in the attached letter of February 24, MDOT has requested that the FY 2017-2022 TIP be amended to include \$742,000 in Bridge Replacement and Rehabilitation (BR) and local matching funding for construction in FY 2018 for replacement of the superstructure of the Poplar Hill Road Bridge over Zekiah Swamp Run project (TIP ID 6582) in Charles County, as described in the attached materials, and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$742,000 in BR and local matching funding for construction in FY 2018 for replacement of the superstructure of the Poplar Hill Road Bridge over Zekiah Swamp Run project in Charles County, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 3, 2017.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

February 24, 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 the following amendment, on behalf of the Charles County Department of Planning & Growth Management, to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) for one new project as described below and in the attached memo.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6582	Poplar Hill Road Bridge over Zekiah Swamp Run Bridge Replacement	CO	\$742,000	Add funding for construction.

The Poplar Hill Road Bridge over Zekiah Swamp Run is the last remaining wooden timber structure bridge in Charles County and is structurally deficient. The bridge is to be replaced in kind and will not add any additional lane capacity. Charles County recently learned that the bridge may be eligible for federal funding and now needs to be included in the TIP in order to be formally eligible for those funds. This action does not impact air quality conformity.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its March 3, 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, 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,



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

Attachment

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



CHARLES COUNTY GOVERNMENT  
Department of Planning & Growth Management

Steve Kaii-Ziegler, AICP  
Director

Phone | 301-645-0627  
Fax | 301-638-0807  
Email | PGMAdmin@CharlesCountyMD.gov

February 23, 2017

The Honorable Bridget Donnell Newton  
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 Charles County Department of Planning & Growth Management requests an amendment to the National Capital Regional Transportation Planning Board's FY2017-2022 Transportation Improvement Program (TIP), as identified in the attachment for the Poplar Hill Road Bridge Replacement Project. The project is not currently listed in the Constrained Long Range Plan (CLRP) as it is a minor project which does not enhance capacity and therefore, does not need air quality conformity analysis. The purpose of this amendment is to include this minor project in the TIP so that it will be eligible for federal funding. The bridge replacement project is funded from the Federal Bridge Program at an 80/20 split with the remaining (20%) funding to come from the local government (Charles County).

This amendment is being sought for funding in FY2018 for construction for the bridge replacement project, which has been found to be structurally deficient, and in need of replacement. While this bridge is owned, operated and maintained by Charles County, we are seeking federal funds to assist us in the replacement project.

Charles County requests that this amendment be approved by the Transportation Planning Board Steering Committee at its March 3, 2017 meeting. We appreciate your consideration of our request and we look forward to a favorable outcome. If you should have any questions, please do not hesitate to contact Mr. Jason Groth, Chief of Resource & Infrastructure Management by calling (301) 396-5814 or by email to [grothj@charlescountymd.gov](mailto:grothj@charlescountymd.gov).

Sincerely,

A handwritten signature in blue ink that reads "J. Kaii-Ziegler for SKZ".

Steve Kaii-Ziegler, AICP  
Director

Cc: Michael Mallinoff, County Administrator  
Bill Shreve, Director of Public Works  
John Stevens, Chief of Capital Services  
Stephen Staples, Chief of Roads  
Jason Groth, Chief of Resource & Infrastructure Management

**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**

**Bridge**

**Poplar Hill Road Bridge over Zekiah Swamp Run**

TIP ID: <b>6582</b>	Agency ID:	Title: <b>Poplar Hill Road Bridge over Zekiah Swamp Run</b>	Complete: <b>2018</b>	Total Cost: <b>\$742</b>
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Facility: Poplar Hill Road Bridge	BR	80/0/20	742 c	742
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From: Zekiah Swamp Run

To: **Total Funds: 742**

Description: Replace the superstructure (bridge abutments, wing walls, steel girders & concrete deck)

**Amendment: Add New Project** **Approved on: 3/3/2017**  
 Amend project into the TIP with \$742,000 in BR and county matching funds for construction in FY 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 TWO NEW I-395 EXPRESS LANES PROJECTS AND TO ADJUST FUNDING FOR FOUR TIP PROJECT GROUPINGS, 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 materials and letters of February 23, VDOT has requested that the FY 2017-2022 TIP be amended to include funding for two new projects and to adjust funding for four TIP project groupings as follows:

- Include \$5.5 million in AC funding for planning and engineering (PE) in FY 2017 for the I-395 Express Lanes (P3) Early Works – AR project (TIP ID 6580)
- Include \$2 million in AC funding for PE in FY 2017 for the I-395 Early Works – Federal project (TIP ID 6581)
- Remove \$3.905 million in Surface Transportation Program (STP) funding from FY 2017 for the TIP Grouping project for Preventive Maintenance and System Preservation (TIP ID 5524)
- Remove \$5 million in STP funding from FY 2017 and add \$1.274 million in National Highway Performance Program (NHPP) funding to FY 2017 for the TIP Grouping for Preventive Maintenance for Bridges (TIP ID 5525)
- Add \$16.434 million in STP funding to FY 2017 for the TIP Grouping project for Maintenance: Traffic and Safety Operations (TIP ID 5526)
- Add \$2.349 million in advanced construction (AC) funding to FY 2017 and \$442,346 in Federal Lands Access Program (FLAP) funding to FY 2017 for the TIP Project Grouping: Construction: Federal Lands Highway (TIP ID 6441); and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include funding for two new projects and to adjust funding for four TIP project groupings as follows:

- Include \$5.5 million in AC funding for PE in FY 2017 for the I-395 Express Lanes (P3) Early Works – AR project (TIP ID 6580)
- Include \$2 million in AC funding for PE in FY 2017 for the I-395 Early Works – Federal project (TIP ID 6581)
- Remove \$3.905 million in STP funding from FY 2017 for the TIP Grouping project for Preventive Maintenance and System Preservation (TIP ID 5524)
- Remove \$5 million in STP funding from FY 2017 and add \$1.274 million in NHPP funding to FY 2017 for the TIP Grouping for Preventive Maintenance for Bridges (TIP ID 5525)
- Add \$16.434 million in STP funding to FY 2017 for the TIP Grouping project for Maintenance: Traffic and Safety Operations (TIP ID 5526)
- Add \$2.349 million in AC funding to FY 2017 and \$442,346 in FLAP funding to FY 2017 for the TIP Project Grouping: Construction: Federal Lands Highway (TIP ID 6441), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 3, 2017.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

February 23, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program  
Amendments for I-395 Express Lanes Early Works

Dear Ms. Newton:

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

VDOT UPC #	Project	Phase	New Funding	Comments
110604	I-395 Express Lanes (P3) Early Works -AR	PE	\$5,500,000	AC reimbursed by private sector
110605	I-395 Express Lanes Early Works - Federal	PE	\$2,000,000	AC reimbursed from Federal funds

The \$7.1 million in new funding will support early Preliminary Engineering work for the I-395 Express Lanes Extension project, which is included in the TPB's approved 2016 CLRP and Air Quality Conformity Analysis. Both projects will utilize Advance Construction (AC) funding.

The funding amounts and sources reflect recent updates to total costs and planned obligations included in the Six Year Improvement Program as adopted by the Virginia Commonwealth Transportation Board. The amendments, shown in more detail in the attached TIP tables, do not impact the fiscal constraint status of the TIP.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on March 3<sup>rd</sup>, 2017. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Helen Cuervo".

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

cc:

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



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

February 23, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments for VDOT Project Groupings

Dear Ms. Newton:

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

VDOT UPC #	Project	Phase	New Funding	Comments
6441	Construction: Federal Lands Highway	PE, CN	\$921,000 \$1,869,996	Add UPC's 106489 &106494
5525	Maintenance: Preventive Maintenance for Bridges	CN	\$1,274,000	Release \$5,000,000 STP FY 17
5524	Maintenance: Preventive Maintenance and System Preservation		\$0	Release \$3,904,733 STP FY 17
5526	Maintenance: Traffic Safety Operations	CN	\$16,434,204	

The approximately \$20.5 million in new funds reflect recent updates to total costs and planned obligations approved by Virginia's Commonwealth Transportation Board and do not impact the fiscal constraint status of the TIP. The amendments, which also include adjustments to funds in years prior to 2017 and releases of funds, are shown in more detail in the attached TIP tables.

The projects including in these Groupings have been determined to have no significant air quality impacts and are exempt from Air Quality Conformity Analysis. Consistent with FHWA regulations, funding from the Project Groupings will be allocated district-wide as eligible projects are identified.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on March 3<sup>rd</sup>, 2017. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Helen Cuervo".

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

cc:

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

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP Grouping project for Preventive Maintenance and System Preservation</b>										
TIP ID: 5524 Agency ID: TIPGRP005		Title: TIP Grouping project for Preventive Maintenance and System Pre					Project Cost: \$86,157		Complete:	
Facility: Preventive Maintenance and System Preserv	STBG	100/0/0	30,590 c	13,464 c	19,131 c				32,595	
From: NoVA District										
To:	STP	100/0/0		-3,905 c		16,242 c	20,571 c	20,654 c	57,467	
<b>Total Funds:</b>									<b>90,062</b>	

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

**Amendment: Release Funding** **Approved on: 3/3/2017**  
Release \$3.905 million in STP funding for construction in FY 2017.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP Grouping for Preventive Maintenance for Bridges</b>										
TIP ID: 5525 Agency ID: TIPGRP006		Title: TIP Grouping for Preventive Maintenance for Bridges					Project Cost: \$17,741		Complete:	
Facility: Bridges	NHPP	100/0/0		1,274 c					1,274	
From: NoVA District										
To:	STBG	100/0/0	10,880 c		670 c				670	
	STP	100/0/0		-5,000 c	3,220 c	2,734 c	3,462 c	3,476 c	12,892	
	STP/E	100/0/0		2,905 c					2,905	
<b>Total Funds:</b>									<b>17,741</b>	

Description: TIP Grouping for Preventive Maintenance for Bridges.

**Amendment: Amend Funding Amounts** **Approved on: 3/3/2017**  
Release \$5 million in STP funding for construction in FY 2017 and add \$1.274 million in NHPP funding for construction in FY 2017.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP Grouping project for Maintenance: Traffic and Safety Operations</b>										
TIP ID: 5526 Agency ID: TIPGRP007		Title: TIP Grouping project for Maintenance: Traffic and Safety Operatio					Project Cost: \$39,434		Complete:	
Facility: Traffic and Safety Operations	STBG	100/0/0	49,152 c	18,259 c	4,278 c				22,537	
From: NoVA District										
To:	STP	100/0/0		4,047 c		3,632 c	4,600 c	4,618 c	16,897	
<b>Total Funds:</b>									<b>39,434</b>	

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

**Amendment: Add Funding** **Approved on: 3/3/2017**  
Add \$16.434 million STP funding for construction to FY 2017.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>Construction : Federal Lands Highway</b>											
<b>TIP ID: 6441</b>	<b>Agency ID:</b>	<b>Title: Project Grouping: Constuction : Federal Lands Highway</b>					<b>Project Cost: \$10,541</b>		<b>Complete:</b>		
Facility:	AC	100/0/0		921 a			4,428 a			6,777	
From:				1,428 c							
To:	FLAP	100/0/0	2,198 a 2,137 c	442 c						442	
<b>Total Funds:</b>										<b>7,219</b>	

Description: Grouping for federally funded transportation improvements on federal lands.  
TIP AMD to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase (lco 05/27/15)

**Amendment: Add Funding** **Approved on: 3/3/2017**  
Add \$921,000 in advanced construction funding for PE and \$1.428 million in advanced construction for construction in FY 2017, and add \$442,346 in FLAP funding for construction in FY 2017.

<b>395 Express Lanes Project in Northern Virginia</b>											
<b>TIP ID: 6580</b>	<b>Agency ID: 110604</b>	<b>Title: I-395 EXPRESS LANES (P3) EARLY WORKS - AR</b>					<b>Project Cost: \$5,500</b>		<b>Complete:</b>		
Facility: I 395 Express Lanes	AC	100/0/0		5,500 a						5,500	
From: VA 236 Duke Street											
To: Eads Street											
<b>Total Funds:</b>										<b>5,500</b>	

Description: FROM: Turkeycock Run Near Duke Street TO: Vicinity of Eads Street

**Amendment: Add New Project** **Approved on: 3/3/2017**  
Amend this project into the TIP with \$5.5 million in advanced construction funding in FY 2017 for PE.

<b>395 Express Lanes Project in Northern Virginia</b>											
<b>TIP ID: 6581</b>	<b>Agency ID: 110605</b>	<b>Title: I-395 EARLY WORKS - FEDERAL</b>					<b>Project Cost: \$2,000</b>		<b>Complete:</b>		
Facility: I 395	AC	80/20/0		2,000 a						2,000	
From: VA 236 Duke Street											
To: Eads Street											
<b>Total Funds:</b>										<b>2,000</b>	

Description: FROM: Turkeycock Run Near Duke Street TO: Vicinity of Eads Street

**Amendment: Add New Project** **Approved on: 3/3/2017**  
Amend this project into the TIP with \$2 million in advanced construction funding in FY 2017 for PE.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** March 9, 2017

---

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







U.S. Department  
of Transportation

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

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

**FEB 27 2017**

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

**Re: Air Quality Conformity Determination for the 2016 Constrained Long Range Plan (CLRP) Amendment and the Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for the Washington Metropolitan Region**

Dear Chairman Newton:

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

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determinations submittal with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination. This determination was triggered as a result of having completed the review of the 2016 Constrained Long Range Plan (CLRP) Amendment and the Fiscal Year (FY) 2017-2022 TIP for the Washington Metropolitan Region. On February 14, 2017, in an e-mail to FHWA's District of Columbia Division regarding the review of the 1997 8-Hour Ozone, 2008 8-hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter (PM 2.5) Standards Conformity (enclosed), the EPA included technical documentation that supports the conformity finding of the region's 2016 CLRP Amendment.

FTA and FHWA find that the analytical results provided by the Transportation Planning Board (TPB) to demonstrate conformity are consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended. FTA and FHWA find that the 2016 CLRP Amendment and 2017-2022 TIP conform to the region's State Implementation Plans, and that the conformity determination has

**Re: Air Quality Conformity Determination for the 2016 CLRP for the Washington Metropolitan Region**

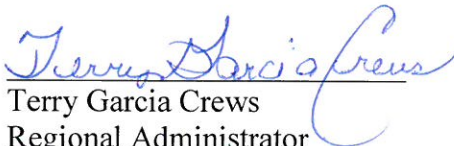
been performed in accordance with the requirements specified in the Transportation Conformity Rule (40 CFR Part 93), as amended.

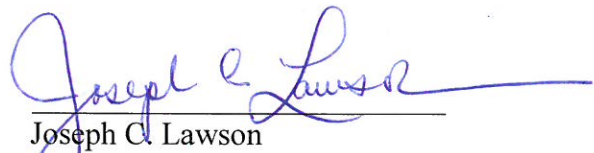
FTA and FHWA find that the TPB website serves as the primary documentation of the region's long range plan. The process of amending the CLRP as well as being developed based on a continuing, cooperative, and comprehensive transportation planning process carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC).

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

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

Sincerely,

  
Terry Garcia Crews  
Regional Administrator  
Federal Transit Administration, Region III

  
Joseph C. Lawson  
Division Administrator  
Federal Highway Administration

Enclosure

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103-2029

**FEB 14 2017**

Mr. Joseph C. Lawson  
Division Administrator  
Federal Highway Administration  
District of Columbia Division  
1990 K Street, NW, Suite 510  
Washington, D.C. 20006-1103

Dear Mr. Lawson:

The United States Environmental Protection Agency (EPA), Region III has reviewed the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) Conformity Determinations of the 2016 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for the Washington Metropolitan Region as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on January 13, 2017. EPA has reviewed the Conformity Determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determination meets the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Enclosed, please find EPA's detailed evaluation located in the technical support document. It should be noted that in our technical support document, we are again deferring to the FHWA on the question of whether the CLRP and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.

Please feel free to call Mr. Brian Rehn, Acting Associate Director, Office of Air Program Planning at (215) 814-2178 or Mr. Gregory Becoat, at (215) 814-2036 to discuss this review.

Sincerely,

A handwritten signature in black ink, appearing to read "Cristina Fernandez".

Cristina Fernandez, Director  
Air Protection Division

Enclosure

cc: Kwame Arhin (FHWA, MD)  
Sandra Jackson (FHWA, DC)  
Ed Sundra (FHWA, VA)  
Brian Hug (MDE)  
Ron Kirby (TPB)  
Melissa Barlow (FTA)



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

**DATE:**

**SUBJECT:** Technical Support Document for the Review of the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) Conformity Determination for the Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) and 2016 Constrained Long Range Plan (CLRP) for the Metropolitan Washington Region

**FROM:** Gregory Becoat *Gregory Becoat 2/8/17*  
Office of Air Program Planning (3AP30)

**TO:** Administrative Record of the Environmental Protection Agency (EPA) Review of the 2008 8-Hour Ozone NAAQS Conformity Determination for the FY 2017-2022 TIP and 2016 CLRP for the Metropolitan Washington Region

*Brian Rehn 2/13/17*  
**THRU:** Brian Rehn, Acting Associate Director  
Office of Air Program Planning (3AP30)

**I. Background**

The purpose of this document is to review the 2008 8-Hour Ozone NAAQS Conformity Determination of the 2016 CLRP and the FY 2017-2022 TIP as prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The purpose is to determine whether or not the conformity determination meets the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On January 13, 2017, EPA Region III received the Metropolitan Washington Region TIP and CLRP conformity determination under a cover letter dated January 12, 2017, from the District of Columbia Division of the United States Federal Highway Administration (FHWA). The conformity determination was reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.102(b)(1), (b)(2)(iv), (b)(2)(v), and (b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), and (c), and 93.118.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (i.e., conform to) the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to "conform to" the goals of SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing violation; or delay timely

attainment of any NAAQS or any interim milestone. Actions involving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with state air quality and transportation agencies, EPA, FHWA, and FTA to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emission budgets (MVEBs) contained in a SIP.

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

On December 17, 2004, EPA designated the Washington, DC-MD-VA Area as a nonattainment area for 1997 annual PM<sub>2.5</sub> NAAQS. On January 12, 2009 (74 FR 1146), EPA determined that the entire Washington Area had attained the 1997 annual PM<sub>2.5</sub> standard, based on ambient air quality monitoring data. The District Department of the Environment (DDOE), the Maryland Department of the Environment (MDE), and the Virginia Department of Environmental Quality (VADEQ) submitted a redesignation request and maintenance plan on the following dates: June 3, 2013 (DDOE & VADEQ), and July 10, 2013 (MDE). On October 6, 2014 (79 FR 60081), EPA approved the maintenance plan which was developed by DC, Maryland, and Virginia, which included MVEBs for years 2017 and 2025 for both NO<sub>x</sub> and PM<sub>2.5</sub>. The MVEBs for 2017 are 41,709 tons/year of NO<sub>x</sub> and 1,787 tons/year of PM<sub>2.5</sub>. The MVEBs for 2025 are 27,400 tons/year of NO<sub>x</sub> and 1,350 tons/year of PM<sub>2.5</sub>. On August 24, 2016 (81 FR 58010), EPA published a final rulemaking notice revoking the 1997 annual PM<sub>2.5</sub> NAAQS for transportation conformity purposes, effective October 24, 2016. As of October 24, 2016, the TPB no longer needs to demonstrate conformity to the 1997 annual PM<sub>2.5</sub> NAAQS.

Currently, the Washington, DC-MD-VA Area is attaining the CO NAAQS and submitted a ten-year maintenance plan with MVEBs covering the period 1996-2007. EPA approved the maintenance plan and the associated MVEBs effective March 16, 1996 (January 30, 1996, 96 FR 1104). The Washington, DC-MD-VA Area submitted the required revised second ten-year maintenance plan with MVEBs covering through March 2016. EPA approved the second 10-year

maintenance plan and MVEBs on April 4, 2005 (70 FR 16958). Consequently, after March 2016 the TPB no longer needs to demonstrate conformity to the CO NAAQS.

## II. Review of the Submitted Modeling Utilizing the Motor Vehicle Emission Simulator (MOVES2014a)

To evaluate the submitted motor vehicle emissions inventory, it was necessary to review the supporting modeling completed using EPA’s Motor Vehicle Emission Simulator (MOVES2014a). The submitted files include run specifications (RunSpecs) describing the scenario parameters, input databases containing local fleet data, and an output database containing the modeling results. The submitted RunSpecs, input databases, and output database(s) were reviewed against the EPA document: *MOVES2014 Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity*. This document provides guidance on the use of the MOVES model to develop inventories for SIPs as well as analysis of emissions for transportation conformity determinations.

EPA reviewed the RunSpecs, input databases, and output database used in the analysis to ensure that they were completed consistent with the recommendations outlined in the aforementioned MOVES Technical Guidance. EPA also reviewed these materials to ensure that they are representative of the modeling domain and analysis year. Table 1 presents a summary of the review of the RunSpecs and the selections made for each parameter. Table 2 presents a summary of the review of each MOVES input parameter from the submittal. Table 3 presents a summary of the review of the output and post-processing methodology.

The RunSpecs, input databases, and output database were reviewed and found to have followed the applicable EPA guidance provided in the *MOVES2014 Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity*. Additionally, sufficient documentation was provided to support the data, decisions, and assumptions made for each parameter.

Domain/Scale	County scale was selected – allowing for appropriate detail necessary for regulatory analysis.
Time Spans Panel	Hourly time aggregation was selected. All appropriate months, days, and hours were selected. The appropriate year was selected for the scenario being modeled.
Geographic Bounds	The appropriate county was selected for each run.
Vehicles/Equipment	Gasoline, ethanol, diesel, and compressed natural gas (CNG) fuels were selected. All source types were selected.
Road Type	All road types were selected
Pollutants and Processes	NO <sub>x</sub> , and/or VOCs were selected. All processes were included in the analysis.

<b>Table 2. Review of MOVES input databases for years 2016, 2017, 2025, 2030, and 2040 for the Metropolitan Washington Region</b>	
<b>Parameter</b>	<b>Submittal</b>
Age Distribution	All source types were included with fractions for ages (0-30 years).
Average Speed Distribution	Average speed distributions were provided for all source types, for each combination of road type and hour of the day.
Fuel (fuel formulation, fuel supply, fuel usage, and AVFT)	<p>A complete fuel supply table was provided with all fuel types present in the region.</p> <p>Appropriate fuel properties were included in the fuel formulation table, including Reid Vapor Pressure (RVP), ethanol content, and sulfur levels.</p> <p>The fuel usage table was provided and described the ethanol use by E-85 capable vehicles.</p> <p>The alternative vehicles and fuels (AVFT) table was provided.</p> <p>Any and all changes to the default fuels have been sufficiently documented.</p>
Meteorology Data	Local meteorology data (temperature and humidity) was provided for each hour of the day for each month.
Ramp Fraction	Local fractions of ramp driving times were provided for restricted access roadways.
Road Type Distribution	The vehicle miles traveled (VMT) fraction for each road type was provided for each source type and road type.
Source Type Population	The number of vehicles of each source type was provided.
Vehicle Type VMT (includes inputs for annual VMT, daily VMT fraction, hourly VMT fraction, and monthly VMT fraction)	<p>Annual VMT was provided for the five MOVES HPMS vehicle categories.</p> <p>Monthly VMT fractions were provided for all source types and month.</p> <p>Daily VMT fractions were provided for all days and source types.</p> <p>Hourly VMT fractions were provided for each day type and source type.</p>
Hoteling	The hoteling activity (auxiliary power unit (APU) use vs extended idle vs. engine off) was described for all model years.
Inspection/Maintenance (I/M) Programs	The existing I/M program was accurately described.

**Table 3. Review of the output database and post-processing steps for years 2016, 2017, 2025, 2030, and 2040 for the Metropolitan Washington Region**

MOVESrun table	Appropriate version of MOVES was used. All calculation bundles were processed.
MOVES error table	No errors were produced in any of the runs.
MOVESoutput	The output contains emission results for all necessary source types, processes, and pollutants.
Output processing	The output was appropriately summed to generate the emissions inventory. The methodology was documented.

### III. EPA’s Evaluation

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

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b), lists the conformity criteria that apply for transportation plans, TIPS, and projects in 40 CFR 93.110 through 93.119. A transportation plan or TIP conformity determination must include a regional emissions analysis that meets the requirements of 40 CFR 93.122. This regional emissions analysis must use latest planning assumptions (40 CFR 93.110); use the latest emissions model (40 CFR 93.111); and pass the appropriate conformity test – the budget test and/or the interim emissions test(s) (40 CFR 93.118 and 93.119). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including interagency consultation and public participation (40 CFR 93.112) and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 4 below demonstrates how the document prepared by the TPB satisfies the requirements for conformity determinations.



**Table 4. EPA's Evaluation of the Conformity Determination of the Plan and TIP Submitted by the District of Columbia Division Office of the Federal Highway Administration on behalf of TPB to EPA on January 13, 2017**

<b>CRITERIA APPLICABLE TO PLAN AND/OR TIP</b>			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen (2016, 2017, 2025, 2030, and 2040) are the appropriate horizon years for the 2008 8-hour ozone NAAQS. The 2016 analysis year represents the 2016 CLRP. The 2017 analysis year is a near-term year. The 2025 and 2030 analysis years are interim years to ensure there is not more than 10 years between any two analysis years. The 2040 analysis year is the end year of the plan.
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The conformity determination summarized: population, employment, and household data for the Metropolitan Washington, DC area which was utilized in this analysis. These forecasts were based upon the Round 9.0 forecast.
93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix B of the Air Quality Conformity Analysis document includes regionally significant additions or modification projects. The project list includes transit, highway, and high occupancy vehicle (HOV)/high occupancy toll (HOT) projects.
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to TPB and the State of Maryland, the Commonwealth of Virginia, and the District of Columbia transportation agencies who have determined that the plan is fiscally constrained.
93.110	Is the conformity determination based upon the latest planning assumptions?  (a) Is the conformity determination, with respect to all other applicable criteria in 40 CFR §§93.111 - 93.119, based	Y	(a & b) The latest planning assumptions have been utilized. The latest planning assumptions include the new Round 9.0 forecasts, which includes forecasts for population and employment

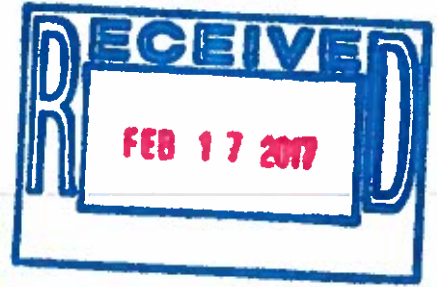
	<p>upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency and is the conformity based upon the latest assumptions about current and future background concentrations?</p> <p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?</p> <p>(e) Does the conformity determination use the latest existing information regarding the effectiveness of Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by 40 CFR §93.105?</p>	<p></p> <p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p>	<p>data. The latest travel time changes were used in the travel demand model.</p> <p>(c) Charges made by each transit provider as well as updated charges were used for future analyses.</p> <p>(d) Increases in transit fares are incorporated.</p> <p>(e) All of the TCMs listed in the 8-hour and 1-hour Ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p>(f) Documents containing key assumptions and supporting materials were available during the interagency and public consultation periods. This document was developed through the interagency and public consultation process detailed on pages 17-19 and Appendix C of the Air Quality Conformity Report.</p>
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93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used MOVES2014a, an acceptable EPA emissions model to do the emissions analysis.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	<p>Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state conformity SIP.</p> <p><b><u>Interagency Consultation</u></b> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area.</p> <p><b><u>Public Consultation</u></b> The TPB has provided opportunities for public comment on the Conformity Determination. On October 13, 2016, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP.</p>
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	Y	All the TCMs listed in the 1-hour and 8-hour Ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used. Documentation regarding the timely implementation of each project is included in Appendix G of the Air Quality Conformity Report.
93.118	For areas with SIP Budgets: Does the Transportation Plan and TIP meet the required emission reduction test?	Y	On February 7, 2013, EPA declared adequate mobile emissions budgets contained in the 2009 Attainment Plan and 2010 Contingency Plan for Maryland, Virginia, and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment

		mobile budgets are identical and are in tons/day (tpd).
		<u>2009/2010 Budgets:</u> <u>2016 Analysis:</u> 66.50 tpd (VOC)              55.5 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )            109.2 tpd (NO <sub>x</sub> )
		<u>2009/2010 Budgets:</u> <u>2017 Analysis:</u> 66.50 tpd (VOC)              49.6 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )            86.2 tpd (NO <sub>x</sub> )
		<u>2009/2010 Budgets:</u> <u>2025 Analysis:</u> 66.50 tpd (VOC)              35.4 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )            40.1 tpd (NO <sub>x</sub> )
		<u>2009/2010 Budgets:</u> <u>2030 Analysis:</u> 66.50 tpd (VOC)              25.3 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )            26.8 tpd (NO <sub>x</sub> )
		<u>2009/2010 Budgets:</u> <u>2040 Analysis:</u> 66.50 tpd (VOC)              19.2 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )            19.0 tpd (NO <sub>x</sub> )

#### IV. CONCLUSION

Pursuant to FHWA's January 13, 2017 request, EPA has reviewed the 2008 8-Hour Ozone NAAQS Conformity Determination for the 2016 CLRP and the FY 2017-2022 TIP prepared by the Metropolitan Washington Council of Governments, National Capital Region TPB for the Washington DC-MD-VA Area. EPA has determined that the 2016 CLRP and the FY 2017-2022 TIP meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93.



February 10, 2017

Bridget Donnell Newton  
777 North Capitol NE, Suite 300  
Washington, DC 20002

Dear Ms. Newton:

Thank you on behalf of the General Manager, for taking the time to share your concerns and suggestions related to Metro's Fiscal Year 2018 budget and potential service changes.

We appreciate your support of Metro, especially during a time when tough decisions are being considered to balance the budget. We do not take these matters lightly and we are sure you also understand the challenges of delivering important public services with finite resources.

The Board's Finance Committee will be meeting on March 9 to review the extensive public feedback that Metro has received regarding proposed service changes and fare increases. The objective is for the Board of Directors to approve the operating budget on March 23, to allow adequate time to implement any service or fare adjustments.

Thank you again for sharing how the potential service changes would impact traditionally-disadvantaged communities and for your continued support for Metro.

Sincerely,

Barbara Moulton  
Senior Director  
Office of Customer Care  
Department of Customer Service, Communications, and Marketing

Washington  
Metropolitan Area  
Transit Authority

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

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

District of Columbia,  
Maryland and Virginia  
Transit Partnership





February 24, 2017

Bridget Donnell Newton  
777 North Capitol St NE  
Suite 300  
Washington, DC 20002

Dear Ms. Newton:

Thank you for your February 3, 2017 letter to the Board of Directors. We appreciate you taking the time to share your concerns and suggestions related to Metro's Fiscal Year 2018 budget and potential service changes.

We appreciate your support of Metro, especially during a time when tough decisions are being considered to balance the budget. We do not take these matters lightly and we are sure you also understand the challenges of delivering important public services with finite resources.

The Board's Finance Committee will be meeting on March 23 to review the extensive public feedback that Metro has received regarding proposed service changes and fare increases. The objective is for the Board of Directors to approve the operating budget on March 23, to allow adequate time to implement any service or fare adjustments.

Thank you again for sharing how the potential service changes would impact your constituents and for your continued support for Metro.

Sincerely,

Barbara Moulton  
Senior Director  
Office of Customer Care  
Department of Customer Service, Communications, and Marketing

Washington  
Metropolitan Area  
Transit Authority

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202/962-1234

[www.metroopensdoors.com](http://www.metroopensdoors.com)

A District of Columbia,  
Maryland and Virginia  
Transit Partnership







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** March 9, 2017

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





## MEMORANDUM

**TO:** COG Board of Directors  
**FROM:** Chuck Bean, Executive Director  
**SUBJECT:** Metrorail Safety Commission (MSC) Status Update  
**DATE:** March 1, 2017

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### Introduction

This memorandum is background information to support the MSC Update agenda item for the March 8 COG Board meeting. This memorandum summarizes the status of activities to establish a Metrorail Safety Commission (MSC) interstate compact and highlights the subsequent implementation steps to stand up the MSC as an independent safety commission under federal transportation law (Fixing America's Surface Transportation (FAST) Act [Pub. Law No. 114-94]). I defer to the MSC lead policy officials from the District, Maryland, and Virginia in the event that I have mischaracterized either the status of legislative activities or the subsequent implementation steps.

Steady and substantive progress has and continues to be made toward completion of all requirements to establish the MSC, led by senior policy officials ("Policy Work Group") and legal staff from the District of Columbia, Maryland, and Virginia, with assistance of COG and TPB staff and expert legal consultants. Our appreciation goes to COG Board Members Senator Barker, Senator Feldman, Chairman Mendelson and others who sponsored or championed the MSC bills in their respective legislative chambers.

The activities are described further below and fall into two primary areas: (1) legal and legislative work to enact the MSC Compact by the District of Columbia, Maryland, Virginia and the United States Congress, thereby authorizing the MSC to carry out its mission including having the authority to compel WMATA to take safety corrective actions developed by the MSC; and (2) implementation actions creating the new organizational entity including appointment of Commissioners, hiring staff and transitioning oversight for Metro from the Federal Transit Administration (FTA) to the MSC.

### Legislative Actions to Enact the Metrorail Safety Commission Compact

The Council of the District of Columbia passed the MSC Compact on December 14<sup>th</sup> and the Mayor has signed the legislation.

Similar Compact legislation was introduced and has passed in the Virginia General Assembly, separately, by the Commonwealth of Virginia's House of Delegates (HB 2136) and Senate (SB 1251) and is awaiting the Governor's signature. There was also an amendment passed by both chambers requiring that the Virginia Secretary of Transportation in coordination with the Northern Virginia Transportation Commission engage with their District and Maryland counterparts for purposes of revising the WMATA Compact and implementing WMATA reforms. The amendment is independent of the action to establish the MSC.

Similar Compact legislation was introduced in the Maryland General Assembly (House Bill 2185 and Senate Bill 0265). A Senate public hearing was held on February 8<sup>th</sup> and the House Public Hearing

was held on February 16th. The House Bill passed on February 27<sup>th</sup> and will now be reconciled with the Senate for final passage. A final Bill is anticipated to be enacted by the General Assembly before the end of its session on April 11, 2017.

The compact legislation enacted in the three jurisdictions also must be ratified by the United States Congress. A Bill to ratify the MSC compact has been introduced in both the House (HJ Res 16) and Senate (SJ Res. 22). The completion of the legal activities for creating the MSC by the two states and District of Columbia should be completed in the next several weeks and subsequent action by the United States Congress is expected to follow soon thereafter; enactment of the compact enables the new organization to be established, the elements of which are described in the next section.

### Establishing the Metrorail Safety Commission Organization

The elements of the MSC include appointment of commissioners, adoption of operational by-laws, recruitment of an Executive Director and hiring staff, housing the entity, and transition from the FTA and Tri-State Oversight Committee (TOC) to the MSC. Planning for these elements has been underway over the past year and is led by senior representatives of the Maryland, Virginia, and District transportation departments with decision support provided by COG staff. The requirements to stand up the new organization are mandated by the FTA under a “Certification Work Plan” and is being carried out in close coordination with FTA staff. The work plan includes a series of milestones that must be met to enable the FTA to certify the MSC as a State Safety Oversight (SSO) Agency conforming to the FAST Act.

Some of the activities recently completed include: developing a Conflict of Interest Policy that centers on the policies and procedures for identifying, documenting, eliminating, or sufficiently mitigating instances where the MSC is not legally or financially independent from WMATA as required by law, and developing a Program Standard describing the Washington MSC’s approach to implementing the requirements of its SSO program over the Metrorail system.

Other organizational management activities to complete the work required to stand up the MSC include the following items below. The MSC Policy workgroup continues to work on these and other items as work on the enabling legal activities is being completed.

1. Appointment of the MSC Commissioners
2. Incorporation of the MSC
3. Executive Director Recruitment and Hiring
4. Search and identification and securement of office space
5. Determine and retain in-house staffing and administrative support; establishment of procurement policies and equipment purchases (vehicles, field equipment, etc.) develop requirements for and retain needed contracted support; establish Information Technology & Document Control System
6. Determine and complete in-house staff training
7. Formation of MSC Implementation Committee to assist and guide in the transition of the Tri-State Oversight Committee (TOC) to the MSC
8. Secure formal and full FTA certification for the MSC
9. Assume key oversight activities from the TOC

The MSC Policy Group remains committed to completing all of the above activities and secure FTA certification of the MSC as expeditiously as possible.



## MSC Compact Legislative Update

March 8, 2017

Todd McIntyre, Deputy Chief of Staff, DDOT  
Mark Viani, Bean Kinney and Korman, P.C.

### Presentation Overview

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- I. MSC Compact Highlights
- II. Jurisdiction Legislative History and Planned Enactment
- III. Congressional Ratification
- IV. Next Steps



## MSC Compact Highlights

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- ❑ The MSC's Board will be legally independent of WMATA.
- ❑ Unlike TOC, there will be no jurisdictional quorum or voting veto by a jurisdiction.
- ❑ The MSC's Board will act by majority action once quorum is established except for station shutdowns, which must be unanimously approved by those present.
- ❑ The MSC will oversee safety through approval of safety plans, investigations, approval and enforcement of corrective action plans and audits of WMATA.



3

## MSC Compact Highlights Continued

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- ❑ The MSC has enforcement authority to:
  - take legal action
  - issue citations or fines
  - direct WMATA to prioritize spending on safety-critical items
  - remove a vehicle, infrastructure element or hazard
  - restrict, suspend or prohibit rail service
  - direct WMATA to remove an individual from a "Safety Sensitive Position" under certain conditions
  - compel WMATA's Office of the Inspector General to conduct safety-related audits or investigations
  - take other actions it deems appropriate



4

## District of Columbia

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- DC Council passed B21-0828 on December 20, 2016
- Signed by Mayor Bowser on February 10, 2017
- Transmitted to Congress on February 24, 2017 and expected enactment date of April 7, 2017



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## Maryland

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- Passed House Bill 119 with an enactment date of June 1, 2017
- Currently being considered by Senate and expected to pass after crossover
- Crossover deadline is March 20, 2017



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## Virginia

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- Passed SB1251 and signed by committee on February 24, 2017
- Presented to Governor McAuliffe for signature on February 28, 2017
- Governor has until March 27, 2017 to act on the bill



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## Congressional Ratification

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- District of Columbia bill transmitted to Congress on February 24, 2017
- Congressional approval expected after enactment by all jurisdictions
- H.J.Res. 76 for Congressional consent and approval introduced by Rep. Hoyer on February 16, 2017
- Current planned enactment date is June 1, 2017



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## Next Steps

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- Draft Framework
- Appointment of Commissioners
- Hiring of Executive Director
- Organizational Buildout
- Seek FTA Certification







## MEMORANDUM

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Stuart A. Freudberg, Deputy Executive Director *SAF*  
**SUBJECT:** COG Chief Administrative Officers Metro Technical Panel Status Update  
**DATE:** March 9, 2017

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Attached please find a status update on the Chief Administrative Officers Metro Technical Panel established by the COG Board of Directors in June, 2016.

The Technical Panel is charged by the COG Board with providing policy officials the technical foundation defining the level of funding required by WMATA to assure that the Metrorail system is restored to a safe, reliable system, maintained in a state of good repair. The Technical Panel is further charged with assessing revenue options, identifying performance metrics, and analyzing the economic value of Metro to the region.

A final report to the COG Board of Directors is scheduled for April 26, 2017.

## **1. Background**

The COG Board of Directors established the Chief Administrative Officers (CAO) Metro Technical Panel on June 8, 2016.

### **Mission:**

The Technical Panel is charged by the COG Board with providing policy officials the technical foundation defining the level of funding required by WMATA to assure that the Metrorail system is restored to a safe, reliable system, maintained in a state of good repair. The Technical Panel is further charged with assessing revenue options, identifying performance metrics and benchmarks, and analyzing the economic value of Metro to the region.

### **Tasks:**

- **Funding needs:**  
Define WMATA's long-term operating and capital funding needs
- **Revenue options:**  
Identify and analyze revenue options to support WMATA's funding needs; may provide recommendations
- **Performance metrics:**  
Identify and quantify operating benchmarks and performance metrics in the areas of safety, reliability, customer experience, and financial management that inform policy officials and the public about progress and goals.
- **Economic value:**  
Quantify economic value of Metrorail to the region and the economic consequences of insufficient investment to the regional economy.

### **Technical Panel Membership:**

- City and County Managers from WMATA compact jurisdictions
- District of Columbia Chief Financial Officer (CFO)

### **Collaborative participation by:**

- WMATA's CFO and senior staff representatives of the CEO/General Manager
- Transit officials from Maryland and Virginia
- CAOs supporting technical staff

### **Reporting Timetable to COG Board of Directors:**

*Interim* Technical Report: October 26, 2016

Final Technical Report: April 26, 2017

## 2. Interim Technical Report to COG Board of Directors (October 26, 2016)

### Funding Needs:

- DC CFO developed funding model endorsed by Technical Panel

### Key model assumptions:

- WMATA 6-year CIP as base; FY 17 operating budget as base; +100M/year preventative maintenance
- Jurisdiction/state operating subsidies increase 3%/year
- Jurisdiction capital contributions increase 3% annually
- PRIAA funding continues at \$150M/year (federal) matched by DC, MD, VA @ \$50M/year.
- Federal transit administration grants continue at ~\$310M/year
- Personnel costs increase by 3%/year
- Passenger revenues decline by 10 percent in FY2017; remain flat until FY 2022 – then grow at 3 percent/year

### Preliminary working draft needs estimates (as of 10/26/2016) – FY 2017-FY2026

- Operating funding gap: \$2.1B (revenues-\$21.05B, needs-\$18.93B)
- Capital funding gap: \$3.3B (revenues-\$8.133B, needs-\$11.734B)
  - Based on needs capped at \$1.2B annually (WMATA spending capacity)
- Annual average gap: \$540 million/year (pay-go)
- If capital needs bond funded, annual debt service \$80M/yr and annual funding gap \$290M/year

### Metrics:

- Initial metrics prepared for safety, reliability, customer experience

### Economic value:

- Property tax revenues \$3.1B/year generated within ½ mile of Metro stations
- Property tax valuation premium +6-9% higher within ¼ to ½ mile of Metro station
- 105 million square feet of development planned within ½ mile of Metro stations
  - WMATA estimates value of ongoing and planned construction value ~ \$50B

### Impacts of underinvestment:

- Cost of delay – 2014-2015: \$51M-\$61M/year
- Cost of delay 2015-2016: \$153M-\$253M/year (preliminary)
- Failure to invest in Metro could conservatively reduce regional economic growth from 2.5%/year by 10%-20% to between 2%/year and 2.25%/year, resulting in regional tax revenues reduction of \$1B to \$2B annually

### **3. Final Report to COG Board of Directors (April 26, 2017)**

- **Operating and Capital Needs** – Ongoing analyses (preliminary)
  - Being Updated based on FY 2018 WMATA budgets, Capital Needs Inventory (CNI)
  - Analysis focused on achieving state of good repair coupled with ongoing preventative maintenance
  - Metro system overall infrastructure value is \$40 billion (per CNI)
  - Recent analyses indicate 10 year capital funding gap larger, operating funding gap lower than October estimates.
  - Overall annualized funding gap appears to be at approximately the same level (~\$500 million/year) as October Interim Report.
  - Similar to October conclusion, recent analyses suggest dedicated funding starting in FY 2019 coupled with debt financing could support state of good repair capital needs gap plus operating cost gap
  
- **Regional Revenue Options Being Analyzed to Fund Needs Gap**
  - Sales tax
  - Gas tax
  - Property tax
    - Entire WMATA compact area
    - Within ½ mile of Metro stations
  - Value Added tax
  - Commuter Tax
  
- **Revised metrics** for safety, reliability, customer experience, financial management
  
- **Updates on economic value** – tax revenues, cost of delay, reduction in regional economy due to underinvestment



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Nicholas Ramfos, TPB Transportation Operations Programs Director  
**SUBJECT:** U.S. DOE FY 2017 Vehicles Technologies Deployment Grant Proposal  
**DATE:** March 9, 2017

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The TPB's Commuter Connections program has partnered with the University of Maryland, D.C. Department of For-Hire Vehicles, D.C. Department of Energy and Environment Central Maryland Regional Transit, and Local Motors to submit a proposal to the U.S. Department of Energy on their FY 2017 Vehicles Technologies Deployment Funding Opportunity (Announcement DE-FOA-0001639). The proposed project is titled "A Shared, Electrified, and Automated Energy Efficient Mobility System in the D.C.-Baltimore Region with Multi-Jurisdictional Interoperability," and will focus on energy efficient mobility systems (EEMS) projects.

The Washington D.C. and Baltimore regions have long been leaders in promoting shared mobility, electric vehicle (EV), alternative-fuel (AFV), and automated vehicle (AV) solutions for an EEMS. Many of the region's state and local agencies have invested in and successfully grown EEMS programs that are ready for ROI assessment.

The project team's proposal will consist of incentive-based ridesharing, first mile/last mile solutions, and a focus on EV's and AV's. Objectives include the following:

1. Further develop and deploy rideshare and EV projects in the region through a "Living Lab" that improves mobility and energy efficiency for urban and rural travel.
2. Demonstrate and deploy electric, automated vehicles for ridesharing and first mile/last mile neighborhood ride services.
3. Develop and implement a multi-agency interoperable incentive program that encourages EEMS technology adoption and maximizes the effectiveness of ridesharing, EV, AFV and AV incentives
4. Comprehensively assess the ROI of individual EEMS technologies respectively, and their collective effectiveness when deployed as an integrated EEMS.

The project team submitted a project abstract to the USDOE in February for consideration and was selected to submit a full proposal which is due by March 24<sup>th</sup>. The project grant request will include a \$2 million federal share and at a minimum, a \$2 million cost share during the grant period which will be October 2017 – September 2020. Pending state funding agency approval, Commuter Connections will be providing in-kind services through its CCWP as part of the cost share arrangement during the grant period. No new funding commitment will be necessary for the grant application if it is selected for implementation.







# Regional Safe Routes to School meeting showcased efforts to make it safer for kids to walk and bike to school

Posted by [TPB NEWS](#) on [MARCH 7, 2017](#)

The TPB’s Bicycle and Pedestrian Subcommittee recently co-hosted a regional network meeting of Safe Routes to School of Greater Washington. The TPB and Safe Routes to School share goals for improving bicycle and pedestrian safety, and several TPB funding opportunities support projects aimed at making it safer for kids to walk or bike to school.

## Safe Routes to School and shared regional goals

The Safe Routes to School National Partnership is a network of organizations across the United States working to encourage safe walking and biking to and from schools. The Greater Washington Regional Network brings together advocacy, education, health, transportation, and planning professionals to support local programs and policies to create safer communities.

While the national partnership focuses on high-level policy proposals and advises the regional and state programs, the regional network focuses on safety interventions at the school level. In schools, Safe Routes coordinators educate children about safety, work with the community and parents to encourage kids to walk and bike, and identify potential infrastructure enhancements, like crosswalks, sidewalks, or better road design.



District of Columbia Public School students finish up a group ride. The TPB supports Safe Routes to School because encouraging biking and walking and promoting safety are regional priorities. (DCPS)

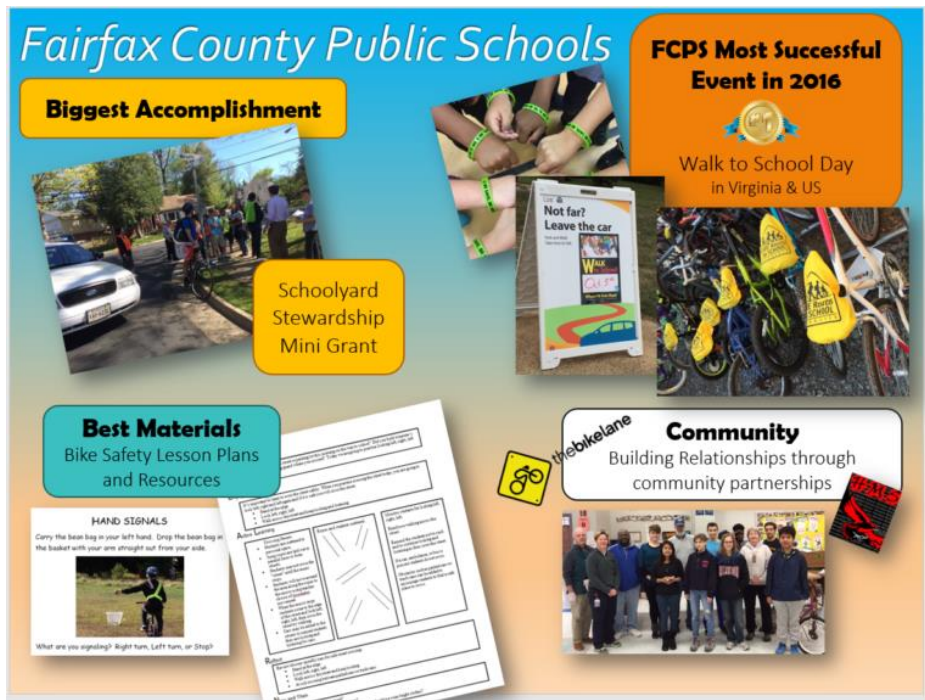
The TPB supports Safe Routes to School because encouraging biking and walking and promoting safety are regional priorities. The TPB’s Regional Transportation Priorities Plan specifically highlights these issues as key areas of focus. Encouraging kids to bike and walk also has other benefits, including fostering independence, helping kids stay healthy through physical activity, and even reducing congestion by removing trips that parents make driving their children to school.

**Local school districts’ Safe Routes education efforts**

The February 28 network meeting provided a chance for Safe Routes coordinators, educators, planners, and volunteers from across the region to share updates and accomplishments from their respective school districts. A panel of coordinators and planners from Fairfax County, the District of Columbia, and Montgomery County highlighted their achievements.

In Fairfax County, the Safe Routes program recorded more kids participating in Walk to School Day—an annual event that occurs each fall—than any other district in the country. The school system has been working on improving the environment around schools with a School Yard Stewardship grant that funded air quality data collection at drop-off locations, signs promoting walking and biking to school, a student travel tally, and a walk-about with parents, teachers, administrators, and planners to identify potential safety improvements. The school district also provided bikes to 24 schools for bike safety lessons and five schools have their own fleet of bikes.

Fairfax County's Safe Routes program has accomplished a lot, including having the most successful Walk to School Day event in the country. (Fairfax County Public Schools)



In the District of Columbia, the Safe Routes program has wide institutional support from the District Department of Transportation (DDOT) and District of Columbia Public Schools (DCPS). The

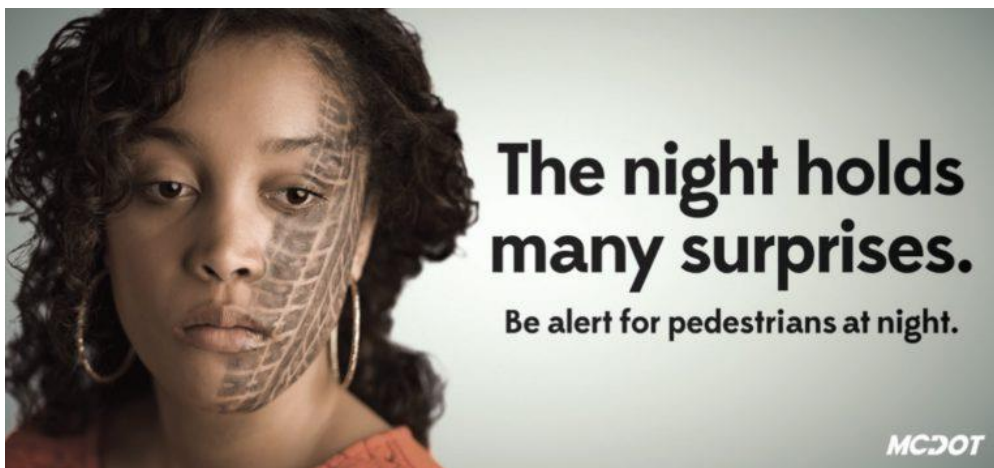
District's Safe Routes coordinator plays an all-encompassing role that includes overseeing safety classes as well as infrastructure enhancements and safety initiatives like crossing guards.

The school system's physical education curriculum also includes teaching all second-graders how to ride a bike. DCPS is sharing the learn-to-ride curriculum and experiences with other jurisdictions in the region. While no other school district has started a district-wide bike education program, Alexandria is starting a pilot program at select schools based on the DCPS curriculum.



All second-grade students in DCPS schools learn to ride a bike as part of their physical education curriculum. (DCPS)

In Montgomery County, Safe Routes has launched new safety classes for kids. Teachers can use signs and lead students in singing safety-themed songs to help them learn and remember how to safely cross the street. The program allows children to practice in the school gym before heading out on the sidewalk. And the county is also considering a draft Vision Zero policy—an international road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries. If passed, the policy would further support Safe Routes efforts in safety education and safer infrastructure in the county.



Montgomery County's "YOLO" campaign uses the Street Smart template with student models. Students wrote the messages to accompany the images. (MCDOT)

Along with the reports from the local school districts, TPB staff also shared how the TPB is supporting safety education region-wide. The TPB's twice-yearly Street Smart campaign broadcasts mass media messages about road safety for all users, reminding motorists, pedestrians, and cyclists alike about being safe on the roads. Some Safe Routes to School programs in the region have used similar messaging with their students. Montgomery

County developed their “YOLO” campaign using the Street Smart template. YOLO, internet slang for “you only live once,” incorporates key Street Smart messages but features students posing as the “tired faces” in the campaign.

### **Building better infrastructure and finding ways to pay for it**

Making it safer for children to walk and bike to school also requires better street design and efforts to keep areas around schools safe from traffic.

At the February 28 event, planners from Toole Design Group, a planning consulting firm, led an exercise in learning the steps for planning temporary “pop-up” safety enhancements—short term or one-time road or trail changes using signs, chalk, planters, or tape to show how some simple changes can make the areas leading to the school safer or more appealing for people walking.



Attendees at the Feb. 28 meeting worked in small groups as part of a “design your own pop-up” exercise led by planners from Toole Design Group. “Pop-up” interventions like temporary signage and sidewalk and trail markings can demonstrate the value of more permanent Safe Routes improvements. (TPB)

Some pop-ups change traffic patterns to show how new signage can change the traffic flow so there are safer places to cross the street. In some cases, a pop-up demonstration can be so successful that it could be made into a permanent change.

At a pop-event in Georgia, temporary changes to traffic patterns showed how the modifications would improve safety for those on foot or bicycle. (Toole Design Group)



Getting these kinds of improvements funded and built can sometimes be a challenge. This is where TPB support can help. Through its Transportation/Land Use Connections (TLC) program, the TPB provides free technical assistance for planning or designing projects that promote safety, biking and walking, access to transit, and connecting Activity Centers. And, through its role selecting projects to receive federal Transportation Alternatives Program (TAP) funding, the TPB can also award construction funds to such projects.

**RELATED:** [How TLC helped jumpstart a trail project in Prince George’s County](#)

**MORE:** [Learn about TAP and other funding opportunities for bicycle and pedestrian projects in Maryland](#)

### **Gearin’ Up Bicycles showcased its community outreach efforts**

Once kids learn to ride, they still may need a bike and many neighborhoods don’t have access to affordable bike shops. Enter Gearin’ Up Bicycles, a DC-based nonprofit that teaches kids how to repair their own bikes and also provides pop-up shops in neighborhoods without bicycle repair shops.

Gearin’ Up Bicycles Executive Director Sterling Stone spoke at the February 28 Safe Routes meeting. He explained that kids from all over the region can learn to fix up a bike. Once they learn how, kids can start to build their own bike through the earn-a-bike program at the shop or in school-based programs. Once they graduate from Gearin’ Up, some get jobs in area bike shops. The organization also has classes for adults so that everyone can repair or build their own bikes and get back to riding.



Kids can learn how to fix bikes and eventually build their own through Gearin' Up Bicycles' Earn-a-Bike program. (Gearin' Up Bicycles)

Stone explained that Gearin' Up has given kids new feelings of freedom and also helped them focus. He said that it has also exposed kids to others from other parts of the region and created opportunities for them to bond in the shop and biking on the region's trails.

**More:** [Get all the presentations and learn more about Safe Routes to School of Greater Washington](#)

*Cover photo by Safe Routes to School National Partnership*