



TRANSPORTATION PLANNING BOARD

Wednesday, June 21, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

MEETING NOTE

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

AGENDA

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. APPROVAL OF THE MINUTES OF THE MAY 17, 2017 MEETING**
Bridget Donnell Newton, TPB Chairman
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**
Jeremy Martin, TPB Citizens Advisory Committee Chairman
- 12:40 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Bridget Donnell Newton, TPB Chairman

ACTION ITEMS

12:50 P.M. 7. PERFORMANCE-BASED PLANNING AND PROGRAMMING - REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Eric Randall, TPB Transportation Engineer

The board will be asked to adopt a set of regional targets for transit asset management, as required under the federal performance-based planning and programming (PBPP) rulemaking for providers of public transportation and metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region was presented in April and May.

Action: Adopt Resolution R24-2017 to approve the table which sets the targets

12:55 PM 8. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR FY 2017 FOR THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

Sam Zimbabwe, DDOT

DDOT has requested an amendment to update project and funding information in FY 2017 for 18 projects in the DDOT section of the TIP. These projects are already 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. On June 2, 2017, the Steering Committee reviewed the amendment and recommended approval.

Action: Adopt Resolution R25-2017 to amend the FY 2017-2022 TIP

1:00 PM 9. WMATA STATE-OF-GOOD-REPAIR FUNDING - NEEDS AND REGIONAL STRATEGY

Chuck Bean, COG Executive Director

Bridget Newton, TPB Chairman

Following the briefing on the COG Metro Technical Panel's Final Report in May, the Board will be briefed on WMATA's "Keeping Metro Safe, Reliable, and Affordable" Plan and will be briefed on the recommendations of COG's Metro Strategy Group. The Board will be asked to support the WMATA General Manager/CEO's Keeping Metro Safe, Reliable, and Affordable Plan and endorse the COG Board Statement of Principles on Metro.

Action: Adopt Resolution R26-2017 supporting WMATA's Plan and the recommendations of the Metro Strategy Group as adopted by COG on June 14, 2017 (COG Resolutions R36-2017 and R37-2017)

INFORMATION ITEMS

1:30 P.M. 10. 2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN: OUTREACH AND COMMUNICATIONS UPDATE

Ben Hampton, TPB Transportation Planner

The board will be updated on the status of the public outreach activities, including the survey which is now underway.

1:50 P.M. 11. LONG-RANGE PLAN TASK FORCE STATUS REPORT

Jay Fisette, Long-Range Plan Task Force Chairman

In March, the board formally established the Long-Range Plan Task Force and charged it to identify for TPB's acceptance in July 2017 for further analyses approximately 6-10 projects, policies, or programs to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents. The board will be updated on the Task Force's activities to date.

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for July 19, 2017.

MEETING AUDIO

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

TRANSPORTATION PLANNING BOARD
MEETING MINUTES
May 17, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Allison Davis, WMATA
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House of Delegates
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPD
R. Earl Lewis, Jr., MDOT
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Jackson H. Miller, Virginia House of Delegates
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC-DOT
Kelly Russell, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Victor Weissberg, Prince George's County
David Whitaker, Frederick County
Mark Wolfe, City of Manassas
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths
Lyn Erickson
Eric Randall
Rich Roisman
John Swanson
Ron Milone
Ken Joh
Andrew Austin
Andrew Meese
Jinchul Park
Dusan Vuksan
Michael Farrell
Mark Moran
Jane Posey

Ben Hampton	
Abigail Zenner	
Lori Zeller	
Wendy Klancher	
Sergio Ritacco	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stuart Freudberg	COG/EO
Steve Kania	COG/OC
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Monica Backmon	NVTA
Mary Hagopian	Resident of Dunn Loring
Deanna Heier	Resident of Dunn Loring
Julie Hirka	Resident of Vienna
Patricia Happ	NVTC
Bob Chase	NVTA
Stewart Schwartz	Coalition for Smarter Growth
Max Smith	WTOP
Clinton Edwards	VDRPT
Nichole Opkins	DC Council, CM Allen
George Phillips	Prince William County
Nydia Blake	Prince William County
Pierre Holloman	COA
Malcolm Watson	FCDOT
Jeff Folden	MDOT TSO
Rick Rybeck	Just Economics
Rafael Olarte	MCDOT
Nancy Abeles	TPB CAC
Tim Roseboom	VDRPT
Regina Moore	VDOT
Norman Whitaker	VDOT
Maria Sinner	VDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Hagopian spoke in regards to the I-66 outside the Beltway project. She urged the board to hold VDOT accountable to the public and stated her concerns about trucks using the express lanes and the height and width of the ramps.

Ms. Heier also spoke against the I-66 outside the Beltway project. She said there were community concerns that she felt had still not been addressed including the design of the ramps, noise, environmental concerns, and traffic flow into neighborhoods.

Ms. Hirka also spoke against the I-66 outside the Beltway project. She focused on community concerns about air and water quality and about trucks using the express lanes. She also felt that community concerns were not being addressed by VDOT.

Mr. Schwartz talked about the information to be discussed in the Long-Range Plan Task Force meeting focusing on data about population and job growth in the region. He said that land-use and transit access are the most important issues. He said that HOT lanes tend to favor long commutes and are not the best way to solve congestion challenges.

Mr. Chase supported moving the I-66 outside the beltway project on to air quality analysis. He noted that final designs still have not been made but that the analysis should be done. He felt that the project would take cars off of local roads and move them onto the highway contained inside barrier walls.

Mr. Rybeck commended the TPB for the work of the Long-Range Plan Task Force. He spoke about policies centered on transportation access fees. These are different from user fees as they are fees on land that has access to transportation infrastructure. He suggested a combination of user fees and access fees to pay for transportation projects.

2. APPROVAL OF MINUTES OF THE APRIL 19, 2017 MEETING

A motion was made to approve the minutes from the April 19, 2017 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on May 5 to discuss items that are on the board agenda, including: a presentation from MDOT staff on the I-270 congestion management project; a monthly briefing on the Long-Range Plan Task Force; a briefing on the federal requirements for setting transit asset management targets as part of performance-based planning and programming; a briefing on the projects selected for the FY 18 Transportation / Land-Use Connections Program. He said that the committee was also briefed on the findings of the COG Metro Technical Panel report. He said that Mr. Kannan presented on WMATA's prioritization process for funding projects. He mentioned that Mr. Ramfos will participate in Bike to Work Day in Frederick.

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

Mr. Martin said that the May 10 Citizens Advisory Committee meeting focused on a discussing the Long-Range Plan Task Force. He said it is important for the whole CAC to have the opportunity to provide input into the process. He said that the committee agreed on the importance of strengthening the regional transit network. He said that members emphasized the following types of initiatives: Added capacity on the existing heavy rail system (including an additional tunnel at Rosslyn or elsewhere throughout the region); added circumferential connections by rail, complemented with bus rapid transit; dedicated funding to make sure this all will happen. He said that in addition to being practical, projects should be imaginative and bold. He said the committee also received a briefing on public involvement for the quadrennial update to the Financially Constrained Long-Range Transportation Plan. He said the committee was shown a draft of the survey and that there is enthusiasm about potential branding efforts.

Mr. Allen said that the Access for All Advisory Committee met on May 11 and that his comments were summarized in a handout. At the meeting, he said, the committee provided input on priority projects for the upcoming round of Enhanced Mobility program. He said that the next TPB solicitation will be open from August to November 2017. He said that \$4.6 million in matching grant funds are available. At the meeting the committee ranked and commented on twelve priority projects previously identified for the solicitation. He said that the committee also discussed the Long-Range Plan Task Force work. He said that AFA encourages the task force to address the East/West Divide through transportation improvements and policies that encourage job growth on the eastern side of the region. He said the committee also said that the Equity Emphasis Areas should be used to help incentivize transit-oriented

development and affordable housing. The committee also believe that existing transit should be improved and that transit fares should be reduced for riders with limited incomes. He said the committee was also briefed on the survey for the 2018 long-range plan update and on Metro's Title VI Nondiscrimination Activities.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth said that the Steering Committee met on May 5. At the meeting the committee approved three TIP amendments. The first was a request from MDOT with Prince George's and Frederick County to add \$6.5 million into the Potomac River Branch Bridge replacement project, and \$21 million for planning, design, and reconstruction of the Queens Chapel Road. The second amendment was from VDOT which requested that \$8 million be added to the Northern Virginia Transportation Authority pay-go bond funds for planning and engineering of the Soapstone connector project. The final amendment was also requested by VDOT to add \$6.5 million for I-395 express lane extension.

Mr. Srikanth announced that the City of Laurel is the newest member of the TPB. He said that Ms. Hudgins and Ms. Smyth invited the TPB staff to brief the Fairfax County board on TPB activities, but also to get feedback on regional transportation plans and programs. He said that the Regional Public Transportation Subcommittee held its annual Private Provider Forum on May 11. He added that the regional Street Smart campaign kicked off on April 25 at the new Takoma-Langley Crossroads Transit Center.

Mr. Srikanth said that the U.S. Senate passed a joint House and Senate resolution that established a Metrorail Safety Commission. He said that the House of Representatives still needs to approve the legislation.

6. CHAIR'S REMARKS

Chairman Newton welcomed Delegate Krimm and Delegate Gaines. She also welcomed Laurel as a new TPB member.

Chairman Newton said that over the last few years the cities of Rockville, Gaithersburg, and Frederick challenged each other to see who could get the most people to sign up for Bike to Work Day.

Chairman Newton noted that the board would receive a very important briefing related to Metro under Agenda Item 12. She noted the recent efforts by the board to examine WMATA's funding situation, starting with former chairman Mr. Mendelson in 2015, continuing through Mr. Lovain's chairmanship in 2016 during which TPB partnered with COG in hosting a couple of regional forums focused on Metro with the intent of restoring Metro to a world class system. She noted how this forum had led to the COG board convening a technical panel to develop a common basis for understanding Metro's funding needs. She said that WMATA member jurisdictions' CAOs worked with WMATA's staff, along with COG and TPB staff, in developing a report. She said the Board would be briefed on the findings of this report, which was presented to the COG Board earlier this month. Ms. Newton said that the TPB "has said for a very long time that Metro is a truly regional transit system. I've heard the term "America's subway" used several times." She said that it is critical to both this region's mobility and economic success that we maintain this infrastructure. As a regional transportation organization, she said we must work together to both understand the challenges Metro is facing and find effective ways to address them collectively.

7. REVIEW OF ALL COMMENTS RECEIVED DURING THE 30-DAY PUBLIC COMMENT PERIOD AND ACCEPTANCE OF RECOMMENDED RESPONSES FOR THE ADDITIONAL PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY 2017-2022

Ms. Posey referenced a memo that was distributed to the board. This memo describes two resolutions.

The first, Resolution A, was approved by the TPB in April. to include inputs to the off-cycle air-quality conformity analysis. This resolution did not include the I-66 projects outside the Capital Beltway. She said that the Fairfax County Board of Supervisors met yesterday and approved the language for Resolution B, from the memo. She said that the board is being asked to update Resolution A with language from Resolution B so that the I-66 work can be included in the analysis.

Ms. Smyth thanked the board for giving Fairfax County Board of Supervisors the opportunity to review and provide input into the air-quality conformity analysis.

Ms. Hamilton said that a series of public information meetings are planned for June, and a public hearing about design is planned for the fall. She said that VDOT will continue to work with residents and emphasized the important of the I-66 project outside the Beltway.

Mr. Austin said that MDOT requested the I-270 congestion management project be included in the out-of-cycle air-quality conformity analysis. He said that MDOT held a public comment period for the project and that staff have reviewed the comments. He said that only 14 comments were received. Referring to his memo, he summarized the comments and response and grouped them into six categories. The first comment was about additional capacity being needed on I-270 between Clarksburg and Frederick. The second comment said that the corridor would benefit from dedicated transit lanes or additional investment in transit. The third comment stated that congestion on the Capital Beltway needs to be addressed in conjunction with the I-270 project. The fourth comment said that toll or HOT lanes should be implemented on I-270 and I-495. The fifth comment said that congestion on I-270 could be reduced by reconfiguring or eliminating local lanes. The final comment advocated for an additional Potomac River Crossing.

8. APPROVAL OF MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) ADDITIONAL PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CLRP AND FY 2017-2022 TIP

Chairman Newton said that the resolution for Item 8 was discussed during the previous item.

A motion was made to approve Resolution R23-2017 to approve the project submissions for inclusion in the out-of-cycle air-quality conformity analysis of the Amendment to the 2016 CLRP and FY 2017-2022 TIP. The motion was seconded and approved.

9. LONG-RANGE PLAN TASK FORCE RESOLUTION CLARIFICATION AND STATUS REPORT

Chairman Newton said that the Long-Range Plan Task Force has been discussing the interim action that the board would take in July and have proposed a revision to the task force's charter resolution. She described the proposed change to the sixth charge under the Resolved clause of the resolution.

Mr. Fisette said that this proposed change clarifies that in July the Board will be accepting a set of initiatives for technical analysis and that there will be no final conclusion until the end of 2017 when these initiatives have been analyzed.

Mr. Snyder asked if there was an opportunity for the task force to endorse projects for final selection. He noted that he would not want us bounded to endorsing all of the projects that would be accepted in July at the end of this process. He said he continues to object to the exclusive membership of the task force. He said he will vote no.

Mr. Groth asked if the proposed change takes the teeth out of the task force's work.

Mr. Fisette said that he does not believe that the change to the resolution removes any of the teeth out of this work. He noted that the change clarifies that the action in July is an interim step where the TPB would accept a limited number of projects, programs or policies winnowed down from a large set of

suggestions to have analyzed. The results of the analysis and other considerations would inform the final action by the Board in December. He said that some of these projects, program or policies may not survive the final vote in December.

Chairman Newton said that the resolution as it currently stands could be read inaccurately to suggest that the task force's work ends in July, when it actually extends beyond that. She said that the board will continue to put pressure on the task force.

Mr. Herling asked if the board will have the ability to make comments and suggest changes to the task force's work.

Chairman Newton said that the board makes the final decision, so there is an opportunity to influence the work.

A motion was made to adopt Resolution R16-2017, as amended, to provide clarification to the Task Force's activities. The motion was seconded and approved. Two board members voted against the resolution.

10. PERFORMANCE BASED PLANNING AND PROGRAMMING - REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Mr. Randall reminded the board that they were briefed in April on the methodology and proposed set of targets. He referenced a draft resolution and report that cover the federal requirements and actions to adopt transit asset targets. He said that keeping transit assets like buses, rail cars, and track facilities in a state of good repair is fundamental to the operation of the region's transit network. He said that this is the first time that the region is setting objective standards-based targets for the transit system based upon inputs from transit providers. He said these providers have worked with TPB staff on this effort by providing information and initial sets of targets. He referred to his presentation and said that the board is being asked to adopt a matrix of the respective targets. He said that after the targets are approved, next year the board will be asked to approve targets again.

Mr. Kannan pointed out an error in the report. He said that while the report accurately states guidance from the FTA, it does not include clarification from the agency that describe how to accommodate different transit agencies that have different budget cycle years. He asked that his updated information be included in the report.

Mr. Lewis said that MDOT agrees.

Mr. Srikanth said that the change proposed by Mr. Kannan will be made but it would not change the recommended targets the board would adopt. As such he encouraged the board to adopt the resolution today with the change proposed by Mr. Kannan.

Mr. Kannan said that unless the documented is corrected it is not acceptable to the region's largest transit provider.

Mr. Lewis asked that the vote be postponed.

Chairman Newton said that the vote will be postponed until June.

11. APPROVAL OF TECHNICAL ASSISTANCE RECIPIENTS UNDER THE FY 2018 TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

Ms. Newton introduced the approval of technical assistance recipients for the FY 2018 Transportation and Land Use Connections Program. She praised the program for helping member jurisdictions to develop projects or programs that connect transportation and land use activities at the local level.

Ms. Koster explained that the program does a great job in exploring the connections between

transportation and land use and find ways to build capacity within jurisdictions and to consider innovative approaches. She thanked John Swanson and Lamont Cobb for their work with the program.

Mr. Swanson referred to the presentation describing the TLC program and the projects being recommended for approval. He thanked Ms. Koster and ULI for their partnership in the solicitation process. He also explained that the program promoted livable, sustainable, and walkable communities. He said there were eight projects up for approval and referred to the presentation to explain them. He also explained that one additional project, the Central Avenue Trail in Prince George's County recommended for funding was pulled when MDOT said the project was not ready at this time, but he said they looked forward to seeing an application in the future when it is ready.

Mr. Brown asked how TPB staff works with jurisdictions in cases in which projects are not funded at the fully requested amount.

Mr. Swanson said that the application asks about scalability. He said that when projects are not fully funded, staff consults with the jurisdictions in question to determine if they still want to move forward.

A motion was made to approve the FY 2018 TLC projects. The motion was seconded and approved unanimously.

12. WMATA FUNDING – CAO REPORT

Mr. Freudberg presented the board with the findings of the COG CAOs technical report on WMATA funding. He referred to the report and presentation. He explained the background of the work of the committee and explained WMATA's funding needs. He pointed out the gaps in funding over the next ten years. Next, he reviewed the panel's findings and recommendations for closing the funding gap. He explained that four revenue options were reviewed including a sales tax, two kinds of property taxes, and the gas tax. The panel did have some preferences for a sales tax. He also reviewed the importance of Metro for the regional economy and its other benefits to the region. He explained that the COG Board has created a Metro strategy group that will begin to take the technical work into the policy arena with the goal of introducing legislation in January 2018.

Mr. Harris asked about the assumptions made by the panel for the analysis. He asked about other options that might change the financial situation including changing fares.

Mr. Freudberg explained that the analysis did provide some flexibility for future changes but that those changes did not change the issue of the funding gap.

A question was asked about additional federal funding.

Mr. Freudberg explained that there have been many discussions about additional federal funds starting with the PRIIA funding and then the FTA grants. But he said that as of now there are no more additional federal funds available.

13. 2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN

Ms. Erickson said that for the 2018 quadrennial update to the long-range plan the TPB is going to take a different approach. She said this plan will include public outreach, unconstrained projects and programs, and the financial constraint in addition to the new projects for the constrained element. The plan will also include new branding. She said that most MPOs take four years to complete their plans, but that the TPB will take just a year and a half. She referred to her memo and said that it summarizes the elements of the plan. She said that this work is has been shared with the Technical Committee as well as the Citizens Advisory Committee and Access for All Advisory Committee.

Ms. Erickson said that this update will include outreach activities that include a controlled and open survey to the public to gather attitudes about regional transportation. Additional outreach will be

conducted in the fall. This work will be included in the final report, but also be used to inform the call for projects for the constrained elements later this year.

Ms. Erickson said that from a federal perspective the most difficult part of the four-year plan update is demonstrating fiscal constraint. She said that the plan must include sufficient financial information to confirm that projects can be implemented using committee or available revenue sources. She said that there are fifteen different funding agencies in the Washington region drawing on more than 73 funding sources. These funding agencies are presently engaged in an exercise to figure out how much funding is reasonably expected to be available. She said that later it will be necessary to reconcile revenues and expenditures to clearly demonstrate that the plan is fiscally constrained. This will be another chapter in the final plan.

Ms. Erickson said that another new element in the plan include the unconstrained or unfunded list of projects that was developed by the Long-Range Plan Task Force in phase one.

Ms. Erickson referenced her presentation and summarized the timeline, which includes a November 2017 deadline for project submissions. She said that there are lots of activities underway and that the Technical Committee will be briefed monthly. She reminded the board that their constituents will be contacted and asked to participate, and that TPB staff will work with jurisdiction staff on additional outreach activities. She said that the financial analysis component is under way and that staff will work with the Long-Range Plan Task Force to include their work in the final product.

Mr. Zimbabwe asked if the board or the Technical Committee will have an opportunity to provide input into the survey.

Ms. Erickson said yes, that staff will work with the DOTs and the Technical Committee.

Mr. Swanson added that staff welcome questions and input from stakeholders.

Mr. Zimbabwe said that DDOT had conducted surveys with MetroQuest, but also conducted a mailout survey. He said these will be shared.

Mr. Erenrich asked about how this survey relates to the State of the Commute and other surveys conducted by the TPB. He said it would be nice to compare the survey to see if there is a correlation.

Ms. Erickson said that the CLRP MetroQuest survey would be at a high level and staff will work to see the results from the surveys align.

Mr. Snyder asked if a professional public opinion survey firm will be conducting the survey.

Mr. Srikanth said that they survey is being conducted in two ways. First, as a controlled scientific survey. Second as a survey that is open to the public. He added that there will be detailed focus groups throughout the region in the fall to dive deeper into survey results.

Mr. Snyder asked how significant changes in technology and small projects that have a big impact will be factored into the plan.

Mr. Srikanth said that these topics will be addressed in the survey and focus groups.

14. ADJOURN

There being no other business, the meeting was adjourned at 2:00.

Meeting Highlights: TPB Technical Committee June 2017

The Technical Committee met on June 2, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's June agenda:

- **TPB agenda item 7**
Staff informed the committee that the TPB, at its June meeting, will be asked to adopt a set of regional targets for transit asset management, as required under the federal performance-based planning and programming (PBPP) rulemaking for providers of public transportation and metropolitan planning organizations. A draft set of asset management targets was presented in April and May. The committee was briefed on revisions to the transit asset management report. Staff requested that in the future, Technical Committee members seek to get feedback from their board members as early as possible on these types of action items.
- **TPB agenda items 12**
The committee was updated on the Long-Range Plan Task Force's activities to date. In March, the board formally established the task force and charged it to identify for further analyses approximately 6-10 projects, policies, or programs to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents. Staff informed the committee that a consultant would soon be on board to assist with analysis activities. The task force's next meeting was scheduled for June 7.
- **TPB agenda item 10**
The committee was updated on planned public outreach activities for the 2018 Long-Range Plan, including a public opinion survey which will be launched in mid-June. The survey will be conducted both with a controlled sample and as a public survey in which any resident in the region is welcome to participate. Staff also presented potential logo designs for the long-range plan, which has been tentatively named *Visualize 2045*.
- **TPB agenda item 11**
Staff from Virginia Railway Express made a presentation on VRE's 25th Anniversary. The committee was briefed on the achievements of the first 25 years, including ridership, performance, and the growth of the system. The presenter reviewed plans and projects that will support the VRE's future development as a regional rail service and discussed how the TPB can assist in VRE's future.
- **TPB agenda item 9**
The committee was provided with an overview of the FAST Act regulations on the designation of critical urban freight corridors (CUFC), the work to date on the identification of CUFCs including the identification of 25 miles of draft CUFC segments in the Maryland portion of National Capital Region, and next steps in the designation process including the request for provisional approval of the Maryland CUFCs by the Steering Committee. The committee also heard an overview of some of the most relevant retail and delivery trends recently discussed by the Freight Subcommittee.

The following item were presented for information and discussion:

- **Performance-Based Planning and Programming (PBPP) Update**
The committee will be provided an update on federal PBPP rulemaking and TPB's plan for implementation. In addition, VDOT staff presented their MAP-21/FAST highway safety performance targets, the methodology used to set them, and efforts underway to assist Virginia's MPOs in their setting of regional highway safety targets.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES

ATTENDANCE – June 2, 2017

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
DCOP	Dan Emerine

MARYLAND

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

VIRGINIA

Alexandria	Pierre Holloman
Arlington County	Dan Malouff
City of Fairfax	-----
Fairfax County	Mike Lake
	Malcolm Watson
Falls Church	-----
Fauquier County	-----
Loudoun County	Robert Brown
Manassas	-----
NVTA	Sree Nampoothiri
NVTC	Patricia Happ
Prince William County	James Davenport
PRTC	Betsy Massie
VRE	Sonali Soneji
VDOT	Norman Whitaker
	Regina Moore
VDRPT	Tim Roseboom
	Todd Horsley
NVPDC	-----
VDOA	-----
<u>WMATA</u>	Jonathan Parker

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
 Lyn Erickson, DTP
 Ron Milone, DTP
 Andrew Meese, DTP
 Charlene Howard, DTP
 Ken Joh, DTP
 Wendy Klancher, DTP
 Jessica Mirr, DTP
 Eric Randall, DTP
 Sergio Ritacco, DTP
 Rich Roisman, DTP
 Jon Schermann, DTP
 Daivamani Sivasailam, DTP
 John Swanson, DTP
 Dusan Vuksan, DTP
 Lori Zeller, DTP
 Abigail Zenner, DTP
 Steve Walz, DEP
 Sunil Kumar, DEP
 Paul DesJardin, DCPS

OTHER

L'Kiesha Markley, SHA
 Tiana Norris, MDOT
 Meredith Hill, MDOT
 T.R. Hickey, VRE
 Stephen Read, VDOT
 Clinton Edwards, VDRPT
 Alex Brun, MDE
 Sandra Jackson, FHWA
 David Willauer, Cambridge Systematics
 Bill Orleans



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 15, 2017

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: June 15, 2017

At its meeting on June 2, the TPB Steering Committee approved the following resolutions:

- SR24-2017: To amend the FY 2017-2022 Transportation Improvement Program (TIP) to include \$1.9 million in advanced construction funding and to reduce Regional Surface Transportation Program funding by \$1.9 for the Route 7/George Washington Boulevard Overpass project; and to include \$11.5 million in Northern Virginia Transportation Authority bond funding for the completion of the Loudoun County Parkway Interchange at Old Ox Road/Arcola Boulevard project, as requested by the Virginia Department of Transportation. These projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.
- SR25-2017: To amend the FY 2017-2022 TIP to include \$1.2 million in state funding for the MD 97 Highway Reconstruction project (formerly known as the MD 97 Montgomery Hills Study); and to include \$10.9 million in Surface Transportation Block Grant funding, \$3 million in state funding, and \$1.5 million in National Highway Performance Program funding for the Areawide Congestion Management project grouping, as requested by the Maryland Department of Transportation. These projects are exempt from the air quality conformity requirement.
- SR26-2017: To provide preliminary approval of eleven segments of Maryland public roads as Critical Urban Freight Corridors in the Maryland portion of the National Capital Region planning area. The Fixing America's Surface Transportation (FAST) Act provides MPOs with a population greater than 500,000 (including the TPB) with the authority to designate public roads within its urbanized area as Critical Urban Freight Corridors in consultation with the State(s).

The committee reviewed a draft amendment to the FY 2017-2022 TIP that has been requested by the District Department of Transportation (DDOT) to update project and funding information for FY 2017 in order to match the District's updated Obligation Plan. The amendment will add \$179 million in new funding to FY 2017, including a \$106 million GSA Earmark for the St. Elizabeth's Campus Access Improvement project. All projects are 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. The Steering Committee recommended that the TIP amendment be approved by the TPB with resolution R25-2017 under Item 8 of the June 21 meeting.

The Steering Committee was briefed on several technical corrections to the FY 2017 and FY 2018 Unified Planning Work Programs (UPWP). The first technical correction, requested by Fairfax County, was to update Figure 5, "Transportation Planning Studies within the Washington Metropolitan Area" in both the FY 2017 and FY 2018 UPWPs to include a planning study called "Transit-Oriented

Development (TOD) Planning for the Richmond Highway Corridor.” The second correction was requested by DDOT to update the same Figure 5 in both the FY 2017 and FY 2018 UPWPs to include a planning study called “Section 5304 Transit Asset Management Study.” The third technical correction was made to correct mathematical errors in the Travel Monitoring and Data Programs, and Technical Assistance line items in Table 2 of the FY 2017 UPWP.

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

- SR24-2017
- SR25-2017
- SR26-2017
- Technical corrections to the FY 2017 and FY 2018 UPWPs

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 ROUTE 7/GEORGE
WASHINGTON BOULEVARD OVERPASS AND LOUDOUN COUNTY PARKWAY
INTERCHANGE AT OLD OX ROAD/ARCOLA BOULEVARD PROJECTS,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, in the attached letters of May 24 and May 25, VDOT has requested that the FY 2017-2022 TIP be amended to include \$1.901 million in advanced construction (AC) funding for right-of-way (ROW) acquisition in FY 2017 and \$4.244 in Regional Surface Transportation Program (RSTP) and match funding for ROW in FY 2017, and reduce RSTP funding for construction by \$6.15 million in FY 2021 for the Route 7 George Washington Boulevard Overpass project (TIP ID 6553); and to include \$11.47 million in Northern Virginia Transportation Authority Pay-Go Bond (NVTa PAY-GO) funding for construction in FY 2017 for the Loudoun County Parkway Interchange at Old Ox Road/Arcola Boulevard project (TIP ID 6594), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$1.901 million in AC funding for ROW acquisition in FY 2017 and \$4.244 in RSTP and match funding for ROW in FY 2017, and reduce RSTP funding for construction by \$6.15 million in FY 2021 for the Route 7 George Washington Boulevard Overpass project (TIP ID 6553); and to include \$11.47 million in NVTa PAY-GO funding for construction in FY 2017 for the Loudoun County Parkway Interchange at Old Ox Road/Arcola Boulevard project (TIP ID 6594), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 2, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

May 24, 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: TIP Amendment for Loudoun County Parkway Intersection with Old Ox Rd. / Arcola Blvd.,
UPC#107953

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add the intersection of Loudoun County Parkway with Old Ox Road / Arcola Boulevard in Loudoun County as a new project with \$11,470,000 in NVTAF funding for the construction phase in FY 2017.

This project will complete the at-grade intersection of Loudoun County Parkway at Route 606 / 842 (Old Ox Road / Arcola Boulevard) with the partial opening of Loudoun County Parkway to points north as needed. The intersection is included in the 2016 CLRP and related Air Quality Conformity Analysis as part of CLRP Project # 2654, Route 606 Reconstruction. The NVTAF funding was anticipated in the 2014 CLRP Financial Element.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on June 2nd, 2017. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in dark ink, appearing to read "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

May 25, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for the
Route 7/George Washington Blvd. Overpass, Loudoun County, VA (UPC# 105584)

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add right-of-way funding to the Route 7/George Washington Boulevard overpass project in Loudoun County, Virginia. This project will improve traffic operations on Route 7 by providing a grade-separated crossing over VA 7 with a four-lane cross section and bicycle/pedestrian accommodations. This project is already included in the FY 2017-2022 TIP. The amendment reflects the Virginia Commonwealth Transportation Board's latest estimates and planned obligations. VDOT is adding approximately \$1.9 million in Advance Construction right-of-way funding and approximately \$4.2 million in RSTP right-of-way funding in FY 17. We are also adjusting construction funding downward in FY 2021, and adjusting previous year PE funding in FY 2015.

The project funding is consistent with the revenue projections VDOT provided for the 2014 CLRP Financial Element. The Overpass is listed in the 2016 CLRP, and is not significant for air quality conformity analysis.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on June 2nd, 2017. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA

Ms. 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
Route 7 George Washington Boulevard Overpass										
TIP ID: 6553	Agency ID: 105584	Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS				Project Cost: \$28,030		Complete: 		
Facility: VA 7 Harry Bird Highway	AC	100/0/0				3,661 c				3,661
From: Overpass @ G.W. Blvd	AC 1	80/20/0		1,901 b						1,901
To:	RSTP	80/20/0	1,367 a	4,244 b	3,500 b	2,723 c	8,223 c	2,381 c		21,071
Total Funds:										26,633

Description: Project will Improve traffic operations on Route 7 by constructing a grade separated overpass at Route 1050 George Washington Blvd. FROM: 0. 25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)

Amendment: Add and Adjust Funding

Approved on: 6/2/2017

Update project funding per current estimate and obligations: add \$1.901 million AC funding for RW in FY 17; add \$4.244 million RSTP funding for RW in FY 17; adjust Previous Funding to include \$1.367 million in RSTP funding for PE in FY 15; reduce RSTP CN funding in FY 21 to \$2.381 million. All funding amounts include matching.

LOUDOUN COUNTY PKWY INT. AT OLD OX RD / ARCOLA BLVD

TIP ID: 6594	Agency ID: 107953	Title: LOUDOUN COUNTY PKWY INT. AT OLD OX RD / ARCOLA BLVD				Project Cost: \$11,470		Complete: 2018		
Facility: VA 607 Loudoun County Pkwy	NVTA-PAYGO	0/100/0		11,470 c						11,470
From: VA 842 Arcola Blvd										
To:										
Total Funds:										11,470

Description: Complete the at-grade intersection of Loudoun County Parkway at Route 606 / 842 Old Ox Road / Arcola Boulevard (This improvement is limited to 0. 25 mi. S. of Route 842 to 0.15 mi. N. of Route 842, Arcola Boulevard) with partial opening of Loudoun County Parkway to points north as needed.
Child project of parent UPC 97529

Amendment: Add New Project

Approved on: 6/2/2017

Add new project. add \$11.470 Million in NVTA funds to the CN phase in FY 2017. UPC 107953 is a "child" project of UPC 97529.

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 MD97 HIGHWAY
RECONSTRUCTION AND AREAWIDE CONGESTION MANAGEMENT PROJECTS,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

WHEREAS, in the attached letter of May 25, MDOT has requested that the FY 2017-2022 TIP be amended to change the project name of TIP ID 5420 from MD 97 Montgomery Hills Study to MD 97 Highway Reconstruction and to include \$764,000 and \$412,000 in state funding for planning/design in FY 2018 and FY 2019 respectively; and to include a total of \$10.88 million in Surface Transportation Block Grant (STBG) funding in FY 2019, FY 2020 and FY 2021 for planning/design and construction, a total of \$2.96 million in state funding in FY 2019, FY 2020 and FY 2021 for planning/design and construction, and a total of \$1.56 million in National Highway Performance Program (NHPP) funding in FY 2018, FY 2019 and FY 2020 for construction on the Areawide Congestion Management project, as described in the attached materials, and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to change the project name of TIP ID 5420 from MD 97 Montgomery Hills Study to MD 97 Highway Reconstruction and to include \$764,000 and \$412,000 in state funding for planning/design in FY 2018 and FY 2019 respectively; and to include a total of \$10.88 million in STBG funding in FY 2019, FY 2020 and FY 2021 for planning/design and construction, a total of \$2.96 million in state funding in FY 2019, FY 2020 and FY 2021 for planning/design and construction, and a total of \$1.56 million in NHPP funding in FY 2018, FY 2019 and FY 2020 for construction on the Areawide Congestion Management project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 2, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 25, 2017

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

Dear Chairman Newton:

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

TIP ID#	Project	Phase	Amount of New Funding	Comment
3085	System Preservation Projects	PP/PE CO	\$1,600,000 \$13,800,000	Add funding for planning/ design and construction.
5420	MD 97 Montgomery Hills Study	PP/PE	\$1,176,000	Add funding for planning/ design.

MDOT requests that these amendments be approved by the Transportation Planning Board (TPB) Steering Committee at its June 2, 2017 meeting.

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

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

The Honorable Bridget Donnell Newton
Page Two

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

Sincerely,



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

Attachment

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

Larry Hogan, **Governor**
Boyd K. Rutherford, **Lt. Governor**



Pete K. Rahn, **Secretary**
Gregory Slater, **Administrator**

**STATE HIGHWAY
ADMINISTRATION**

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF ERIC BECKETT *TPB FOR*
REGIONAL AND INTERMODAL PLANNING DIVISION

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

DATE: May 18, 2017

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

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

TIP	Project	Phase	New Funding
3085 MC #17-21 03/30/2017	Areawide Congestion Management	PP/PE CO	\$1,600,000 \$13,800,000
5420 MC #17-17 03/06/2017	MD 97 Highway Reconstruction, Silver Spring/Forest Glen	PP/PE	\$1,176,000

ANALYSIS

Areawide Congestion Management (TPB 3085 MC #17-21 03/30/2017) – This requested amendment reflects the addition of \$1,600,000 to planning/design and the addition of \$13,800,000 to construction funding in the FY 2017-2022 TPB TIP. MDOT SHA requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's updated programmed congestion management expenditures in FY 2017-2022.

**Maryland Department of Transportation
State Highway Administration**

707 North Calvert St., Baltimore, MD 21202
410.545.0300 | TTY 800.735.2258 | roads.maryland.gov
My telephone number/toll-free number is 410.545.5675/1.888.204.4828

Ms. Heather Murphy
Page Two

MD 97 Highway Reconstruction (TPB 5420 MC #17-17 03/06/2017) – This requested amendment reflects the addition of \$1,176,000 to planning/design funding in the FY 2017-2022 TPB TIP. MDOT SHA requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT SHA's updated programmed expenditures in FY 2017-2022. In addition, this requested amendment reflects a change in project name from "MD 97 Montgomery Hills Study" to "MD 97 Highway Reconstruction", as MDOT SHA now is funding design. MDOT anticipates beginning preliminary design in the Summer of 2017.

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

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

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions regarding Areawide Congestion Management (TPB 3085 MC #17-21 03/30/2017) or MD 97 Highway Reconstruction (TPB 5490 MC #17-17 03/06/2017), please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at mbaker4@sha.state.md.us.

ATTACHMENTS

- FY 2017-2022 TPB TIP project 3085 report
- FY 2017-2020 Maryland STIP project 3085 MC #17-21 03/30/2017 report
- FY 2017-2022 TPB TIP project 5420 report
- FY 2017-2020 Maryland STIP project 5420 MC #17-17 03/06/2017 report

cc: Mr. Matt Baker, Regional Planner, MDOT SHA
Ms. Samantha Biddle, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA
Jeffrey Folden, P.E., Chief, Innovative Contracting Division, MDOT SHA
Mr. Joseph Gentile, Transportation Engineer, MDOT SHA
Ms. Kandese Holford, Assistant Regional Planner, MDOT SHA
Mr. David Rodgers, Regional Planner, MDOT SHA
Mr. Jerry Smith, Assistant Regional Planner, MDOT SHA
Mr. John Thomas, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. Brian Young, District 3 Engineer, MDOT SHA
Mr. Ted Yurek, Regional Planner, MDOT SHA

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/State Highway Administration

Secondary

MD 97 Highway Reconstruction

TIP ID: 5420		Agency ID: MO2241		Title: MD 97 Highway Reconstruction			Complete: 2030	Total Cost: \$63,100
Facility: MD 97		Local	0/0/100	2,613 a	387 a			387
From: MD 390								
To: MD 192		State	0/100/0		764 a	412 a		1,176
								Total Funds: 1,563

Description: A study evaluate MD 97 safety and accessibility improvements between MD 390 and MD 192.

Amendment: Adding Planning/Design Funding

Approved on: 6/2/2017

This amendment reflects the addition of \$1,176,000 to planning/design funding in the FY 2017-2022 TPB TIP. Adding \$764,000 (State) to FY18 PP/PE and \$412,000 (State) to FY19 PP/PE. In addition, this amendment reflects a change in the project name from "MD 97 Montgomery Hills Study" to "MD 97 Highway Reconstruction," as MDOT SHA now is funding design.

**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
Other									
System Preservation Projects									
TIP ID: 3085	Agency ID: AWCM	Title: Areawide Congestion Management	Complete:				Total Cost:		
Facility:	CMAQ	100/0/0	433 a	433 a	516 a	400 a	383 a	366 a	6,841
From:			12 b	12 b	14 b	11 b	10 b	10 b	
To:			725 c	725 c	865 c	670 c	642 c	614 c	
	NHPP	100/0/0	160 a	173 a	200 a	147 a	147 a	133 a	4,034
			4 b	5 b	5 b	4 b	4 b	4 b	
			268 c	770 c	815 c	726 c	246 c	223 c	
	State	0/100/0	680 a	690 a	713 a	420 a	433 a	107 a	9,139
			3 b	4 b	4 b	3 b	3 b	3 b	
			1,018 c	1,554 c	1,714 c	1,421 c	190 c	179 c	
	STBG	100/0/0	2,560 a	2,586 a	2,653 a	1,533 a	1,586 a	293 a	32,519
			10 b	10 b	12 b	9 b	8 b	8 b	
			3,803 c	5,447 c	6,039 c	4,958 c	513 c	491 c	
Total Funds:									52,533

Description: Congestion management projects include traffic management, new and reconstructed signals, signage, lighting, signal systemization, design and construction of park-and-ride facilities, CHART, design and construction of ITS projects, and design and construction of intersection capacity improvements.

Amendment: Adding Planning/Design and Construction Funding

Approved on: 2/3/2017

This requested amendment reflects the addition of \$9,750,000 and \$10,100,000 to FY 2017-2022 TPB TIP planning/design and construction funding, respectively, for Areawide Congestion Management (TPB 3085). MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOTs updated programmed congestion management expenditures in FY 2017-2022.

Amendment: Adding Planning/Design and Construction Funding

Approved on: 6/2/2017

This amendment reflects the addition of \$1,600,000 to planning/design and \$13,800,000 to construction funding in the FY 2017-2022 TPB TIP. Adding \$1,280,000 (STBG) and \$320,000 (State) to FY21 PP/PE. Adding \$480,000 (NHPP) and \$120,000 (NHPP) to FY18 CO; \$480,000 (NHPP), \$5,200,000 (STBG), and \$1,420,000 (State) to FY19 CO; and \$480,000 (NHPP), \$4,400,000 (STBG), and \$1,220,000 (State) to FY20 CO.

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

**RESOLUTION TO PROVIDE PROVISIONAL APPROVAL OF CRITICAL URBAN FREIGHT CORRIDORS
IN THE MARYLAND PORTION OF THE NATIONAL CAPITAL REGION PLANNING AREA**

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

WHEREAS, the provisions of the FAST Act enable the designation of Critical Urban Freight Corridors and Critical Rural Freight Corridors as part of the National Highway Freight Network; and

WHEREAS, provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as Critical Urban Freight Corridors in consultation with the State(s); and

WHEREAS, TPB staff has initiated collaboration with officials at the District Department of Transportation (DDOT), the Virginia Department of Transportation (VDOT), and the Maryland Department of Transportation (MDOT) to identify Critical Urban Freight Corridors in those respective states, facilitating regional coordination; and

WHEREAS, MDOT has requested the exploration of an expedited process for the approval of provisional Critical Urban Freight Corridors within Maryland to enable completion of their FAST Act-compliant State Freight Plan by June 30, 2017; and

WHEREAS, the Maryland public roads listed in the attached table were identified through a collaborative process among MDOT officials and TPB staff and meet the criteria for designation as Critical Urban Freight Corridors as set forth under provisions of the FAST Act; and

WHEREAS, provisional approval of the public roads listed in the attached table as Critical Urban Freight Corridors by the Steering Committee of the National Capital Region Transportation Planning Board will enable MDOT to include these corridors in their updated FAST Act-compliant State Freight Plan to be completed by June 30, 2017; and

WHEREAS, the National Capital Region Transportation Planning Board will be asked to officially designate a full set of Critical Urban Freight Corridors for the Washington planning area at a later date.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the provisional designation of the Maryland public roads listed in the attached table as Critical Urban Freight Corridors, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 2, 2017.

Table: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region

Route Number	Start Point	End Point	Length (miles)
US 15	MD 26	US 40 / S. Jefferson St.	3.21
US 40	US 15	I-70 / I-270	0.62
US 15	I-70	Mt. Zion Rd.	2.47
US 15	Hayward Rd.	MD 26	1.05
US 301	Prince George's / Charles County line	Smallwood Dr.	4.26
US 50	DC / MD line	MD 410	4.05
MD 198	Old Columbia Pike	I-95	2.98
MD 201	US 50	MD / DC line	0.46
MD 4	I-95	MD 337	0.91
MD 185	I-495	MD 410	1.21
MD 5	Surratts Rd.	MD 373	3.48
Total			24.70



MEMORANDUM

TO: TPB Steering Committee
TPB Technical Committee

FROM: Jon Schermann, TPB Transportation Planner

SUBJECT: Critical Urban Freight Corridors within the Maryland Portion of the National Capital Region

DATE: June 2, 2017

This memorandum describes the background and reasons for requesting expedited designation of provisional Critical Urban Freight Corridors for the Maryland portion of the National Capital Region.

BACKGROUND

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

The NHFN consists of four components:

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

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

Table 1: Role in Designating CUFCs and CRFCs

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

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

REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

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

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

MILEAGE LIMITATIONS

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

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

Table 2: Critical Urban Freight Corridor Mileage

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

Table 3: Maryland Critical Urban Freight Corridor Mileage

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

MARYLAND CRITICAL URBAN FREIGHT CORRIDORS

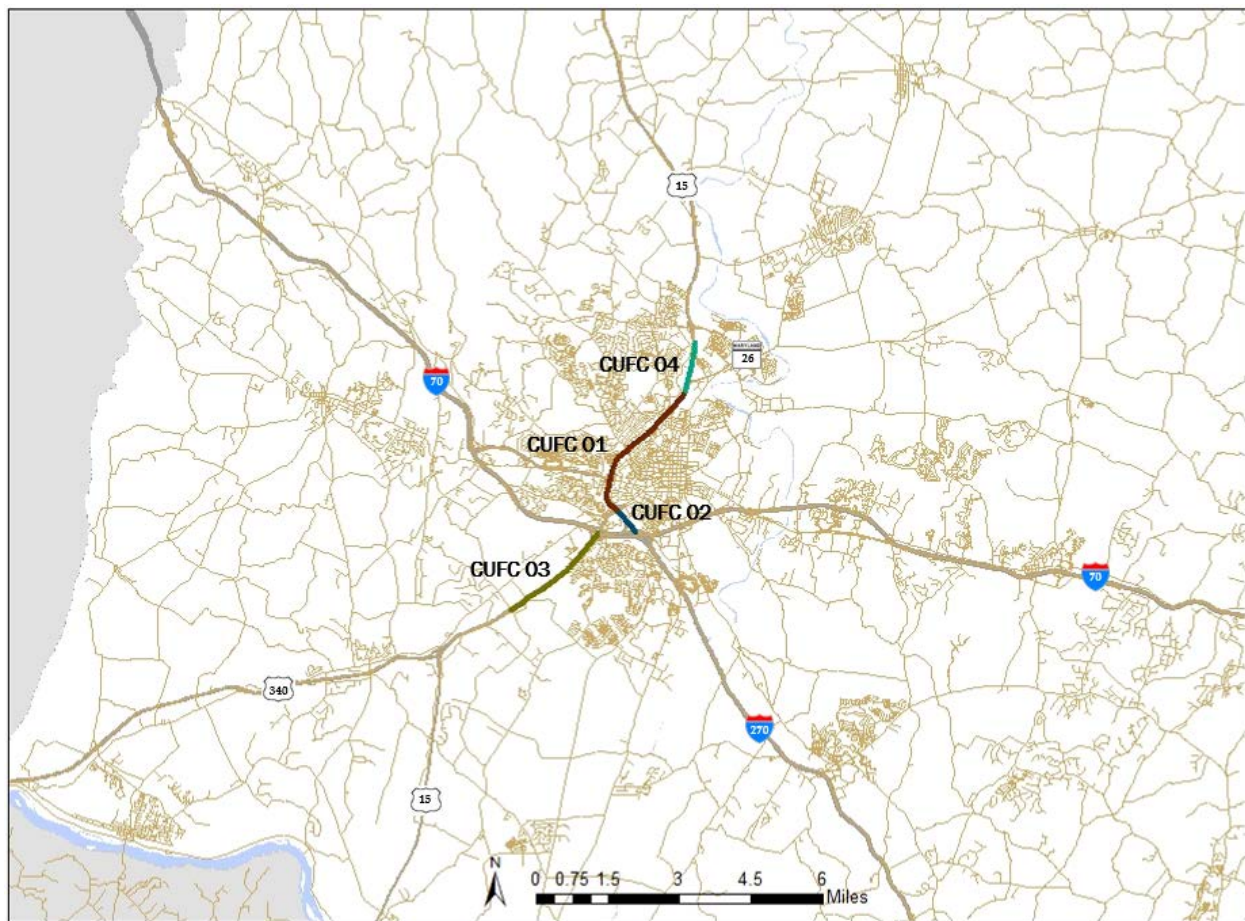
The TPB will be asked to designate a full set of CUFCs for the National Capital Region, including Maryland, Virginia, and District of Columbia routes, later this year. In the meantime, MDOT has requested an expedited process for the approval of provisional CUFCs within Maryland to enable completion of their FAST Act-compliant State Freight Plan by June 30, 2017. To that end, staff is requesting that the TPB Steering Committee approve the provisional designation of the Maryland Public Roads listed in Table 4 and Figures 1 through 4 (below and following pages) as CUFCs.

Table 4: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region

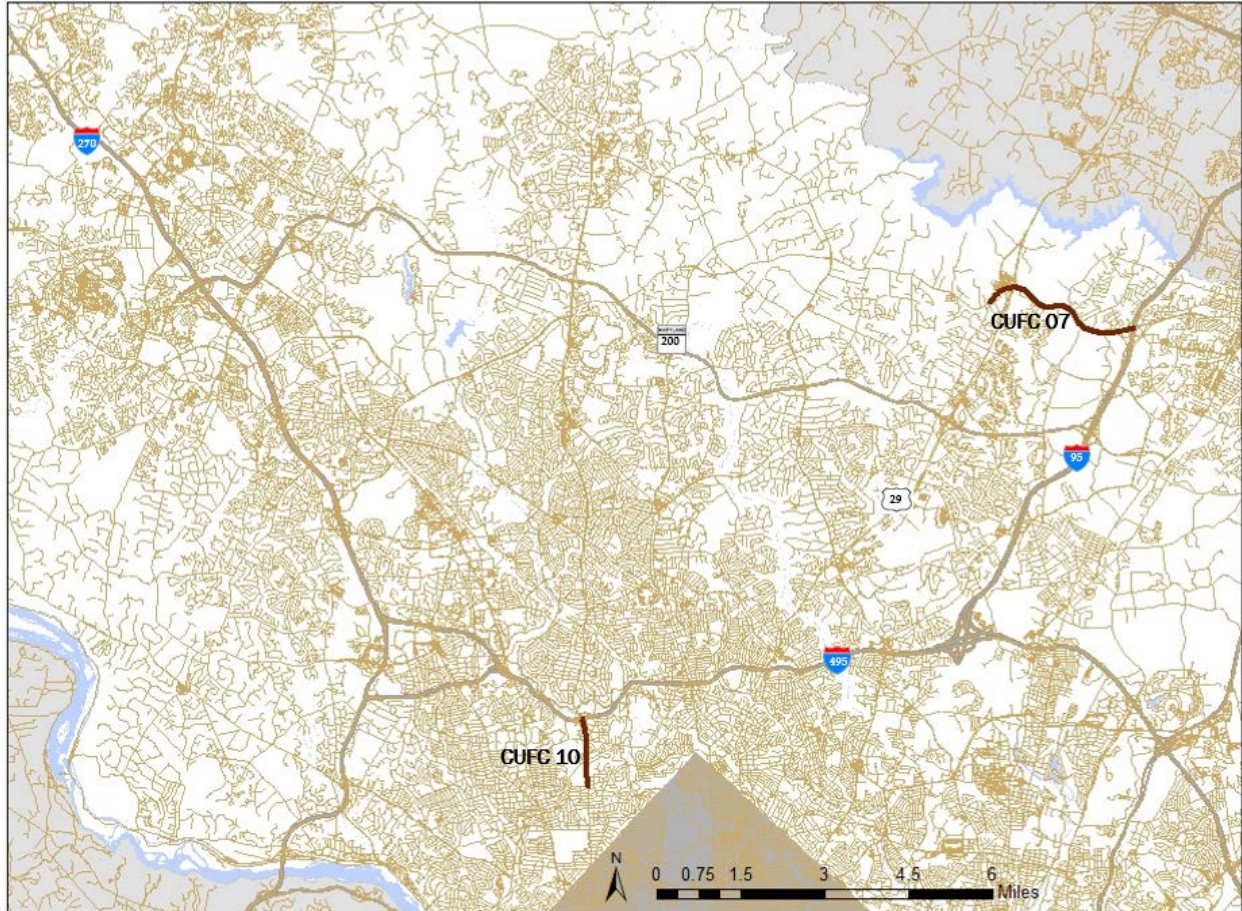
ID	Route Number	Start Point	End Point	Length (miles)
CUFC 01	US 15	MD 26	US 40 / S. Jefferson St.	3.21
CUFC 02	US 40	US 15	I-70 / I-270	0.62
CUFC 03	US 15	I-70	Mt. Zion Rd.	2.47
CUFC 04	US 15	Hayward Rd.	MD 26	1.05
CUFC 05	US 301	Prince George's / Charles County line	Smallwood Dr.	4.26
CUFC 06	US 50	DC / MD line	MD 410	4.05
CUFC 07	MD 198	Old Columbia Pike	I-95	2.98

ID	Route Number	Start Point	End Point	Length (miles)
CUFC 08	MD 201	US 50	MD / DC line	0.46
CUFC 09	MD 4	I-95	MD 337	0.91
CUFC 10	MD 185	I-495	MD 410	1.21
CUFC 11	MD 5	Surratts Rd.	MD 373	3.48

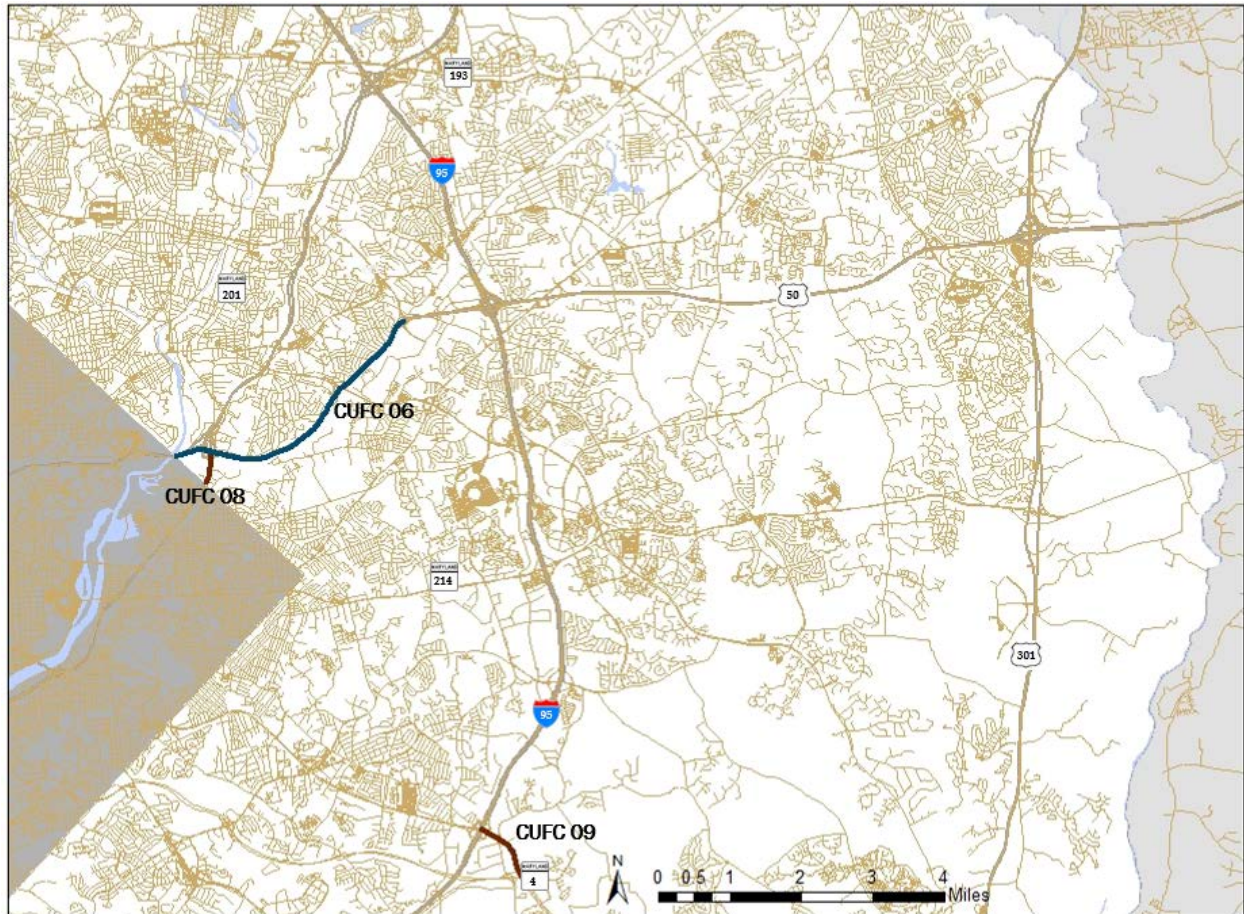
Figure 1: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region – Frederick County area detail



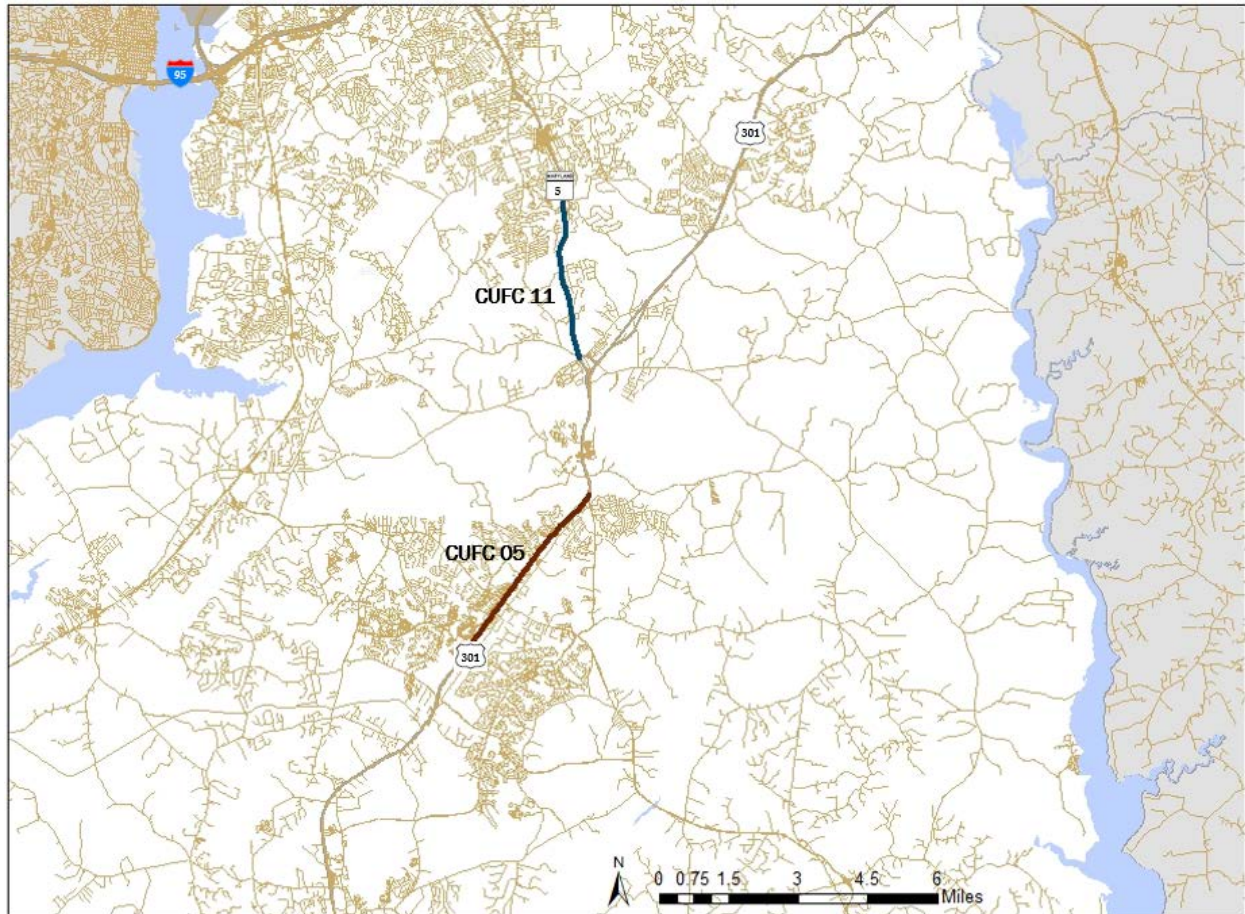
**Figure 2: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region
– Montgomery County area detail**



**Figure 3: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region
– Prince George’s County area detail**



**Figure 4: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region
– Charles County area detail**



METHODOLOGY

TPB and SHA staff worked together to identify the CUFCs shown above. The methodology utilized both objective data and professional judgment and is outlined below:

- The Maryland State Highway Administration (SHA) and its consultant partner Cambridge Systematics developed a Geographic Information System (GIS) geodatabase that assigned truck volumes and a freight density score² to each link in Maryland's highway network.

² The freight density score is based on each roadway link's proximity to freight dependent businesses. It is derived using US Census Bureau economic census data and other sources.

- TPB staff scored each urban link within the Maryland portion of the National Capital Region by normalizing the truck volumes and freight density scores and then combining them into a “total score”.
- The links were sorted in descending order by total score.
- The highest scoring corridor segments (by total score) totaling 50 miles in length (twice the mileage allotted) were identified by TPB staff iteratively querying the geodatabase.
- The resulting 50 miles of CUFC corridor “candidates” were compared to project locations within Maryland’s 2017 Consolidated Transportation Program to identify those candidate corridors where expenditures are planned for budget years 2018 through 2022.
- Those candidate corridors (less than 25 miles in total length) were advanced to the final stage.
- The highest scoring remaining candidates were advanced to the final stage such that the total combined mileage of all the identified corridors did not exceed 25 miles.
- These “final” CUFCs comprise the list displayed in Table 4 and are the Critical Urban Freight Corridors the Steering Committee will be asked to provisionally approve.

NEXT STEPS

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

- June 2:
 - Staff will request TPB Steering Committee approval and provisional designation of Maryland CUFCs.
- June 21:
 - Results of the TPB Steering Committee action, along with background information, will be provided to the TPB.
- June 30:
 - MDOT to complete FAST Act-compliant State Freight Plan, including CUFCs, for submittal to FHWA.
- June - September:
 - TPB staff to continue collaborative efforts with DDOT and VDOT staff to identify CUFC candidates in the District and in Virginia with periodic review of the TPB Freight Subcommittee.
- September - November:
 - TPB staff will present all regional CUFCs (MD, VA, and DC) to the Technical Committee and then request TPB designation of the full set of CUFCs in the Region.
- October - November:
 - TPB resolution designating the National Capital Region’s CUFCs will be submitted to FHWA with copies MDOT, DDOT, and VDOT.



MEMORANDUM

TO: Transportation Planning Board Steering Committee
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Technical Correction to FY 2017 UPWP Funding Tables
DATE: June 2, 2017

This memorandum describes a technical correction to Table 2 of the FY 2017 Unified Planning Work Program (UPWP) as amended on March 29, 2017. A minor error was found, the funding totals do not change, and Table 2 must be corrected in order to properly budget and pay for the UPWP activities.

SUMMARY

The TPB's FY 2017 UPWP was originally adopted by the TPB at its March 16, 2016 meeting and subsequently approved by the FHWA and FTA. The UPWP provides the scope of work and budget for the work activities for the period July 1, 2016 thru June 30, 2017. At its March 29, 2017 meeting the TPB amended the UPWP to revise the budget to carryover previously approved work activities and budgets into the next fiscal year (Resolution R12-2017). The supporting documents for this action included a memorandum (dated March 9, 2017) describing the details of the changes and summary tables reflecting the amended budgets. Staff has discovered an arithmetic error in the tables that listed the amended amounts. While the memorandum described the correct amount of carryover funding for one of the work activities, the amount listed in the table was incorrect. The following section provides details of the correction and the revised table is attached. This correction does not change the Board approval and does not change the overall scope for the work activities.

DETAILS

The March 9, 2017 memo detailed all the work activities whose budget amounts were being revised and the funding amounts to be carried over into the FY 2018 UPWP. Based on the information in this memo, the TPB amended the FY 2017 UPWP at its March 29, 2017 meeting to reduce the total budget by \$2,703,540 to reflect all the work activities that were not anticipated to be completed during the remaining part of this fiscal year (ending June 30, 2017). This amount was carried over to the FY 2018 UPWP to support continued work on these activities and all the other activities planned for FY 2018. The amended budgets by funding source for each work activity was listed in Table 2 that was attached to the March 9, 2017 memo.

Essentially, the numbers in the Table 2 "Total Cost" column were off by \$100,000 from an error in Task 6 "Travel monitoring and Data Programs". As described in the March 9, 2017 memo, of the above total amount the original budget for the Travel Monitoring and Data Programs work activity was to be reduced by \$1,525,627. The amended budget for the Travel monitoring and Data Programs work activity listed in Table 2, however, incorrectly reflected a reduction of \$1,625,627. This error is now being corrected in Table 2 and all related totals in Table 2 have been updated. The corrected Table 2 is attached with all the changed values highlighted.

As reflected in the attached Table 2, the incorrect total for the Travel Monitoring and Data Programs work activity of \$1,861,573 has been corrected to \$1,961,573. The corresponding FTA/State/Local share of the incorrect amount of \$454,068 has been corrected to \$478,460 while the corresponding FHWA/State/Local share of the incorrect amount of \$1,407,505 has been corrected to \$1,483,113.

Staff also reviewed the FY 2018 UPWP budget that was also adopted by the TPB at its March 29, 2017 meeting since it included the carryover funding from the amendment to the FY 2017 UPWP noted above. The total amount of FY 2017 UPWP carryover and the carryover amount for the Travel Monitoring and Data Programs work activity were both the correct amounts (\$2,703,540 and \$1,525,627 respectively) noted in the March 9, 2017 memo. As such this correction, does not affect the budget totals for FY 2018 UPWP adopted by the TPB.

NEXT STEPS

Staff has made the technical correction in the attached Table 2. Since there is no change to the total amount of funding, there is no need for further action. This UPWP technical correction has been placed on the June 2, 2017 Steering Committee agenda to inform the members the 2017 UPWP Table 2 has been updated. This information will also be reported at the June 21, 2017 TPB meeting as part of the Director's Report. The state Departments of Transportation and the FHWA and FTA offices will be notified.



National Capital Region
Transportation Planning Board

March 9, 2017

Corrected: June 2, 2017

TABLE 2
FY 2017 UPWP - PROPOSED AMENDED WORK PROGRAM BUDGETS BY SOURCE

WORK ACTIVITY	TOTAL COST	FTA/STATE /LOCAL	FHWA/STATE /LOCAL	OTHER FUND
CORE PROGRAMS				
1. Long-Range Planning	\$1,104,800	\$269,479	\$835,321	
2. Performance-Based Planning and Programming	\$469,145	\$114,432	\$354,713	(\$50,000)
3. Mobile Emissions Planning	\$1,598,800	\$389,974	\$1,208,826	
4. Planning Programs	\$1,564,200	\$381,534	\$1,182,666	(\$150,000)
5. Travel Forecasting	\$2,266,800	\$552,910	\$1,713,890	
6. Travel Monitoring and Data Programs	\$1,961,573	\$478,460	\$1,483,113	(\$1,525,627)
7. Cooperative Forecasting and Transportation Planning Coordination	\$760,000	\$185,376	\$574,624	(\$100,000)
8. Public Participation and Human Transportation Service Coordination	\$830,200	\$202,499	\$627,701	
9. Transportation Alternatives and Land Use Connection Programs	\$422,700	\$103,103	\$319,597	
10. TPB Support and Management	\$825,785	\$201,422	\$624,363	
Core Program Total	\$11,804,003	\$2,879,190	\$8,924,813	(\$1,825,627)
TECHNICAL ASSISTANCE				
A. District of Columbia	\$245,000	\$196,059	\$48,941	(\$105,118)
B. Maryland	\$317,000	\$253,677	\$63,323	(\$498,367)
C. Virginia	\$420,000	\$336,102	\$83,898	(\$251,428)
D. WMATA	\$149,620	\$149,620	\$0	(\$23,000)
Technical Assistance Program Total	\$1,131,620	\$935,458	\$196,162	(\$877,913)
Total, Basic Program	\$12,935,623	\$3,814,648	\$9,120,975	
CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Process 2015 Air Passenger Survey - Phase 2	\$125,000			\$125,000
B. Ground Access Forecast and Element Update	\$125,000			\$125,000
Continuous Airport System Planning Total	\$250,000			\$250,000
GRAND TOTAL UPWP	\$13,185,623	\$3,814,648	\$9,120,975	\$250,000

June 2, 2017

Lyn Erickson

From: Lyn Erickson
Sent: Wednesday, May 31, 2017 2:24 PM
To: 'Riddle, Brent'
Cc: Lake, Michael R.; Kanti Srikanth; Andrew Austin; ' (Sandra.Jackson@dot.gov)'; 'melissa.mcGill@dot.gov'
Subject: Fairfax County Request for Technical Correction to 2017 UPWP and 2018 UPWP
Attachments: 2017 UPWP Figure 5 Fairfax.pdf; 2018 UPWP Figure 5 Fairfax.pdf

Dear Mr. Riddle:

This is to acknowledge the receipt of and the processing of Fairfax County's request to make a technical correction to the National Capital Region Transportation Planning Board's (TPB) FY 2017 Unified Planning Work Program (UPWP) and FY 2018 UPWP. As requested, the planning study called "Transit-Oriented Development (TOD) Planning for the Richmond Highway Corridor" has been added to Figure 5 "Transportation Planning Studies within the Washington Metropolitan Area" in the 2017 UPWP and the 2018 UPWP. The updated Figure 5 for both UPWPs is attached.

This UPWP technical correction has been placed on the June 2, 2017 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the June 21, 2017 TPB meeting as part of the Director's Report. Should you have any questions on the matter please contact Lyn Erickson at 202-962-3319 or lerickson@mwkog.org.

Sincerely,
 Kanti Srikanth
 Director – MWCOC, Dept. of Transportation Planning
 Staff Director – Transportation Planning Board
 202-962-3257 (Direct)
 202-962-3202 (Fax)

Sent on behalf of Kanti Srikanth by:

Lyn Erickson

Lyn Erickson, AICP

Plan Development and Program Coordination Director
 Metropolitan Washington Council of Governments
 777 North Capitol Street NE, Suite 300
 Washington, DC 20002
 Cell (703)587-7935
 Work (202)962-3319

From: Riddle, Brent [mailto:Michael.Riddle@fairfaxcounty.gov]
Sent: Tuesday, May 30, 2017 1:41 PM
To: Kanti Srikanth <ksrikanth@mwkog.org>; Lyn Erickson <lerickson@mwkog.org>
Cc: Lake, Michael R. <Michael.Lake@fairfaxcounty.gov>
Subject: Request for Technical Correction to 2017 and 2018 UPWP

Dear Kanti and Lyn:

Fairfax County requests your assistance to modify both the FY 2017 UPWP and FY 2018 UPWP to update for a Technical Correction. We are seeking to add a planning study related to the award of Federal Transit Administration (FTA) funds for “Transit-Oriented Development (TOD) Planning for the Richmond Highway Corridor” to Figure 5 “Transportation Planning Studies within the Washington Metropolitan Area.” Please see the attached proposed revisions.

Fairfax County Department of Transportation was one of 16 organizations awarded funding under FTA’s Transit-Oriented Development Planning Pilot Program for communities that are developing new or expanded mass transit systems. The TOD planning activities will support the development of a revised comprehensive plan for Richmond Highway by increasing access to transit, improving pedestrian and bicycle connections, and enabling high quality mixed-use development around Bus Rapid Transit (BRT) station areas.

Please contact me should you have questions or need additional information.

Thanks in advance for your assistance with this request.

Brent

Brent Riddle, Sr Transportation Planner
Coordination and Funding Division
Fairfax County Department of Transportation
Phone: (703) 877-5659 Fax: (703) 877-5723
Email: Michael.Riddle@fairfaxcounty.gov

UNIFIED PLANNING WORK PROGRAM FY 2017

Unified Planning Work Program (UPWP) for Transportation Planning for the
Washington Metropolitan Region for FY 2017

March 2016

Amended March 29, 2017

Figure 5 (continued)

Transportation Planning Studies within the Washington Metropolitan Area 2016 (continued)

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Virginia – Planning Studies			
I-66 Tier 2 EIS (Outside the Beltway)	VDOT	2016	FEIS
I-66 Environmental Study (Inside the Beltway)	VDOT	2016	CE Report
Significant Projects Ratings Study (HB 599) – Round 2	VDOT	2016	Ratings
VA Rte. 28 Study	VDOT	2015	Improvement Options
Fairfax County Pkwy Study – Phase 1	VDOT, Fairfax County	2016	Near-Term Operational Improvements
VRE Gainesville-Haymarket Extension Study and NEPA	VRE	2017	NEPA Document
NOVA Bike and Pedestrian Trails	VDOT	2016	Report Update
Route 7 Transit Alternatives Analysis Study – Phase 2	NVTC	2016	Identify referred mode, alignment, termini, and funding
I-395/95 Transit/TDM Study	VDRPT	2016	Report
I-395 Environmental Study	VDOT	2016	Draft EA
TransAction Update	NVTA	2017	Report
<u>Transit Oriented Development Planning for the Richmond Highway Corridor</u>	<u>Fairfax County</u>	<u>2018</u>	<u>Report</u>
Maryland – Planning Studies			
I-95/I-495 Capital Beltway Study (American Legion Bridge to Woodrow Wilson Bridge)	MDOT/SHA, MTA, Montgomery and Frederick Counties	On-hold	DEIS
I-270/US 15 Multimodal Corridor Study (I-370, North of Biggs Ford Road)	MDOT/SHA, Montgomery County	On-hold	FEIS
I-495/I-270 West Side Study (Potomac River to I-370)	MDOT/SHA	TBD	TBD

UNIFIED PLANNING WORK PROGRAM

FY 2018

Unified Planning Work Program (UPWP) for Transportation Planning for the
Washington Metropolitan Region for FY 2018

March 2017

Figure 5 (continued): Transportation Planning Studies within the National Capital Region, 2017

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
VIRGINIA			
Household Travel Survey	TPB, DOTs, WMATA, Local Governments	2018	Report
Regional Emergency Preparedness Effort	NVTC, Transit Agencies, Emergency Management personnel, VDOT	2018	Plans
Amendments to the Financially Constrained Long-Range Transportation Plan	TPB, DOTs, WMATA, Local Governments	2018	CLRP
STARS Liberia Avenue Corridor Improvement Study	VDOT	2018	Report
Significant Projects Ratings Study (HB 599) – Round 2	VDOT	2018	Ratings
I-395 Express Lanes Northern Extension Environmental Study	VDOT	2018	Report
VA Rte. 28 Corridor Feasibility Study	Prince William County / City of Manassas	2018	Improvement Options
Fairfax County Pkwy Corridor Study – Long-Term / Vision	FCDOT	2018	Report
VRE Gainesville-Haymarket Extension Study and NEPA	VRE	2017	NEPA Document
I-495 West / Americal Legion Bridge Strategic Plan Study from I-270 West Spur to the Virginia Hot Lanes	MDSHA Coordinating with VDOT	2018	Report
TransAction Update	NVTA	2018	Report
<u>Transit Oriented Development Planning for the Richmond Highway Corridor</u>	<u>Fairfax County</u>	<u>2018</u>	<u>Report</u>

Lyn Erickson

From: Lyn Erickson
Sent: Thursday, June 1, 2017 1:54 PM
To: 'Rawlings, Mark (DDOT)'; Jackson, Sandra (FHWA); McGill, Melissa (FTA)
Cc: Sebastian, Jim (DDOT); Bell, Deneane (DDOT); Kanti Srikanth
Subject: RE: Revised DDOT Request to modify DDOT FY 2017 UPWP and FY 2018 UPWP to update Figure 5: Transportation Planning Studies within the Washington Metropolitan Area
Attachments: DDOT 2017 UPWP Figure 5 - Section 5304.pdf; DDOT 2018 UPWP Figure 5 - Section 5304.pdf

Dear Mr. Rawlings:

This is to acknowledge the receipt of and the processing of the District Department of Transportation's (DDOT) request to make a technical correction to the National Capital Region Transportation Planning Board's (TPB) FY 2017 Unified Planning Work Program (UPWP) and FY 2018 UPWP. As requested, the planning study called "Section 5304 Transit Asset Management Study" has been added to Figure 5 "Transportation Planning Studies within the Washington Metropolitan Area" in the 2017 UPWP and the 2018 UPWP. The updated Figure 5 for both UPWPs is attached.

This UPWP technical correction has been placed on the June 2, 2017 Steering Committee agenda to inform the members the UPWP language has been updated. This information will also be reported at the June 21, 2017 TPB meeting as part of the Director's Report. Should you have any questions on the matter please contact Lyn Erickson at 202-962-3319 or lerickson@mwkog.org.

Sincerely,
Kanti Srikanth
Director – MWCOC, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)

Sent on behalf of Kanti Srikanth by:

Lyn Erickson

Lyn Erickson, AICP

Plan Development and Program Coordination Director
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002
Cell (703)587-7935
Work (202)962-3319

From: Rawlings, Mark (DDOT) [mailto:mark.rawlings@dc.gov]
Sent: Thursday, June 1, 2017 11:04 AM
To: Lyn Erickson <lerickson@mwkog.org>; Jackson, Sandra (FHWA) <Sandra.Jackson@dot.gov>; McGill, Melissa (FTA) <Melissa.McGill@dot.gov>
Cc: Sebastian, Jim (DDOT) <jim.sebastian@dc.gov>; Bell, Deneane (DDOT) <deneane.bell@dc.gov>; Kanti Srikanth <ksrikanth@mwkog.org>
Subject: Revised DDOT Request to modify DDOT FY 2017 UPWP and FY 2018 UPWP to update Figure 5: Transportation Planning Studies within the Washington Metropolitan Area

Good Morning Kanti/Lyn:

This e-mail is to request your assistance to modify the FY 2017 UPWP and FY 2018 UPWP to update the District of Columbia's section of Figure 5: Transportation Planning Studies within the Washington Metropolitan Area. Specifically, we are requesting that the following be added to the list of studies as included in the attached and detailed below:

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
FY 2017 UPWP			
Section 5304 Transit Asset Management Study	DDOT	2017	Study
FY 2018 UPWP			
Section 5304 Transit Asset Management Study	DDOT	2017/2018	Study

As always, please call/e-mail me should you have questions or need additional information.

Thanks in advance for your assistance with this request.

Mark

Mark Rawlings

Regional Planner

Policy, Planning and Sustainability Administration

District Department of Transportation

55 M Street SE, Suite 400

Washington, DC 20003

o. 202.671.2234

m. 202.369.7845

e. mark.rawlings@dc.gov

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UNIFIED PLANNING WORK PROGRAM FY 2017

Unified Planning Work Program (UPWP) for Transportation Planning for the
Washington Metropolitan Region for FY 2017

March 2016

Amended March 29, 2017

Figure 5 (continued)

Transportation Planning Studies within the Washington Metropolitan Area 2016 (continued)

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
District of Columbia – Planning Studies			
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	On-going	EIS
South Capitol Street (EIS)/AWI	DDOT	On-going	EIS
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT, WMATA	On-going	Report/Design
Managed Lane Study	DDOT	2015	NEPA
DC Streetcar – Union Station to Georgetown	DDOT, FTA, FHWA	2015	NEPA
DC Streetcar – Benning Rd Ext Environmental	DDOT, FTA, FHWA	2015	EA
DC Streetcar – M Street Ext Environmental	DDOT, FTA, FHWA	2015	EA
Long Bridge Study	DDOT, FRA	2015	Study
Long Bridge Environmental	DDOT, FRA	2015	NEPA
C Street NE Implementation Study	DDOT	2015	Study
North South Corridor Study	DDOT	2015	Study
State Rail Plan	DDOT	2015	Plan
Florida Avenue NE Study	DDOT	2015	Study
16th Street NW Transit Priority	DDOT	2015	Study
East End Bike Lane Study	DDOT	2015	Study
Florida Avenue NE Study	DDOT	2015	Study
East-West Crosstown Study	DDOT	2015	Study
<u>Section 5304 Transit Asset Management Study</u>	<u>DDOT</u>	<u>2017</u>	<u>Study</u>

UNIFIED PLANNING WORK PROGRAM

FY 2018

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2018

March 2017

Figure 5 (continued): Transportation Planning Studies within the National Capital Region, 2017

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
DISTRICT OF COLUMBIA			
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT, WMATA	On-going	Report/Design
DC Streetcar – Union Station to Georgetown	DDOT, FTA, FHWA	2017	NEPA
DC Streetcar – Benning Rd Ext Environmental	DDOT, FTA, FHWA	2017	EA
Long Bridge Environmental	DDOT, FRA	2019	NEPA
C Street NE Implementation Study	DDOT	2017	Design
Florida Avenue NE Study	DDOT	2017	Design
16th Street NW Transit Priority	DDOT	2017	Design
East End Bike Lane Study	DDOT	2017	Design
New York Avenue Streetscape and Trail	DDOT	2017	Study
Florida Avenue NE Study	DDOT	2017	Design
Downtown West	DDOT	2017	Study
Pennsylvania Avenue East of the White House	DDOT/NPS	2017	Study
New York Avenue / South Dakota Avenue Interchange Study	FHWA	2017	Study
Alabama Avenue Safety Study	DDOT	2017	Study
Metrorail Walkshed Improvement Project (TLC)	COG/DDOT	2017	Study
<u>Section 5304 Transit Asset Management Study</u>	<u>DDOT</u>	<u>2017/2018</u>	<u>Study</u>



MEMORANDUM

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

JUN 14 2017

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

Re: Approval of FY 2018 Final Unified Planning Work Program

Dear Chairwoman Newton:

The FY 2018 Unified Planning Work Program (UPWP) for the Washington, D.C. urbanized area that was developed and adopted by the Transportation Planning Board (TPB) on March 29, 2017 has been jointly reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is approved effective July 1, 2017.

Our authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The work is approved with effective dates of July 1, 2017 through June 30, 2018. The Transportation Planning Board (TPB) may request funding for the program in accordance with established procedures.

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

Sincerely,

Terry Garcia Crews
Region III Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

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



National Capital Region
Transportation Planning Board

June 6, 2017

Mr. Dean Gustafson
State Operations Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: ATCMTD Application for Regional Mobility Deployment (NOFO No. 693JJ317NF001)

Dear Mr. Gustafson:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the National Capital Region, for the application to the U.S. Department of Transportation (USDOT), under the "Advanced Transportation and Congestion Management Technologies Deployment Initiative" (ATCMTD), to **Deploy a Regional Mobility Initiative in Northern Virginia**. We appreciate the submission of the application on behalf of Northern Virginia by the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transit (DRPT), and the Northern Virginia Transportation Authority (NVTA). The significant investment being pledged by the initiative partners, providing the required 50% match for ATCMTD grant funds, demonstrates their serious commitment to this effort.

The TPB understands that this initiative will implement a regional Integrated Corridor Management program for interstates, major arterials, and multi-modal options through three key efforts: (1) a Regional Integrated Corridor Management (ICM) Decision Support System (DSS); (2) a Regional Data Warehouse and Portal; and (3) a series of Technology Alignment and Gap Closures. TPB staff joined initiative partners and many other public and private sector participants at a series of stakeholder meetings and workshops, contributing to an "Integrated Corridor Management (ICM) concept of operations and implementation" strategy development, and culminating in part in this initiative. We look forward to regional deployment and utilization of the initiative's systems and services.

The VDOT/DRPT/NVTA initiative supports TPB goals and objectives for a safe and efficient regional transportation system, notably a stated goal to "use the best available technology to maximize system effectiveness." The TPB supports the USDOT's strong consideration of this application, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award coupled with the required matching funds, the region's transportation improvement program (TIP) will be amended to include elements of the initiative. Should you have any questions, please contact me at (202) 962-3257.

Sincerely,

A handwritten signature in green ink, reading "Srikanth" with a stylized "K" and "N" at the end.

Kanathur N. Srikanth
TPB Staff Director



National Capital Region
Transportation Planning Board

May 26, 2017

Maryland Bikeways Program Manager
Maryland Department of Transportation
Office of Planning and Capital Programming
7201 Corporate Center Drive
Hanover, Maryland 21076

To Whom It May Concern:

On behalf of the National Capital Region Transportation Planning Board (TPB), I am writing to express support for the City of Takoma Park's application for funding from Maryland Bikeways Program to complete semi-final (65%) design plans for the New Hampshire Avenue Bikeway.

This bikeway project addresses the TPB's regional goals and priorities for transportation in the Metropolitan Washington Region. When built, it will help provide a comprehensive range of transportation options, promote dynamic activity centers, and help maximize the operational effectiveness and safety of the transportation system. It will also contribute to accomplishing our regional priority of moving more people and goods more efficiently, as outlined in the Regional Transportation Priorities Plan. While making more efficient use of existing infrastructure, the New Hampshire Avenue bikeway will expand bicycle and pedestrian infrastructure, improve access to transit stops and stations, increase roadway efficiency, and enhance circulation to and between regional activity centers.

In FY2017, the TPB funded preliminary (30%) design plans and cost estimates for this project through the Transportation Land-Use Connections (TLC) program, and fully supports continuing efforts towards implementation.

Sincerely,

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

Bridget Donnell Newton
TPB Chairman



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 15, 2017

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

Bike to Work Day breaks records in metropolitan Washington

May 19, 2017

Today, 18,700 metropolitan Washington area commuters participated in one of the nation's largest Bike to Work Day (BTWD) events. Since 2001, BTWD registration and pit stops have increased significantly – from over a few hundred registrants and five pit stops in 2001 to more than 18,700 registrants and 85 pit stops in 2017.

Commuting to work by bike is becoming increasingly popular in metropolitan Washington, according to census data. Of large U.S. cities, the area is now ranked third in the nation for its percentage of commuters who bike to work. Residents who bike to work increased from 2.2 percent in 2010 to 4 percent in 2015.

“We are thrilled to see commuters trade in four wheels for two,” said Nicholas Ramfos, Director of Commuter Connections. “Bicycling is a great commute option and we are pleased that this event provides a great first experience for novice riders.”

BTWD continues to attract commuters who choose to bike to work for the very first time. A recent survey of BTWD participants in 2016 found that 8 percent of new riders continued to bike to work after Bike to Work Day an average of 1.4 days per week.

The annual event, co-sponsored by Commuter Connections and the Washington Area Bicyclist Association (WABA), encourages people to get on a bike and commute to work. BTWD incentivizes commuters to consider and support bicycling as a healthy commuting option that has many benefits, including reduced commuting costs, less traffic congestion, and improved air quality. For many, this event motivates participants to consider biking to work as a practical option for the daily commute.

“Bike to Work Day is a team effort and we are very grateful to be able to work collaboratively with a wide array of agencies, sponsors, and volunteers to deliver such a wonderful event,” said Ramfos. “Our special thanks go out to our regional sponsors including Allegra Allergy, ICF, Takoma Bicycle, DC Bike Lawyers.com, BicycleSpace, Bike Arlington, California Tortilla, GO Alex, and Marriott International for their generous support of the 2017 event.”

Although BTWD is an annual event, there are a range of services and resources available year-round for those who like to bicycle to work. Visit www.commuterconnections.org/commuters/bicycling/ for information on rules of the road, outfitting yourself and your bicycle, bikesharing, and more.

View photos and coverage from this year's event on Twitter via Commuter Connections at [@BikeToWorkDay](https://twitter.com/BikeToWorkDay), and at #BTWD2017 or #BTWDC.

Contact: **Megan Goodman**
Phone: (202) 962-3209
Email: mgoodman@mwkog.org

Tags: [Bike to Work Day](#), [Commuter Connections](#), [Commuting](#)
[< Back to news](#)

Related News



NEWS

#BTWD2017 in pictures and tweets!

May 23, 2017

Bike to Work Day 2017 broke records with 18,700+ registered participants riding to work and enjoying pit-stop goodies and great fun across the region. Here's a...

NEWS

85 pit stops around metropolitan Washington gear up to host thousands of area Bike to Work Day participants

May 18, 2017

More than 85 pit stops—including several new locations east of the Anacostia River—will welcome Bike to Work Day (BTWD) event participants this Friday, May 19.

NEWS

Bike to Work Day plans support for first-time bicycle commuters

May 5, 2017

Thousands of metropolitan Washington area commuters are expected to take to the streets on their bicycles Friday, May 19 for Bike to Work Day 2017 (BTWD)—and...

P: 202.962.3200 | F: 202.962.3201

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Enhanced Mobility grantees share the secrets to their success

Posted by TPB NEWS on JUNE 13, 2017

About every two years the TPB plays a key role in selecting and awarding federal grant funding to projects and initiatives throughout the region aimed at improving mobility for seniors and persons with disabilities. Over the years, dozens of non-profit organizations, local governments, transit agencies, and private for-profit providers have received funding. At a TPB-hosted forum on May 30, many of these grantees gathered to share their ideas and experiences for working to improve transportation for people with limited mobility.



The goal of the Enhanced Mobility program is to improve mobility by removing barriers and expanding transportation options. (Arc of Greater Prince William/Insight, Inc.)

Federal JARC, New Freedom, and Enhanced Mobility programs

The grantees in attendance at the May 30 forum have received funding through two former and one current Federal Transit Administration program. The two former programs are the Job Access Reverse Commute (JARC) and New Freedom programs, which have since been incorporated into the current Enhanced Mobility

of Seniors and Individuals with Disabilities program. That program consolidation occurred under the MAP-21 surface transportation legislation approved in 2012.

The goal of the Enhanced Mobility program is to improve mobility by removing barriers and expanding transportation options. The program provides grants for non-profit organizations, local governments, transit agencies, and private for-profit providers to plan or design transportation projects to meet these populations' needs. The funds can also be used to operate or provide public transportation or alternatives to public transportation that assist seniors and individuals with disabilities.

The TPB's role is two-fold. First, through its administrative agent, the Metropolitan Washington Council of Governments, the TPB receives and helps administer the federal grant dollars for the region. Second, the TPB solicits and reviews applications and makes the final grant awards. The TPB works with its Access for All Advisory Committee (AFA) to confirm priority projects for the region, which in the past have included travel training, wheelchair-accessible taxis, vehicles for non-profit organizations serving people with developmental disabilities, and volunteer driver programs. Then a list of recommended projects are taken to the full board for final approval. The next solicitation is set to begin in August 2017, with final project selection and approval coming in early 2018.

MORE: [Learn about the Enhanced Mobility Program](#)



At the grantee fair portion of the forum, non-profit organizations, county programs, and departments displayed materials about their programs and talked to one another about their work. (TPB)

A grantee fair and networking session

The first part of the May 30 forum was a grantee fair and networking session that gave grantees an opportunity to get to know one another and to learn more about the variety of mobility-enhancing programs serving the region. It also gave non-profit organizations, county programs, and departments the chance to display materials about their programs and talk about what they do.

Providers ranged from the Jewish Council for the Aging, which organizes volunteer drivers in Montgomery County, Maryland, to SkillSource in Northern Virginia, which provides transportation to pre-release inmates

to get to jobs and job training. All the programs help connect a diverse population to make it easier for people to get around.



The Enhanced Mobility forum provided time for program grantees to get to know one another and learn about one another's programs. (TPB)

Planning for projects—procurement, inspections, and more

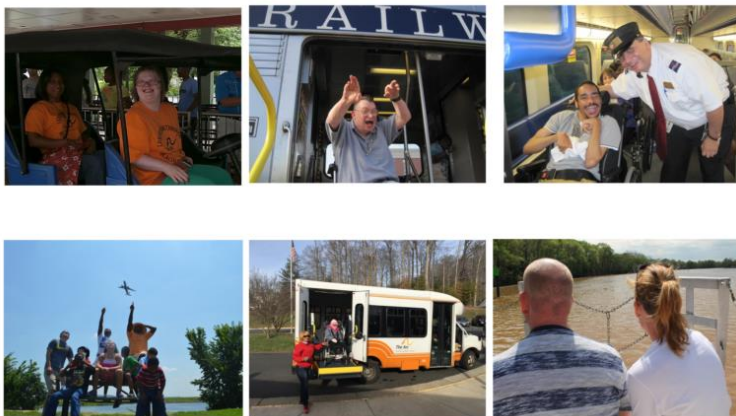
After the grantee fair, a series of formal presentations highlighted the importance of working with multiple partners and members of the community. The speakers demonstrated the value of working across departments within the local jurisdictions. They covered the procurement process, how to bring new vehicles into service, and how to better communicate with the community about the transportation services that are available.

Two very different projects highlighted how important it is to plan out the details of grant funded programs. The City of Alexandria received funds to install pedestrian improvements for six intersections in the city. These improvements included bulb-outs to narrow the crossings and make people more visible, ramps for wheelchairs, and new pedestrian signals. Christopher Balallo, an engineer with the Department of Project Implementation, explained how the city navigated the procurement process and the steps involved. Procurement for federally funded projects can be complicated. Balallo broke it down and gave suggestions for ensuring that programs meet the federal requirements while accomplishing what is needed for the community.

The other project that highlighted advanced planning was a grant for new vehicles for the Arc of Prince William County/INSIGHT, Inc. Executive Director Karen Smith explained the impact the grant made on the community she serves—children and adults with developmental disabilities. "Transportation plays a key role in everything we do. It allows us to get folks to and from a variety of activities. We like to say that great voyages start here."

Great voyages start here

Karen Smith, Executive Director of the Arc of Prince William County/INSIGHT, explained the impact the grant made on the community she serves. (Arc of Prince William County/INSIGHT Inc.)



Smith shared exactly what happens when the Arc receives their new vehicles, from inspection to being road-ready. Once the vehicles are inspected, they may also add more wheelchair tie-downs so that they can serve more wheelchair users. She also said that newer vans with removable seats provide flexible options. All the vehicles also need to have special first-aid kits and civil rights information for riders. The Arc also has to add maintenance gear and register the vehicle.

Once the new vehicles are ready, the Arc performs pre-trip checks every day. They want to ensure that all the vehicles are in good shape and that equipment like wheelchair lifts work well. They don't want to get to a pick-up location and be unable to serve participants.

Working together and establishing partnerships

Montgomery County was awarded a grant for Mobility Management, which refers to the way that transportation services are coordinated for older adults and people with disabilities. Shawn Brennan, mobility manager for Montgomery County Aging and Disability Services, shared some highlights of the work Montgomery County is doing to increase awareness of existing transportation options and recruit more volunteer drivers for a program there. She talked about the importance of good communication and how to increase community engagement.



Seven Tips for a Successful Mobility Management Project

- 1) Have a good reason for taking on your project.**
- 2) Build from your strengths...and even some of your community “weaknesses”.**
- 3) Include in your projects people your activities are designed to benefit, as well as other “stakeholders”.**
- 4) Don’t underestimate the challenge of providing effective communication.**
- 5) Leave no one behind.**
- 6) Don’t assume written translations say what you intend them to say.**
- 7) Don’t go it alone: seek partners to help along the way.**

Shawn Brennan, mobility manager for Montgomery County Aging and Disability Services, shared seven tips for successful mobility management. (Montgomery County Aging and Disability Services)

Brennan shared seven tips but one theme of clear communication and inclusion emerged. She explained the importance of having attractive educational materials in many languages. She also explained how important it is to check all translations since sometimes certain aspects of a program can get lost. Finally, she highlighted the many different partners her program has enlisted to help spread the word and educate the public about the program, including the county police department and departments of recreation and environmental services.

By sharing ideas and getting to know one another, the grantees will be able to bring new ideas to better serve people in the region. They showed how their work impacts people’s lives by enabling them to stay mobile and active.

Save the Date: Vision Zero Workshop

“Vision Zero is the Swedish approach to road safety thinking. It can be summarized in one sentence: No loss of life is acceptable. Safety must be built into the system.”

June 23rd, 2017
10 a.m. – 1 p.m.

Room One
First Floor, MWCOG
777 North Capitol Street NE
Washington, DC



State and Local DOT and Planning Staff will discuss:

- The Benefits of Vision Zero and Towards Zero Deaths approaches for Transportation Safety
- Vision Zero and Towards Zero Deaths Policies in the Washington Region
- Practical Implications of Vision Zero for Agency Planning and Operations

This is a free event. Pre-registration is required. Register [HERE](#)



Image: NYC DOT



Image: Government Offices of Sweden

ITEM 7 – Action

June 21, 2017

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

Staff

Recommendation: Adopt Resolution R24-2017 to approve the table which sets the targets.

Issues: None

Background: The board will be asked to adopt a set of regional targets for transit asset management, as required under the federal performance-based planning and programming (PBPP) rulemaking for providers of public transportation and metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region was presented in April and May.

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

RESOLUTION TO ADOPT TARGETS FOR THE REGION'S TRANSIT ASSETS

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

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the National Capital Region have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the TPB; and

WHEREAS, the transit agencies or jurisdictions operating public transportation coordinated with TPB staff on a method for development of regional targets, and given the diversity of agency sizes, asset usage levels, and other factors among the necessary agencies concurred with the adoption of a matrix of local targets for this initial set of regional transit asset management targets;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of targets for the region's transit assets, as described in the attached materials.

REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT – 2017
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c,d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Ffx. Co.	10%	14% ^e	n/a	0%
Mont. Co.	8% ^a	50% ^{c,d}	n/a	50% ^f
Pr. Geo. Co.	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
Maryland Tier 2 (MTA)	24% ^a	31% ^d	n/a	25% ^f
Virginia Tier 2 (DRPT)	20%	Not reported	n/a	20%

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

REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance-Based Planning and Programming

2017 Report



National Capital Region
Transportation Planning Board

Regional Targets for Transit Asset Management – 2017 Report

June 15, 2017

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

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Design: COG Communications Office

Photo Credit: Eric Randall

ACKNOWLEDGEMENTS

Jurisdictional and transit agency staff from across the region.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

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The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con el Título VI de la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos sus programas y actividades. Para obtener más información, someter un pleito relacionado al Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

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Overview of Performance-Based Planning and Programming Requirements

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

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

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

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

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

Table 1 displays the PBPP goal areas and the corresponding prospective parties in the region which will need to agree on and formally document respective PBPP responsibilities for performance target selection and project programming.

Table 1 – PBPP Goal Areas and Prospective Responsible Parties

	DDOT, MDOT, VDOT	NPS, MdTA, MWAA	Arlington, Alexandria, Charles, Fairfax, Frederick, Loudoun, Montgomery, Prince George's, Prince William	DDOT, DRPT, MTA, PRTC, VRE, WMATA	TPB
Highway Safety	√				√
Highway Pavement and Bridge Condition	√	√	√		√
System Performance (NHS Congestion, Freight, and CMAQ Program)	√				√
Transit Safety			√	√	√
Transit Asset Management			√	√	√

States will typically measure performance and set targets on a statewide basis, and providers of public transportation will measure performance and set targets for their transit system. Depending upon the area of performance, targets may be set annually, biennially, or every four years. States and providers of public transportation must also develop supporting strategic plans for monitoring and improving performance in order to achieve their selected targets. In addition to quantitative targets, periodic narrative reports on performance will also be required. Target-setting is intended to be based on an agency's strategic plan and science-based methodology for forecasting performance based on measured trends and the funding available and programmed for projects that will affect performance.

The MPO is responsible for agglomerating this information to calculate measures and set targets for the metropolitan planning area as appropriate. MPOs have up to 180 days to adopt targets following the targets being set by state DOTs or providers of public transportation. MPOs must coordinate with the state DOTs and providers of public transportation in setting the metropolitan area targets, which should be based on the strategic plans and funded projects of the cognizant agencies. Accordingly, through 2018, the TPB will be taking action on setting performance targets for a variety of prescribed performance measures for the metropolitan planning area.

Introduction to the Transit Asset Management Performance and Target Reporting

This report presents the transit asset management (TAM) targets being adopted by the National Capital Region Transportation Planning Board (TPB) for 2017. The setting of TAM targets is one of the requirements of the PBPP rulemaking.

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

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

Each provider of public transportation is required to adopt annual targets for the performance of their transit assets, initially by January 1, 2017. Subsequently, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area to comply with requirements. Accordingly, the TPB anticipates adopting transit asset targets for the region in June 2017.

Scope

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

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

The region has seven Tier 1 providers of public transportation as defined in the federal rulemaking:

1. WMATA: Metrorail, Metrobus, MetroAccess
2. District of Columbia: Streetcar, Circulator
3. Fairfax County: Connector, Community and Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's County: TheBus, Call-A-Bus

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

6. Potomac and Rappahannock Transportation Commission (PRTC): OmniRide, OmniLink
7. Virginia Railway Express (VRE)

The region has twelve Tier 2 providers as defined in the federal rulemaking, including several small paratransit providers and non-profit providers:

Northern Virginia

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

Suburban Maryland

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

All of the Tier 2 providers in the region have chosen to participate in a group plan with their respective state agency: the Maryland Transit Administration (MTA) or the Virginia Department of Rail and Public Transportation (DRPT). Accordingly, there are nine reporting entities in the TPB's metropolitan planning area.

Providers of public transportation operating within the region but based outside of the TPB's metropolitan planning area, such as MTA Commuter Bus and MARC commuter rail, do not need to be included.

The following schedule for TAM requirements was published in the final rulemaking in July 2016, and subsequently modified by FTA through issued guidance in February and April 2017². Additional guidance may be issued.

- **By January 1, 2017:** Providers of public transportation to establish initial performance targets.
- **By June 30, 2017:** The MPO (i.e., TPB) shall adopt transit asset targets for the metropolitan region within 180 days as required by the Statewide and Metropolitan Planning Rule.
 - Subsequently, regional transit asset targets shall be adopted with every new long-range plan or Transportation Improvement Program (TIP).
- **Starting October 2017:** Providers of public transportation report performance data and targets in the National Transit Database (NTD) within four months after fiscal year end:
 - Optional reporting for this year, e.g., FY 2017 data and FY 2018 targets due October 31, 2017 (if fiscal year July-June).
 - Mandatory reporting for future years, e.g., FY 2018 data and FY 2019 targets by October 31, 2018 (if fiscal year July-June).

² February 2017 guidance: <https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs>

April 2017 guidance: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities>

- Starting October 2019, submit a narrative report describing changes in the condition of the provider's transit system from the previous year and progress made during the year to meet the performance targets.
- **By October 2018:** Providers of public transportation must develop four-year TAM Plans. Subsequently, plans must be updated every four years.

Performance Measures

There are four transit asset performance measures, two of which are age-based and two of which are condition-based:

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

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

Figure 1 – TAM Performance Measures

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

Data Sources

Providers of public transportation measure their performance in accordance with the definitions and requirements of federal rulemaking, including the TAM final rule and the final rule on National Transit Database (NTD) Asset Inventory Reporting. The FTA has also published a Guideway Performance Assessment Guidebook and a Facility Performance Assessment Guidebook to provide guidance to providers of public transportation on how to collect data and measure performance for these assets.

Regional Performance

In most cases for the 2017 target-setting process, providers set targets that are approximately equivalent to their current performance. In future years, TPB staff will work with the providers of public transportation to collate performance data across the region.

Regional Targets

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

Figure 2 – 2017 Regional TAM Targets

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c,d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Ffx. Co.	10%	14% ^e	n/a	0%
Mont. Co.	8% ^a	50% ^{c,d}	n/a	50% ^f
Pr. Geo. Co.	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
Maryland Tier 2 (MTA)	24% ^a	31% ^d	n/a	25% ^f
Virginia Tier 2 (DRPT)	20%	Not reported	n/a	20%

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

Appendix

PROVIDERS OF PUBLIC TRANSPORTATION – INDIVIDUAL TARGETS

The following letters, presentation slides, and other data were provided by the individual reporting entities, and are posted on the COG website at the following URL address.

<https://www.mwcog.org/transportation/planning-areas/performance-based-planning-and-programming/transit-asset-management/>

District Department of Transportation (DDOT)

- Table

Fairfax County

- Presentation

Maryland Transit Administration (MTA) for Maryland Tier 2

- Presentation to the TPB Technical Committee, January 6, 2017

Montgomery County

- Table

Prince George's County

- Table

Virginia Department of Rail and Public Transportation (DRPT) for Virginia Tier 2

- Presentation to the TPB Technical Committee, February 3, 2017

Potomac and Rappahannock Transportation Commission (PRTC)

- Letter from Interim Executive Director Eric Marx, dated March 9, 2017

Virginia Railway Express (VRE)

- Letter from Deputy CEO and COO Rich Dalton, dated March 24, 2017

Washington Metropolitan Area Transit Authority (WMATA)

- Letter from General Manager and CEO Paul Wiedefeld, dated February 3, 2017
- Presentation to the TPB Technical Committee, March 3, 2017

ITEM 8 – Action

June 21, 2017

Approval to Amend the FY 2017-2022 Transportation Improvement Program (TIP) to Include Project and Funding Updates for FY 2017 for the District Department of Transportation (DDOT)

Staff

Recommendation: Adopt Resolution R25-2017 to amend the FY 2017-2022 TIP.

Issues: None

Background: DDOT has requested an amendment to update project and funding information in FY 2017 for 37 projects in the DDOT section of the TIP. These projects are already 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. On June 2, 2017, the Steering Committee reviewed the amendment and recommended approval.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO UPDATE PROJECT AND FUNDING INFORMATION FOR FY 2017 IN ORDER
TO MATCH THE DISTRICT'S UPDATED OBLIGATION PLAN, AS REQUESTED BY
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) 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 June 1, 2017, DDOT has requested that the FY 2017-2022 TIP be amended to update project descriptions and an increase FY 2017 funding by \$179 million for 37 projects in the District's portion of the TIP to reflect the District's Obligation Plan, as described in the attached materials; and

WHEREAS, these projects are 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 National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to update project descriptions and an increase FY 2017 funding by \$179 million for 37 projects in the District's portion of the TIP to reflect the District's Obligation Plan, as described in the attached materials.

Government of the District of Columbia
Department of Transportation



d. Planning and Sustainability Division

June 1, 2017

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

Dear Chairman Newton,

The District Department of Transportation (DDOT) requests that the FY 2017-2022 Transportation Improvement Program (TIP) be amended to include the District's updated Obligation Plan.

The Obligation Plan is a seven-year plan for obligating (initiating) projects. DDOT updates its Obligation Plan annually. The proposed amendment will update the District's element of the FY 2017-2022 TIP with project-related information and funding for FY 2017 as reflected in DDOT's most recently approved Obligation Plan. The updated FY 2017-2022 TIP sheets for the proposed amendment are attached.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee review the proposed amendment and recommend that the TPB approve the proposed amendment at its meeting on June 21, 2017.

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

Sincerely,

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

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

FY 2015 - 2020

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

Interstate

11th Street Bridges and Interchange Reconstruction

TIP ID: 3193	Agency ID: CD056A	Title: 11th Street Bridges SE, Replace and Reconfigure				Complete:	Total Cost:	\$37,500
Facility: 11th Street Bridge and Interchan	NHPP	80/20/0	29,500 c	4,500 a				6,000
From:				1,500 c				
To:								
Total Funds:								6,000

Description: To replace existing structure with new structures and provide direct access from I-295 to Downtown DC (via I-395). To include work for:
I-695 Bridges, I-395 to I-295/DC-295- Project Management and
I-695 Eastbound D4 Ramp Design

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Updated the description to include work for: I-695 Bridges, I-395 to I-295/DC-295- Project Management and I-695 Eastbound D4 Ramp Design. Added 4.5 Mil for planning and design in FY 17 and added 1.5 Mil for construction.

Rehabilitation of I-395 HOV Bridge over Potomac River

TIP ID: 6187	Agency ID: MRR27A	Title: Rehabilitation of I-395 HOV Bridge over Potomac River				Complete:	Total Cost:	\$39,250
Facility: I-395 HOV	NHPP	80/20/0	750 a	1,000 a			38,500 c	39,500
From: Over Potomac River								
To: Over Potomac River								
Total Funds:								39,500

Description: Repair extensive pier cracking, superstructure and substructure rehabilitation.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Added 1Mil NHPP Design funding in FY 17. Moved FY 20 funds to FY 22.

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

FY 2015 - 2020

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

Anacostia Waterfront Initiative

TIP ID: 5957	Agency ID: AW0, EW002C	Title: Pennsylvania Ave/Potomac Circle	Complete:	Total Cost:	\$5,750
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Facility: Pennsylvania Ave and Potomac Circle	HSIP	80/20/0	2,000 a	1,000 a					6,750
From:				5,750 c					
To:									

Total Funds: 6,750

Description: Convert the former I-695 freeway into Southeast Boulevard and to reconfigure Barney Circle to provide at grade access and neighborhood connectivity to the waterfront. Improve pedestrian and bicycle access to the Sousa Bridge and along proposed Southeast Boulevard to the 11th Street Bridges.

Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Add 1Mil HSIP in FY 17 for design.

TIP ID: 5723	Agency ID: AW027A	Title: St. Elizabeths Campuses Access Improvements	Complete:	Total Cost:	\$108,980
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Facility:	GSA Earmark	80/20/0	8,860 a	137,000 c	24,800 c				161,800
From:			43,900 c						
To:									

Total Funds: 161,800

Description: Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include:

- a. I-295 interchange reconfigurations – I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE)
- b. Roadway infrastructure in and around the two campuses – 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE)
- c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Increase FY 17 Construction from 31Mil to 137Mil of GSA Earmark.

South Capitol Street

TIP ID: 6038	Agency ID:	Title: Garvee Debt Service	Complete:	Total Cost:	
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Facility:	NHPP	80/20/0		18,030 c	18,030 c	18,030 c			54,090
From:									
To:									

Total Funds: 54,090

Description: DDOT will use future FHWA annual allocations to pay service on the bonds.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Removed 12.3 Mil NHPP in FY 17 and included it in South Cap Street Bridge Project. Listed in Garvee Debt Service in error.



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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3423 Agency ID: AW011, AW024A Title: South Capitol Street Corridor				Complete:				Total Cost:		\$554,172
Facility:	DEMO	80/20/0	103,918 c							
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri										
To:	GARVEE	80/20/0		48,690 c	84,270 c	76,330 c				209,290
	NHPP	80/20/0		12,300 c	22,320 c	22,320 c	22,320 c			79,260
	State	0/100/0	53,620 c	34,420 c	4,294 c	24,303 c				63,017
Total Funds:										351,567

Description: Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. Concept plans for the replacement of the Frederick Douglas Memorial Bridge are under development as part of the EIS currently being prepared for the corridor.

- a. New Frederick Douglass Memorial Bridge: Full replacement and realignment of the Frederick Douglass Memorial Bridge.
- b. Reconfigure the interchange at Suitland Parkway and I-295: The improvements include the removal of existing cloverleaf ramps at the interchange, replacing them with a diamond interchange. The diamond interchange will include two at-grade signalized intersections, one at the I-295 northbound ramps and the other at I-295 southbound ramps.
- c. Reconfigure the interchange at Martin Luther King Jr. Ave. and Suitland Parkway. The existing MLK Jr. Bridge over Suitland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suitland Parkway to MLK Jr. Ave.
- d. Boulevard streetscape treatments along South Capitol Street from between N Street and the SE/SW Freeway. In this segment, South Capitol Street will be rebuilt as a six-lane boulevard divided by a landscaped median.
- e. New Jersey Avenue Streetscape improvements: The streetscape concept will restore a consistent design to the avenue between the SE-SW Freeway and M Street SE.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Added 12.3 Mil NHPP in FY 17 and removed it from Garvee Service Bond, listed in the wrong place.

Bike/Ped

Reconstruction/Rehabilitation of Superstructure and Substructure Arizona Ave NW

TIP ID: 6516	Agency ID:	Title: Reconstruction/ Rehabilitation of Superstructure and Substructure of	Complete: 2018	Total Cost: \$5,000
Facility: Pedestrian Bridge and Trail at Arizona Ave N	CMAQ	80/20/0	1,000 a	
From: Nebraska Ave NW				
To: Galena PI NW				

Description: The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.



Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Proposed as new project under the Bridge Replacement/Rehab Program. Added 1Mil NHPP for Design in FY 17



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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Bridge									
Monroe Street, NE Bridge over CSX & WMATA									
TIP ID: 6197	Agency ID: MRR26A	Title: Monroe Street, NE Bridge over CSX & WMATA				Complete:	Total Cost:		\$22,400
Facility: Monroe Street Bridge	NHPP	80/20/0	1,700 a						
From:			20,700 c						
To:	STP	80/20/0		1,500 c					1,500
Total Funds:									1,500

Description: Existing Monroe Street Bridge over Metro tracks is in poor condition. This project is for the Bridge replacement.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Amendment to add 1.5 Mil STP for Construction in FY 17.

Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge

TIP ID: 5353	Agency ID: ED028A	Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #				Complete:	Total Cost:		\$19,100
Facility: Southern Avenue	STP	80/20/0	2,200 a	15,500 c					15,500
From: South Capitol Street									
To: 23rd Street									
Total Funds:									15,500

Description: The purpose of this project is to identify solutions that improve the livability of the Southern Avenue corridor from South Capitol Street SE to 23rd Street SE.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Increased 15.1Mil to 15.5 Mil in FY 17.

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
ITS									
Traffic Operations Improvements Citywide									
TIP ID: 3216	Agency ID: OSS07A, CI060A	Title: Traffic Operations Improvements Citywide					Complete:	Total Cost:	
Facility:	DEMO	80/20/0	96 a						
From:	HSIP	90/10/0	2,100 c						2,100
To:	NHPP	80/20/0	1,302 c	250 c	477 c	477 c	477 c		1,681
	NHS	80/20/0	310 a						
	STP	80/20/0	6,200 a	1,200 a	1,000 a	1,000 a	1,000 a		41,250
			33,665 c	8,000 c	8,000 c	8,000 c	8,000 c		
			3,350 e	3,600 e	550 e	500 e	400 e		
Total Funds:									45,031

Description: This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include:

- a. ITS On Call Technical Support Services
- b. MATOC Annual Fee
- c. Traffic Management Center Operations
- d. Citywide Thermoplastic Pavement Markings
- e. Advanced Traffic Management System
- f. Infrastructure Information Technology Support Services
- g. Moveable Barrier System
- h. Implementation of Advanced Traffic Signal Controllers for DC Signal System
- i. Maintenance of Existing Transportation Systems
- j. ITS Maintenance
- k. ITS General Support
- l. ITS System Design Services

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Updated FY 17 funding to decrease NHPP from 477 to 250 for construction, increase STP from 1 Mil to 1.2 Mil for design, increase STP from 7.9 Mil to 8 Mil for Construction and add 2.1 Mil HSIP for Construction. Include sub-projects: j. ITS Maintenance, k.

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Other									
Planning and Management Systems									



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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3213 Agency ID: CAL16C, PM304 Title: Planning and Management Systems				Complete:				Total Cost:		\$49,377
Facility: Citywide	CMAQ	80/20/0	924 a	2,556 a	153 a	198 a	157 a			3,064
From:	HSIP	80/20/0	729 a	381 a	392 a	404 a	416 a			1,593
To:	Sect. 5339	80/20/0	2,000 c	500 a 1,500 c						2,000
	SHRP2	100/0/0	340 a							
	SPR	80/20/0	19,400 a	7,000 a	7,000 a	6,500 a	7,000 a			27,500
	STP	80/20/0	9,888 a	3,030 a 300 c	2,280 a	2,380 a	2,130 a			10,120
	TID	100/0/0	4 a							
Total Funds:										44,277

Description: a. ADA Ramps
b. Asset Inventory and ADA Compliance
c. Civil Rights/EEO Compliance Monitoring Program
d. Climate Change and Air Quality
e. Constructability and Work Zone Safety Review
f. DBE Support Services
g. District STIP Development
h. Environmental Management System
i. Metropolitan Planning
j. State Planning and Research Program
k. Boundary Stones
l. Research Development and Technology
m. Audit and Compliance
n. Non-Destructive Concrete Tester and Surveyor
o. Utility Location 3D Data Repository
p. Research and Innovation Implementation and Evaluation
q. Summer Transportation Institute
r. Bus Stop ADA Improvements
s. STIC Innovation Grant
t. Storage and Maintenance EA
u. Diesel Idle Reduction Program
v. Construction Estimate

Modification: Add 1.5 Mil of Section 5339 in FY 2017

Approved on: 3/20/2017

Request to add \$1,500,000 for Section 5339 of unobligated funds. \$2,000,000 was requested in FY 2016 and only \$500,000 was obligated.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Amend project listing to include sub-projects: s. STIC Innovation Grant, added 100k STP to FY 17, t. Storage and Maintenance EA, added 500k of Section 5339 in FY 17, u. Diesel Idle Reduction Program, added 1.2 Mil CMAQ in FY 17, and v. Construction Estima

Other

DDOT



- Bicycle/Pedestrian Accommodations Included

a - PE b - ROW Acquisition c - Construction d - Study e - Other

D - 7

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)

TIP ID: 6097	Agency ID: MRR14A	Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Stree	Complete:	Total Cost:	\$21,000
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Facility: Anacostia Freeway over South Capitol Street NHPP 80/20/0 1,000 a 10,000 c 20,000 c 30,000

From: _____
To: _____ **Total Funds: 30,000**

Description: Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public. The bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

Amendment: Add 10 Mil in FY 17 **Requested on: 6/21/2017**
Add 10 Mil of NHPP for construction in FY 17

Roadside Improvements Citywide

TIP ID: 5792	Agency ID: ED0C2A	Title: C Street NE Implementation	Complete:	Total Cost:	
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Facility: C Street/N. Carolina Avenue STP 80/20/0 1,000 a 500 a 4,000 c 4,500

From: Oklahoma Avenue _____
To: 14th Street NE **Total Funds: 4,500**

Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicular lane of traffic.

Amendment: Update FY 17 Funding **Requested on: 6/21/2017**
Add 500k STP to FY 17 for design.

TIP ID: 5315	Agency ID: MRR09A	Title: Blair / Cedar / 4th Street NW	Complete:	Total Cost:	\$3,000
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Facility: Intersection of Blair/Cedar and 4th STP 80/20/0 300 a 2,700 c 2,700

From: _____
To: _____ **Total Funds: 2,700**

Description: Implementation of recommendations from the Takoma Study, including new traffic signals, sidewalks, curbs and gutters.

a. Intersection improvements at 4th/Cedar/Blair Streets NW (phase "a" to be obligated in FY 2012)
Safety Improvements as identified in the Road Safety Audit completed.

Amendment: Update FY 17 Funding **Requested on: 6/21/2017**
Add 2.7 Mil for construction to FY 17

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5308	Agency ID: SR070A, ED070	Title: Neighborhood Streetscape Improvements					Complete:	Total Cost:		\$22,253
Facility:	HSIP	90/10/0		50	a					50
From:										
To:	NHPP	80/20/0	200	a						
			50	b						
			41,484	c						
	NHS	80/20/0	50	b						
			6,000	c						
	STP	80/20/0	450	a						
			3,930	c						
Total Funds:										50

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:

- A. 14th Street Streetscape, Thomas Circle - Florida Ave
- B. U St. NW Florida Ave. to 14th St.
- C. Sheriff Road NE safety improvements from 43rd St. to 51st St.
- D. Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements
- E. 15th Street NW Intersection Safety Improvements

Amendment: Add 2017 funding for sup-project letter e. 15th Street NW Intersection Safety Improvements

Requested on: 6/21/2017

Add 50k of HSIP in 2017 for 15th St NW Intersection Safety Improvements

Roadway Reconstruction Citywide

TIP ID: 6597	Agency ID:	Title: Aspen Street NW Improvements					Complete: 2020	Total Cost:	\$8,000	
Facility:	Aspen Street NW	STP	80/20/0	500	a					500
From:	Georgia Avenue NW									
To:	16th Street NW									
Total Funds:										500

Description: Improve Aspen Street NW from Georgia Avenue NW to 16th Street NW to include new turn lanes and a multi-use trail on the north side of the street to support the Walter Reed redevelopment.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Include Aspen Street NW Improvements as a new project. Add 500k STP for design in FY 2017.

Add Aspen Street NW Improvements as a new project. Add 500k STP for design in FY 17.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6598	Agency ID:	Title: Tenleytown Multi-Modal Access				Complete: 2018				Total Cost: \$6,080

Facility: Wisconsin Ave NW	STP	80/20/0	1,000 a							1,000
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From: Albemarle Street NW

To: Brandywine Street NW

Total Funds: 1,000

Description: Develop preliminary and final design for improvements based on recently completed Tenleytown-AU Metrorail Station Access Improvements Study.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Include new Tenleytown Multi-Modal Access Project, add 1Mil in FY 17 of STP for design.

TIP ID: 2965	Agency ID: SR060A MRR11	Title: Roadway Reconstruction Citywide				Complete:				Total Cost: \$53,900
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Facility: CITYWIDE	HSIP	80/20/0	1,000 a	15,500 c						15,500
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From:			12,500 c							
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To:	HSIP	90/10/0	1,000 a	15,500 c						15,500
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	12,500 c									
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NHPP	80/20/0	500 a		6,000 c						6,000
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50 b

STP	80/20/0	6,860 a	2,500 a	18,000 c						31,000
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8,000 c 10,500 c

Total Funds: 52,500

Description: This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include:

a. Oregon Ave. NW, Military Rd. to Western Ave.

b. Rehabilitation of Broad Branch NW

c. Canal Road NW, Chain Bridge to M St.

d. New Jersey Ave., Mass Ave. to N St.

e. Reconstruction of Florida Ave- 9th St NW, from T St. NW to V. St NW, Florida Ave NW from V St NW to W St NW, Sherman Ave NW from Florida Ave NW to Barry St NW.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Changed FY 17 STP Construction from 16Mil to 10.5 Mil, Added 2.5 Mil STP for Design in FY 17 and added 15.5 Mil HSIP for Construction in FY 17.



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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Safety Improvements										
TIP ID: 3212	Agency ID: CB0, CIO	Title: Safety Improvements Citywide					Complete:	Total Cost:		
Facility: Citywide		HSIP	90/10/0	6,744 a	3,050 a	3,000 a	3,000 a	3,000 a		14,310
From:				5,193 c	565 c	565 c	565 c	565 c		
To:		NHPP	80/20/0	350 a						
		SPR	80/20/0	220 a						
		STP	80/20/0	2,316 a	560 a	560 a	560 a	560 a		3,740
				2,292 c	375 c	375 c	375 c	375 c		
Total Funds:										18,050

Description: Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. Funding identified to be obligated District-wide as projects are identified.

- a. City-Wide Traffic Safety
- b. CW Road Safety Audit Program
- c. Pavement Skid Testing
- d. Traffic Accident Reporting and Analysis System (TARAS)
- f. Traffic Safety Data Center at Howard University
- g. Traffic Safety Design Program - HSIP
- h. Traffic Safety Engineering Support Services
- i. Traffic Sign Inventory Upgrade
- j. Traffic Data Collection and Analysis Service
- k. Work Zone Project Management System (CWTMP)
- l. 16th Street NW Circle (Blair Circle) Improvements
- m. Alabama Avenue SE Safety Study
- n. CCTV Cameras
- o. Transportation Asset Management Plan
- p. Traffic Engineering Design
- q. Traffic Safety IDIQ Construction

Amendment: Update FY 17 Funding and description

Requested on: 6/21/2017

modified FY 17 funding and added p. Traffic Engineering Design and q. Traffic Safety IDIQ.

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

FY 2015 - 2020

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

TIP ID: 6595	Agency ID:	Title: Pennsylvania Ave NW Streetscape from 17th Street NW to Washington	Complete:	Total Cost:	\$17,000
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Facility: Pennsylvania Ave NW	NHPP	80/20/0	1,000 a						1,000
From: 17th St NW									
To: 22nd St NW									
Total Funds:									1,000

Description: Design for streetscape of Pennsylvania Avenue NW, includes multi-modal friendly transportation. Facilitate New Connections, Balancing the Modes, Pedestrian Scale Streetscape, Create a vibrant, cohesive public space that provides a sense of visual continuity and a framework for new active uses.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Add New Project Streetscape Project, Pennsylvania Ave NW Streetscape from 17th St NW to Washington Circle, 1 Mil NHPP for Planning.

Traffic Congestion Mitigation

TIP ID: 2945	Agency ID: CM074A	Title: District TDM (goDCgo)	Complete:	Total Cost:	\$7,000
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Facility: citywide	CMAQ	80/20/0	5,200 a	1,700 a	1,000 a	1,000 a	1,000 a		4,700
From:									
To:									
Total Funds:									4,700

Description: Identify neighborhoods affected by traffic congestion impacts; determine the causes of traffic congestion; and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia. Outreach to residents, employees and visitors about alternative transportation options to special events and attractions. Provide a multi-modal transportation information resource website (www.goDCgo.com). Create a commuter store that sells fare media and provides trip planning assistance. The project includes an annual District program and annual allocations.

- a. District TDM/goDCgo: Encourage sustainable travel by District residents, workers and visitors primarily through goDCgo brand. Includes employer outreach, bikeshare and circulator marketing, special events.
- b. Capital Bikeshare Marketing and Outreach

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Add 700k to 1Mil in FY 17 for the Capital Bikeshare Marketing and Outreach program



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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Traffic Signal Maintenance										
TIP ID: 5347	Agency ID: CI046A, CI047A,	Title: Traffic Signal Maintenance NHPP-STP					Complete:	Total Cost:		\$59,000
Facility: Citywide	HSIP	90/10/0	2,740 c	500 c	1,000 c	1,000 c	1,000 c			3,500
From: Citywide	NHPP	80/20/0	6,903 c	1,925 c	2,450 c	2,480 c	2,510 c			9,365
To: Citywide	NHS	80/20/0	3,121 c							
	STP	80/20/0	7,150 a	2,750 a	1,750 a	1,750 a	1,750 a			29,750
			29,519 c	5,400 c	5,650 c	5,150 c	5,150 c			
				400 d						
Total Funds:										42,615

Description: Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia.

Support the Traffic Signal Group of DDOT TOA in providing traffic engineering studies and signal system analysis and management for the city's roadway system. This projects mission is to perform signal warrants. Projects include:

- a. Citywide Traffic Signal Construction Contract
- b. Citywide Traffic Signal Construction Contract (National Highway System Routes)
- c. Traffic Signal Consultant Design
- d. Traffic Signal Optimization
- e. Traffic Signal Uninterruptible Power Supply
- f. Traffic Signal Maintenance - NHPP
- g. Traffic Signal Maintenance - STP
- h. Asset Inventory, Preliminary Design and RFP Development for Improved Signal System and Communication Network
- i. Traffic Signal Systems Analysis
- j. Implementation of Freeway Traffic Management System
- k. Traffic Signal On-Site Support Services
- l. Transit Signal Priority

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Update FY 17 funding according to final design and construction funding.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Urban Forestry Program										
TIP ID: 5313	Agency ID: CG311, CG312,	Title: Urban Forestry Program					Complete:	Total Cost:		\$10,800
Facility: Citywide	NHPP	80/20/0		100 c		1,512 c				1,612
From:	NHS	80/20/0	1,500 c							
To:	STP	80/20/0	4,200 c	400 c		2,088 c				2,488
Total Funds:										4,100

Description: Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Reduce funding in FY 17 for STP from 2Mil to 500k and NHPP from 1.5 Mil to 100k.

Maintenance

Bridge Replacement/Rehabilitation Program

TIP ID: 6596	Agency ID:	Title: Theodore Roosevelt Memorial Bridge					Complete:	Total Cost:		\$31,000
Facility: Theodore Roosevelt Memorial Bridge	NHPP	90/10/0		1,000 a						1,000
From:										
To:	Total Funds: 1,000									

Description: Phase 2 - bridge deck evaluation and environmental inventory; supplemental to Phase 1 investigation, NPS and FHWA input.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Theodore Roosevelt Memorial Bridge proposed as a new project under the Bridge Replacement/Rehab Program. Added 1Mil NHPP for design in FY 17.

TIP ID: 5346	Agency ID: CD026	Title: Theodore Roosevelt Bridge Rehabilitation					Complete:	Total Cost:		\$28,500
Facility:	NHPP	90/10/0	2,964 a	1,000 a						1,000
From:			25 b							
To:	Total Funds: 1,000									

Description: Work includes inspection, sampling and material testing; repairing bridge superstructure and substructure; cleaning and painting all steel members; retrofitting pin and hanger assembly; improving pedestrian and bicycle access; and repairing bridge drainage.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Added 1 Mil NHPP for design in FY 17

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3202	Agency ID: CD032C, MNT05	Title: Bridge Design Consultant Services					Complete:	Total Cost:		\$4,075
Facility: CITYWIDE	NHPP	80/20/0	1,500 a	1,350 a	300 a	625 a	650 a			2,925
From:										
To:	STP	80/20/0	600 a	500 a	200 a					700
Total Funds:										3,625

Description: Provide engineering services for bridges and structures design, geotechnical or other investigations, surveying, including constructability review.

FY2013 Citywide Open End Bridge Design Consultant Services under this contract, the consultant will investigate structural deficiencies encountered during bridge inspections and from observation of DDOT staff. They will propose and design solutions for temporary shoring, structural repair and retrofit, perform structural analyses and rating of bridges, prepare plans, details, special provisions, cost estimates and work orders for construction by the DDOT preventive maintenance contractor.

Amendment: Update FY 17 Funding **Requested on: 6/21/2017**
Increase STP funding from 200k to 500k in FY 17 and reduce NHPP funding from 1.5 Mil to 1.3 Mil in FY 17.

TIP ID: 5342	Agency ID: CD046A	Title: Approach Bridges to 14th Street Bridge					Complete:	Total Cost:		
Facility: 14th Street Bridge northbound over the Poto	NHPP	80/20/0	750 a	1,000 a				34,000 c		35,000
From:										
To:										
Total Funds:										35,000

Description: The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

Amendment: Update FY 17 Funding **Requested on: 6/21/2017**
Added 1 Mil NHPP funds for Design in FY 17. Increased 24 Mil to 34 Mil and pushed out funds from FY 17 to FY 2022.

TIP ID: 5337	Agency ID: CD051A	Title: Replacement of Pedestrian Bridges over Kenilworth Ave					Complete:	Total Cost:		\$16,500
Facility: Kenilworth	STP	80/20/0	2,000 a	350 a	9,000 c					9,350
From:			2,500 b							
To:										
Total Funds:										9,350

Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.

Amendment: Add funding in FY 17 **Requested on: 6/21/2017**
Request to add 350k STP for design in FY 17

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5334	Agency ID: CD052A	Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave				Complete:	Total Cost:			\$23,000

Facility: Benning Road over Kenilworth NHPP 80/20/0 4,621 a 7,000 a 20,000 c 27,000

From:

To:

Total Funds: 27,000

Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Pushed out 20 Mil for construction in FY 17 to FY 20 and added 7 Mil for design in FY 17.

TIP ID: 5316	Agency ID: CD062A	Title: Impact Attenuators and Guardrails				Complete:	Total Cost:			
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Facility: Citywide HSIP 90/10/0 925 a 2,481 a 1,675 c 1,700 c 1,700 c 7,556

From:

To:

Total Funds: 7,556

Description: This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guardrails and attenuators at new locations and removal of units in locations where they are no longer needed.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Add 150K HSIP for design in FY 17 and add 2.33Mil HSIP for construction in FY 17

TIP ID: 3181	Agency ID: CD066A	Title: Replacement of 31st Bridge, NW over C&O Canal				Complete:	Total Cost:			\$6,200
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Facility: 31st Street NW Bridge over C&O Canal NHPP 80/20/0 6,200 c 6,200

From:

To:

Total Funds: 6,200

Description: Removal and replacement of deteriorated deck, repair and painting of structural steel, and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Pushed out 6.2 Mil from FY 16 to FY 17.

TIP ID: 5804	Agency ID: MRR04A	Title: East Capitol St. Bridge over Anacostia River, Br. # 233				Complete:	Total Cost:			\$16,000
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Facility: Anacostia Freeway Bridge over Anacostia Ri NHPP 80/20/0 350 a 16,350

From:

To:

Total Funds: 16,350

Description: Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. This bridge is structurally deficient and must be rehabilitated in accordance with the requirements of MAP21. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Advance 16Mil NHPP from FY 2020 to FY 2017 for construction and add 350k for design in FY 17.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Maintenance of Stormwater management / Best Management Ponds										
TIP ID: 3242	Agency ID: CA303C, MNT02	Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Str					Complete:	Total Cost:		\$3,215
Facility:	STP	80/20/0	800 a	300 a	350 a					2,100
From:			2,050 c	700 c	750 c					
To:										
Total Funds:										2,100

Description: The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual bases and based on stormwater drainage problem occurrences the structures will be inspected. On an annual bases, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures.

- a. Culvert Database
- b. Culvert Rehabilitation and Replacement

Amendment: Update FY 2017 Funding and description

Requested on: 6/21/2017

Request to add 700k STP funds in 2017 for construction for the Culvert Rehabilitation and Replacement Project, added as letter b. in the description. Also to add 300k of STP funds in 2017 for design for Culvert Database, added as letter a. in the description.

Southwest Freeway Bridgeover South Capitol Street

TIP ID: 6490	Agency ID:	Title: Southwest Freeway Bridge over South Capitol Street					Complete: 2020	Total Cost:		\$2,000
Facility:	NHPP	80/20/0	2,000 a	1,500 a						1,500
From:										
To:										
Total Funds:										1,500

Description: Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Added 1.5 Mil NHPP for design in FY17

Streetlight Asset Mgmt & Streetlight Construction - Federal

TIP ID: 5439	Agency ID: AD017A	Title: Citywide streetlight construction					Complete:	Total Cost:		
Facility: citywide	STP	80/20/0	950 a	250 a	100 a	100 a	100 a			4,765
From: citywide			2,930 c	1,515 c	900 c	900 c	900 c			
To:										
Total Funds:										4,765

Description: This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.

Amendment: Increase funding in FY 17

Requested on: 6/21/2017

Increased funding for design from 100k to 250k and increased funding for construction from 900k to 1.5Mil.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Upgrade and Replacement of Overhead Freeway Signs										
TIP ID: 6505	Agency ID:	Title: I-395 Sign Structure Improvements					Complete: 2016		Total Cost:	\$4,700
Facility: Citywide		HSIP	90/10/0	4,000 c						4,000
From:										
To:		NHPP	80/20/0	4,700 a						

Total Funds: 4,000

Description: The project replaces either non-compliant (with the Manual on Uniform Traffic Control Devices), incorrect, or old overhead and other guidance signs along I-395 northbound and southbound generally between the 3rd Street tunnel and the Maine Avenue exits. There will be approximately 30 signs changed as a part of the project. The timeline for completion is the end of August, barring any situations where sign structures need to be replaced.

Amendment: Update FY 17 Funding

Requested on: 6/21/2017

Changed TIP name from Upgrade and Replacement of Overhead Freeway Signs to I-395 Sign Structure Improvements. Added 4Mil HSIP to FY 17 for construction.

Safety										
On-Call Subsurface Pavement Investigation,Engineering										
TIP ID: 6502		Agency ID:		Title: On-Call Subsurface Pavement Investigation, Engineering				Complete: 2017		Total Cost: \$4,511
Facility: Citywide		STP		80/20/0		425 a		681 a		681

Total Funds: 681

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

Amendment: Add funding in FY 2017

Requested on: 6/21/2017

Add 681k of STP funds for design in FY 2017



ITEM 9 –Information

June 21, 2017

WMATA State-of-Good-Repair Funding - Needs and Regional Strategy

Staff

Recommendation:

Adopt Resolution R26-2017 supporting WMATA's Plan and the recommendations of the Metro Strategy Group as adopted by COG on June 14, 2017 (COG Resolutions R36-2017 and R37-2017)

Issues:

None

Background:

Following the briefing on the COG Metro Technical Panel's Final Report in May, the Board will be briefed on WMATA's "Keeping Metro Safe, Reliable, and Affordable" Plan and will be briefed on the recommendations of COG's Metro Strategy Group. The Board will be asked to support the WMATA General Manager/CEO's "Keeping Metro Safe, Reliable, and Affordable" Plan and endorse the COG Board Statement of Principles on Metro.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: WMATA State of Good Repair Funding - Needs and Regional Strategy
DATE: June 15, 2017

The Transportation Planning Board (TPB) is aware of the challenges the Washington Metropolitan Area Transit Authority (WMATA) is facing in maintaining the regional metro rail system in a state of good repair, and has been engaged in understanding this challenge. On June 14, 2017, the Metropolitan Washington Council of Governments (COG) Board adopted Resolution R36-2017 and R37-2017 to support the WMATA General Manager's "Keeping Metro Safe, Reliable, and Affordable" Plan and to adopt a statement of principles on WMATA to guide their path forward throughout 2017. The TPB is being asked to consider TPB Resolution R26-2017 which will endorse both COG Resolution R36-2017 and R37-2017.

BACKGROUND

One of the Goals and Priorities the TPB has adopted in its Regional Transportation Priorities Plan is to ensure a state of good repair of the region's transportation infrastructure. The Constrained Long Range Plan and Transportation Improvements Program both assume that the existing and planned transportation infrastructure will be maintained in a state of good repair. However, the TPB is also aware that there currently is a gap between the funding needed to maintain the Metro rail system in a state of good repair and what funding is currently available.

The TPB has been engaged in understanding WMATA's challenges and working with the member jurisdictions of WMATA and this region through COG and WMATA. TPB staff have participated in COG's Chief Administrative Officers (CAOs) Metro Technical Panel to document the funding needs to operate the current Metrorail system in a safe and reliable manner and to explore potential sources of any additional revenue the region may need to meet the safety and reliability funding needs of the Metrorail system. In November 2016, the TPB was briefed on the Technical Panel's interim report. At the May 17, 2017 TPB meeting, the Board was briefed on the final report, which included information on Metro's 10 year operating and capital funding gaps, the economic value of Metro, suggested metrics and benchmarks for Metro, and assessment of options for a future dedicated source of funding.

On April 19, 2017 WMATA's General Manager/CEO released his "Keeping Metro Safe, Reliable, and Affordable" Plan that documents Metrorail's 10-year funding needs for maintaining the Metrorail system in a state of good repair which is consistent with the COG Metro Technical Panel's final report. On June 14, 2017, the COG Board adopted resolution R36-2017 (attached) supporting the WMATA General Manager/CEO's Keeping Metro Safe, Reliable, and Affordable Plan.

On April 26, 2017, the COG Board established a Metro Strategy Group. This group was charged to review the Metro Technical Panel's report and other information and to prepare policy recommendations, for regional actions, that support achievement of the region's goals for long-term sustainment of Metro as a critical regional transportation system. The Chairman of the TPB has been serving as member of the Metro Strategy Group along with other members of the TPB. The Metro Strategy Group developed a Statement of Principles on Metro to guide the path forward of its work. On June 14, 2017, the COG Board adopted this statement with Resolution R37-2017 (attached).

The TPB is being asked to consider TPB Resolution R26-2017 which will endorse both COG Resolution R36-2017 and R37-2017.

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

**RESOLUTION SUPPORTING THE WMATA GENERAL MANAGER/CEO'S KEEPING METRO SAFE,
RELIABLE, AND AFFORDABLE PLAN AND ENDORSING COG BOARD OF DIRECTORS STATEMENT OF
PRINCIPLES ON METRO TO ASSIST WITH DEVELOPING A REGIONAL STRATEGY TO FACILITATE
ACHIEVEMENT OF THE REGION'S GOALS FOR METRO**

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 Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, requires the TPB to develop a long range transportation plan (CLRP) and a Transportation Improvement Program (TIP); and

WHEREAS, the TPB's long range transportation plan CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040 and the TIP reflects the planned funding obligations for the projects and programs for a six-year period; and

WHEREAS, one of the Goals and Priorities the TPB has adopted is to ensure a state of good repair of the region's transportation infrastructure, and its CLRP and TIP assumes that the existing and planned transportation infrastructure will be maintained in a state of good repair; and

WHEREAS, the TPB is aware of the challenges the Washington Metropolitan Area Transit Authority (WMATA) is facing in maintaining the regional metro rail system in a state of good repair befitting a world class Metro rail system that this region has had and deserves; and

WHEREAS, the TPB is aware that there currently is a gap between the funding needed to maintain the Metro rail system in a state of good repair and what funding is currently available; and

WHEREAS, the TPB has been engaged in understanding this challenge and working with the member jurisdictions of WMATA and this region through the Metropolitan Washington Council of Governments (COG) and WMATA; and

WHEREAS, staff of the TPB have participated in the Metro Technical Panel convened by COG to document the funding needs to operate the current Metrorail system in a safe and reliable manner and explore potential sources of any additional revenue the region may need to meet the safety and reliability funding needs of the Metrorail system; and

WHEREAS, staff of the TPB was briefed on the Technical Panel's interim and final reports in November of 2016 and in May of 2017; and

WHEREAS, the Metro Technical Panel's final report documents information on Metro's 10 year operating and capital funding gaps, the economic value of Metro, suggested metrics and benchmarks for Metro, and assessment of options for a future dedicated source of funding; and

WHEREAS, on April 19, 2017 WMATA's General Manager/CEO released his Keeping Metro Safe, Reliable, and Affordable Plan that documents Metrorail's 10-year funding needs for maintaining the Metrorail system in a state of good repair which is consistent with the COG Metro Technical Panel's final report; and

WHEREAS, the COG Board on June 14, 2017 adopted resolution R36-2017 supporting the WMATA General Manager/CEO's "Keeping Metro Safe, Reliable, and Affordable" Plan; and

WHEREAS, the COG Board on April 26, 2017 established a Metro Strategy Group to review the Metro Technical Panel's report and other information and prepare policy recommendations, for regional actions, that support achievement of the region's goals for long-term sustainment of Metro as a critical regional transportation system; and

WHEREAS, the Chairman of the TPB has been serving as member of the Metro Strategy Group along with other members of the TPB; and

WHEREAS, the Metro Strategy Group has developed a Statement of Principles on Metro to guide the path forward of its work which the COG Board adopted as resolution R37-2017 at its June 14, 2017 meeting; and

WHEREAS, the TPB finds the WMATA GM/CEO's "Keeping Metro Safe, Reliable, and Affordable" Plan consistent with the COG Metro Technical Panel's work that the TPB has supported; and

WHEREAS, the TPB finds the Metro Strategy Group's Statement of Principles consistent with the TPB's goal and priority to ensure Metrorail's state of good repair and safe and reliable service and the TPB's call for fully funding Metro state of good repair needs as assumed in its long-range transportation plan; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board endorses COG's resolutions R36-2017 and R37-2017 (attached).

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

RESOLUTION SUPPORTING THE WMATA GENERAL MANAGER/CEO'S *KEEPING METRO SAFE, RELIABLE, AND AFFORDABLE* PLAN

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, the COG Board of Directors has identified restoring Metro as its top priority reflecting the critical role Metro plays in the success of region's economy, transportation mobility, and overall quality of life; and

WHEREAS, the region's leaders are unified in their desire to support the Washington Metropolitan Area Transit Authority's (WMATA's) ongoing initiatives to achieve a safe, reliable, efficiently managed system, maintained in a state of good repair; and

WHEREAS, the *Keeping Metro Safe, Reliable, and Affordable* Plan ("Plan") released by the WMATA General Manager/CEO on April 19, 2017 provides a sound strategy for furthering the region's goals for a safe, reliable, and efficient system, building on the success of the *SafeTrack* program and the *Back2Good* initiative; and

WHEREAS, the board recognizes that achievement of the goals in the General Manager/CEO's Plan and the ultimate return of Metro to a world class transit system urgently requires identification of a long-term, sustainable funding solution and the board, supported by its Metro Strategy Group, is actively engaged in seeking regional consensus on funding solution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The board supports the direction and spirit of the General Manager/CEO's *Keeping Metro Safe, Reliable, and Affordable* Plan as a constructive framework for improving Metro and looks forward to ongoing collaboration and coordination with WMATA to help achieve the region's vision for a fully restored, world class Metro system efficiently managed in a state of good repair.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on June 14, 2017.

**Laura Ambrosio
COG Communications Specialist**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

RESOLUTION ADOPTING THE COG BOARD OF DIRECTORS STATEMENT OF PRINCIPLES ON METRO

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, the COG Board of Directors has identified restoring Metro as its top priority reflecting the critical role Metro plays in the success of region's economy, transportation mobility, and overall quality of life; and

WHEREAS, the board established a Metro Strategy Group to assist with developing a regional strategy to facilitate achievement of the region's goals for Metro of a fully restored, world class system that is safe, efficiently managed, and maintained in a state of good repair; and

WHEREAS, the Metro Strategy Group recommends the board adopt a series of principles to provide a focus for the regional actions needed to achieve these goals; and

WHEREAS, the recommended principles emphasize the urgent need for local and state governments, the business community and other stakeholders to take unified actions to ensure that funding solutions and associated supporting actions are in place by July, 2018; and

WHEREAS, the principles further emphasize the critical role of the federal government to support America's transit system.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The board adopts the following *Statement of Principles on Metro* to guide the path forward throughout 2017.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on June 14, 2017.

**Laura Ambrosio
COG Communications Specialist**



**COG Board of Directors
Statement of Principles on Metro
June 14, 2017**

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



Washington Metropolitan Area Transit Authority

Keeping Metro Safe, Reliable & Affordable

An Action Plan to Meet
Regional Transit Needs





Metro is critical to the region

Drives economic growth in the region



Increases property value near Metro stations (by 7-9%).

Provides easy access to jobs (54% of jobs are within 0.5 mile of a Metro station).



Improves quality of life and mobility of residents

Supports over 1 million trips every single day (~20% of mode share in the region).

Enables 2.3 million trips by transit dependents per year.



Moves employees of 277 federal agencies (~1/3 peak A.M. commuters).

Promotes environmental sustainability



Improves air quality by reducing auto use, avoiding emission of 260 tons of VOCs, 22 tons of particulate matter, and 500K tons of CO₂.



Attracts new residents by making region affordable

Allows ~20% of rail and 53% of bus riders to live a car-free lifestyle.



Saves households a combined \$705 million in yearly time savings, irrespective of their Metro usage.



WMATA and region must address Metro's challenges over three horizons



Right the Ship (2016-2017)

- **Safety above service reinforced at all levels**
 - One day shutdown in March 2016
 - Launch of SafeTrack in June 2016
- **Service reliability and customer service**
 - 7000 Series railcars
 - 15 minute grace period on Metrorail
- **Fiscal management**
 - Accountability—"at will" employees—terminations
 - Revised ethics and nepotism policies
 - 800 position eliminated
 - Containing absenteeism, overtime, workers' compensation
 - Timely Audits
 - Capital Program delivery





Back2Good (2017-2018)

BACK2GOOD

Update Published: June 8, 2017



RAILCARS

- **1000- and 4000-series gone six months ahead of schedule:** By the end of this month, all of Metro's oldest and least reliable railcars – the 1000- and 4000-series cars – will be off the tracks permanently
- **More new trains carrying passengers:** 43 new 7000-series trains in service at the end of May
 - 7000-series railcars perform 2x better than rest of the fleet
 - First regularly scheduled 7000-series train coming to the Silver Line in June



SERVICE RELIABILITY

- **MyTripTime shows lengthy delays are infrequent:** In May, 91% of all rail trips resulted in customers arriving within 5 minutes of schedule
- **Fewer unscheduled delays:** The number of unscheduled delays in the first 5 months of 2017 is down 23% compared with the same period in 2016
 - Delays caused by railcar problems down 41%
 - Delays caused by track problems down 3%

For more information on WMATA's plan for 2017, visit wmata.com/back2good



SAFETY

- **SafeTrack program to be completed on June 25:** Intensive maintenance effort renewing 1/3 of the system's track in just over one year
 - **Before SafeTrack:** 22% of all wooden ties in the system were defective
 - **Now:** just 2%
 - **Before SafeTrack:** nearly 350 temporary gauge rods needed to hold track in place
 - **Now:** just 19



STATION IMPROVEMENTS

- **New escalators going in:** With the completion of a major escalator project at Woodley Park Station, Metro has now replaced 75 escalators since 2011 and refurbished another 150 to like-new condition



FINANCIAL MANAGEMENT

- **Improved workforce accountability:** New management policies have resulted in 20% reduction in sick leave and leave without pay taken in April 2017, compared with previous year



Metro faces structural funding challenges

Chronic Capital Underinvestment

- Reliant on unpredictable year-to-year annual local, state and federal investments, with only one more year of committed capital funding.
- Substantial deferred capital backlog (\$25 billion unfunded needs).
- Historic focus on system expansion, rather than asset maintenance.
- Large maintenance costs associated with an aging transit system.
- Limited maintenance and rehabilitation opportunity due to “2-track” design and constrained work hours.
- One of the only major U.S. transit systems without dedicated funding.

Unsustainable Operating Model

- Structural operating funding deficit (\$290 million in FY2018).
- Labor-intensive operation – over 70% of operating budget funds personnel (wages & benefits).
- Substantial legacy commitments on wages, pension and health benefits.
- Operating costs rising at nearly 2Xs the rate of non-subsidy revenues.
- No “Rainy Day” or contingency fund.



Keeping Metro Safe, Reliable and Affordable: Capital

➤ To provide a safe and reliable system:

- Increase jurisdictional capital contributions with a 3% annual growth gap
- Invest **\$15.5 billion over the next ten years for critical capital projects**, increasing the average annual investment to \$1.5 billion
- **Establish a multi-year, stable revenue source generating \$500 million per year for a new Capital Trust Fund**
- Dedicate the Capital Trust Fund strictly to capital investment.
- Secure Congressional **reauthorization of federal capital investment (PRIIA) at least at the current level of \$1.5 billion over 10 years**

These recommendations do not require changes to the WMATA compact.



Keeping Metro Safe, Reliable and Affordable: Operating

- **To improve Metro's business model and address affordability:**
 - Cap current jurisdictional **operating subsidies at 3% annual growth**, achieved through aggressive cost containment
 - Preserve pension commitment to active employees and retirees, but provide a **defined contribution plan for new hires**
 - Support enhanced **flexibility to reduce costs** with innovative approaches and **competitive contracting** of targeted functions, where permitted
 - **Create a Rainy Day Fund** to incrementally provide 10% of the operating budget over 10 years
 - Congress should **amend the National Capital Area Interest Arbitration Standards Act** (the Wolf Act) to require an arbitration process that considers the financial condition of WMATA



Action Items

Metro cannot complete this transformation on its own – success in our safety, reliability, and financial responsibility depends on Board, regional, community and business, and federal support:

- ✓ Board, jurisdictions, business members build support for at least a \$500 million annual Capital Trust fund
- ✓ Jurisdictions establish a stable, multi-year revenue stream to support a \$500 million annual Capital Trust fund investment
- ✓ Congress reauthorizes the federal PRIIA investment at the current level of \$1.5 billion over ten years
- ✓ Congress amends the federal Wolf Act to ensure that arbitration considers Metro's financial conditions

Keeping Metro Safe, Reliable and Affordable

By WMATA GM/CEO Paul J. Wiedefeld, April 19, 2017

Introduction

Metro represents a \$40 billion asset and enterprise that has generated returns on regional and national investments through mobility, traffic congestion relief, improved air quality, and economic development. Now more than 40 years old, customers are feeling the effects of an aging system that is jeopardized by decades of deferred maintenance. Today, the system has a total of \$25 billion in unfunded capital needs. **With only one more year of committed capital funding, Metro needs \$15.5 billion over the next 10 years to remain safe and reliable.** Significantly, Metro is still one of the only major American transit systems without funding dedicated to preserve its assets, and to invest in safety and reliability.

Metro also has a unique business model for operating bus and rail services that flows from WMATA's charter and governance structure, which has become financially unsustainable with cost growth that far exceeds revenue. While rider fares and commercial sources, such as advertising, fund more than 45 percent of Metro's operating costs – one of the highest cost recovery rates in the country – Metro's operating expense is rising at nearly twice the rate of Metro's (fare and commercial) revenues.

Left unchecked, Metro's public subsidy requirement for day-to-day operations would grow from \$980 million to \$1.6 billion annually in 10 years – driven primarily by wage and benefit costs. Even if Metro were to regain tomorrow the 100,000 average daily riders lost over the last decade, its public subsidy need for day-to-day operations would still grow to \$1.5 billion in 10 years.

Without a change to this business model, the funding jurisdictions will have to continue to choose every year between substantially reducing service or finding \$12 billion more in public money for Metro's operations over the next 10 years.

Failure to act, and/or continued reliance on insufficient capital and unchecked operating expense growth, could result in cannibalization of capital funding to the detriment of system safety and reliability, erasing the gains Metro has made through SafeTrack and perpetuating the unreliable service riders have endured for too long. New railcar delivery would slow or end, necessary transfer station safety and passenger flow improvements would linger on the drawing board, the bus fleet would age in place, the nation's largest escalator fleet would fall back into disrepair, and customer satisfaction would remain in the 65-70 percent range or decline. Further, because Metro is a key component of the Capital's national security cordon, providing WMATA with the necessary resources to discharge this duty is imperative.

Not only would Metro safety and service be compromised, but inaction would worsen Metro's financial condition, as it becomes more unsustainable each year.

WMATA's unfunded liabilities would grow, and its deteriorating financial condition would impact the agency's credit rating, increase its debt profile and costs to borrow money, which is necessary to ensure proper cash flow. The \$1.0 billion unfunded pension liability would not be addressed and could grow, and the active employee health care costs and \$1.8 billion retiree and other post-employment benefits (OPEB) liability would continue to climb.

Rather than continue a yearly process of lurching from one funding exercise to another to keep Metro afloat, the region would be better served by establishing a new approach to funding that preserves Metro's value, delivers safe and reliable transit service, supports a world-class transit experience for residents and visitors to the nation's capital, and provides stability for Metro's valued customers and employees.

To that end, WMATA has completed a detailed analysis of the financial challenges it faces and practical requirements necessary to keep Metro safe, reliable and affordable. The analysis is focused on two priorities: dedicated capital funding to provide safe and reliable service, and changes to WMATA's business model to keep service affordable for riders and taxpayers.

This framework for WMATA seeks to inform the public and the urgent discussions underway among stakeholders about how to meet Metro's needs next year and beyond. While respecting that WMATA wages and benefits are established through collective bargaining, this analysis also sets forth certain principles intended to enable Metro to provide fair compensation to its current employees, while identifying management tools and other opportunities to achieve efficiencies.

Several significant requirements are contained here that address both capital and operating expenses, as well as financial management best practices, including:

- Grow Metro's capital program to \$1.5 billion average annual investment to fund safety and reliability with a dedicated revenue stream
- Reauthorize and fund federal capital investment (PRIIA) in safety and reliability at least at current level (\$1.5 billion over 10 years)
- Commit to a regional multi-year, stable revenue source to generate \$500 million per year for a Capital Trust Fund
- Provide a lock box feature to ensure the Fund is dedicated to capital investment
- Maintain the current level of jurisdictional capital funding with three percent annual growth cap
- Preserve pensions for active employees and retirees, but provide 401K-like plans for new hires
- Provide flexibility to reduce costs of day-to-day operations with tools including competitive contracting of targeted functions, where permitted (e.g. new services, operations and facilities, such as Silver Line Phase II)

- Amend the National Capital Area Interest Arbitration Standards Act (aka Wolf Act) to require arbitration process consideration of financial realities
- Create a Rainy Day Fund of to incrementally provide 10% of the operating budget over 10 years
- Cap jurisdictional contributions for operating at three percent annual growth

Metro's Capital Requirement

Capital investment is the lifeblood of transit systems, particularly (capital-intensive) rail properties, and is absolutely vital to maintaining the current system and new Silver Line extension in safe and reliable condition. For Metro, capital is necessary to pay for new and rebuilt railcars and buses, tracks, infrastructure, the power system required for 8-car trains, and much needed safety and passenger flow improvements in transfer and other high ridership stations.

While Metro has \$25 billion in total unfunded capital needs, WMATA will require \$15.5 billion of this amount over the next ten years for critical capital projects.

WMATA's Capital Funding Agreement and PRIIA authorization both expire next year, imperiling the current (annually appropriated) stream of capital for safety and reliability projects. WMATA's annual capital program is currently funded by:

- *Federal Formula Grants: \$300M*
- *Federal PRIIA: \$150M*
- *Regional match for PRIIA: \$150M*
- *Jurisdictions' commitment: \$210M*

To supplement the \$810 million in federal and jurisdictional capital funding, the Board and jurisdictions authorized borrowing \$291 million to be repaid by future jurisdictional annual contributions.

Even if this level of effort continues, the capital funding shortfall for Metro's safety and reliability requirements will be at least \$7 billion over 10 years. To maintain a safe and reliable bus and rail network, WMATA must ramp up to a \$1.5 billion average annual capital investment program.

To address this substantial need, levels of investment must be committed by both federal and regional stakeholders. To adequately fund Metro safety and reliability requirements, **PRIIA should be reauthorized and funded at least at the current level of effort (\$1.5 billion over 10 years).** And the region needs to establish a **new dedicated revenue stream and Capital Trust Fund to provide \$500 million annually, exclusively for capital projects.** This new revenue source would demonstrate sustained regional support for the Metro system and create a foundation for planning, contracting, and delivering critical safety and reliability projects. This

commitment will differ significantly from the current Capital Funding Agreement that governs jurisdictional capital contributions to WMATA only through FY2018.

The annual nature of year-to-year capital allocations from the funding jurisdictions limits the region's ability to efficiently and effectively leverage those dollars in the capital markets through bonding. The new Capital Trust Fund must be well-defined – it needs to be funded by a multi-year revenue source that contains a specific, dedicated revenue stream for WMATA. For Metro, “dedicated” refers to capital funding that is predictable, multi-year, has no expiration, and is not subject to annual appropriations.

This structure would separate WMATA's Capital Trust Fund for safety and reliability from the annual competition within governments for funding other state and municipal priorities. It also reduces borrowing costs, which benefits both WMATA and its funding partners, and enables the capital markets to provide WMATA with the best available ratings.

Additionally, the new Capital Trust Fund should be shielded from day-to-day operations to ensure this new funding goes to capital investments. Historically, WMATA has offset certain shortfalls in operating funding by shifting federal grant funding to pay for eligible maintenance costs, a practice the WMATA Board of Directors took a step towards reducing this year.

The new Capital Trust Fund must be permanently and structurally precluded from use as a de facto reserve for day-to-day operations of bus, rail, and paratransit.

Changing the Business Model

Today, operations are funded by fare-paying riders, commercial revenues, and support from taxpayers who benefit from transit service through traffic mitigation, development, jobs, and economic growth.

Operating expenses are rising at twice the rate of Metro fares and commercial revenues. **Left unchecked, operating cost growth will generate invoices to funding jurisdictions totaling \$1.1 billion next fiscal year.**

Operating costs include materials and energy, but by far the most significant cost drivers are wages and benefits for the people who operate and maintain rail and bus services – comprising more than 70 percent of total operating expenses. To curb operating cost growth, WMATA and its stakeholders need to take action in several areas, including:

Improving Efficiency

- Continue to eliminate inefficient business practices and outdated functions to drive accountability
- Improve productivity through strengthening management of absenteeism, overtime, and workers' compensation

- Increase ridership by providing more reliable service
- Open to competition those functions that Metro has the ability to outsource where efficiencies can be gained (e.g. new functions, operations and facilities, such as Silver Line Phase II)
- Develop new technologies (e.g. track inspection, fare collection, online customer care) and automation to improve productivity
- Timely right-size service to demand

Changing Policy

- Amend the National Capital Area Interest Arbitration Standards (aka Wolf) Act to mandate that arbitrators who preside over interest arbitrations render awards that are consistent with WMATA's financial condition and do not exceed the ability or willingness of the funding jurisdictions to pay, as Congress originally intended
- Cap annual increases in jurisdictional portion of operating and capital subsidies for the system (after including new bus facilities, Potomac Yard station and Silver Line Phase II) at three percent
- Avoid unfunded service expansion beyond currently approved levels
- Create and contribute to a "Rainy Day Fund" that incrementally provides 10% of the operating budget over 10 years

Stabilizing Workforce Costs

- Continue to fund OPEB Trust through efficiency savings
- Provide all new employees defined contribution (i.e. 401K) benefit plans
- Continue providing defined benefit pension plans to eligible active employees and protect legacy pensions to eligible current retirees
- Reduce reliance on overtime and prevent fatigue by staffing up key operating positions
- Invite WMATA Labor Unions to compete for new work, such as Silver Line Phase II

These tools and policy changes borrow from best practices nationally in capital investment and transit cost controls, including the practice of opening various functions and services to competitive bidding, where permitted. Such a process could invite proposals from both private companies and WMATA Labor Unions when possible. Further, these changes are responsive to the needs of funding jurisdictions to curb annual cost growth, and enable Metro to maintain a policy of fare increases not more frequently than every other year. Metro also needs to generate revenue from increased ridership, advertising, real estate and concessions by an annual average of 1.5 percent.

It is encouraging that the Metropolitan Washington Council of Governments (MWCOC) and others are considering funding and governance changes to WMATA's structure.

Those bodies are in a position to assess practices among funding jurisdictions for lessons learned by municipal and state governments with respect to managing public sector employees to determine if there are other policies that might benefit WMATA.

WMATA has and will continue to reach out to share cost and revenue assumptions in further detail with funding partners, WMATA's Board of Directors, former Department of Transportation Secretary Ray LaHood, MWCOC and the Jurisdiction CAOs/CFOs, and the region's business and community leaders, as well as employees and riders in the National Capital Region, to reach solutions that keep Metro safe, reliable and affordable.

ITEM 10 –Information
June 21, 2017

**2018 Quadrennial Update of the Long-Range Plan:
Outreach and Communications Update**

Staff

Recommendation: Update on the status of activities and survey update in the Long-Range Plan.

Issues: None

Background: The board will be updated on the status of the public outreach activities, including the survey which is now underway.

2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN

Outreach and Communications Update

Ben Hampton
TPB Transportation Planner

Transportation Planning Board
June 21, 2017



National Capital Region
Transportation Planning Board

Agenda Item #10

Today's topics

**BRANDING
SURVEY
OUTREACH
HOW YOU CAN HELP**



National Capital Region
Transportation Planning Board

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June 21, 2017

How we got here

- **Peer review**
Other MPOs and regional and sub-regional planning bodies
- **Internal development**
Extensive brainstorming and discussion
- **Stakeholder feedback**
CAC, AFA, DOTs, Technical Committee
- **Consultant assistance**
Graphics, survey development, public outreach

Our goals at the outset

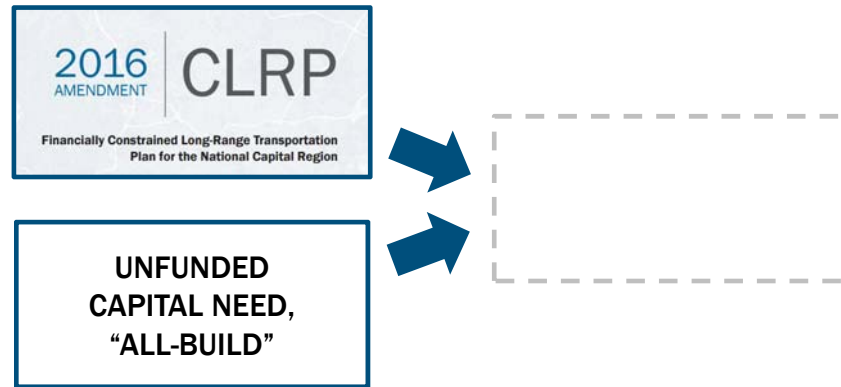
BRANDING

**FRESH
SIMPLE
ON-MESSAGE**

SURVEY

**USEFUL
BROAD
EASY & FUN**

Branding: From CLRP to LRP



Branding: New name and look

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

Survey: MetroQuest



National Capital Region
Transportation Planning Board

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June 21, 2017

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Survey: MetroQuest



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Survey: Key Issues

RELIABILITY

Traffic Congestion
Traffic Incidents
Train Delays
Bus Delays

AFFORDABILITY

Vehicle Ownership
Tolls and Parking
Rail Fares
Bus Fares

TRAVEL TIME

Time Spent in Traffic
Time Needed for Transit
Lack of Faster Options
Distances to Destinations



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Survey: Key Issues

TRAVEL OPTIONS

Rail Transit
Bus Transit
Driving
Walking and Bicycling

SAFETY

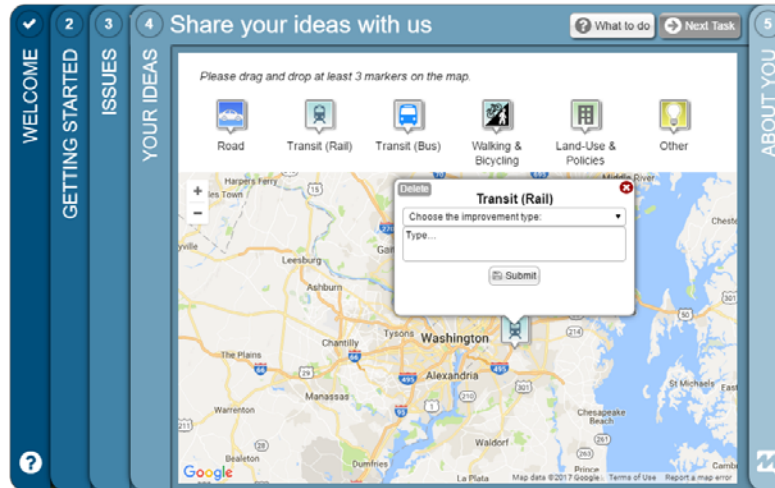
Dangerous Driving
Infrastructure Condition
Crime
Street Design



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Survey: MetroQuest

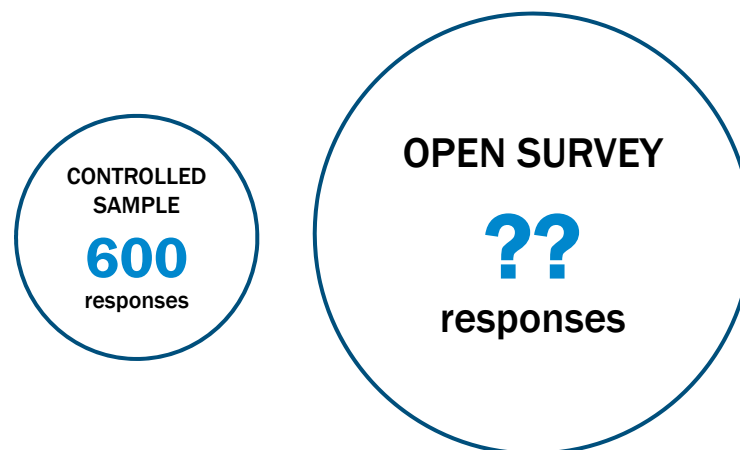


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Survey: Two approaches



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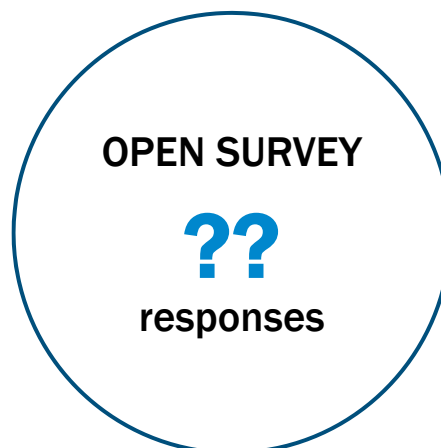
Survey: “Controlled sample”

- First wave: June 16
- 6,000 households
- Respond by July 7
- \$15 Visa gift card reward



Outreach: “Open survey”

- 15 survey-taking events
- Info tables, events, street teams
- TPB newsletters, social media
- Stakeholder networks
- Media outreach and ad buys



How you can help

BE A VISUALIZE 2045 AMBASSADOR!

In your Ambassador's Kit:

- Talking points & FAQs
- E-blast language
- Social media messages
- Information cards



National Capital Region
Transportation Planning Board

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June 21, 2017

Ben Hampton

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

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



National Capital Region
Transportation Planning Board

ITEM 11– Information
June 21, 2017

Long-Range Plan Task Force Status Report

Staff

Recommendation: Update on the Progress of the Long-Range Plan Task Force.

Issues: None

Background: In March, the board formally established the Long-Range Plan Task Force and charged it to identify for TPB's acceptance in July 2017 for further analyses approximately 6-10 projects, policies, or programs to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents. The task force's next meeting is scheduled for June 7. The board will be updated on the Task Force's activities to date.



MEMORANDUM

TO: TPB Long-Range Plan Task Force
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Overview of Final Product and Next Steps of the Task Force
DATE: June 7, 2017

FINAL PRODUCT

The final product, to be adopted by the TPB in December 2017, will be no more than 10 individual unfunded and/or unplanned multi-modal projects, programs, or policies, though some or all may be “bundled” with one another in order to better achieve the goals laid out in TPB and COG’s policy documents. Upon endorsement in December, these “improvement initiatives” will be included as part of the unfunded element of the TPB’s 2018 Long-Range Plan. The TPB intends for its members to pursue funding or other actions needed to include these initiatives in the funded element of future TPB Long-Range Plans.

TASK FORCE NEXT STEPS

June 7th and 21st:

The task force will review the suggested bundles of improvements (submitted from task force members and compiled by staff) and work towards narrowing them down to a smaller set of bundles. The objective is to have a draft set of up to 10 bundles of projects, programs, or policies to recommend for further analysis for approval at the TPB’s July 19th meeting. No bundle recommended shall include more than 10 projects, programs, or policies.

July 5th:

The task force will finalize the list of up to 10 bundles that the task force will recommend for TPB’s endorsement on the 19th. To assist, staff will provide a preliminary assessment of the potential contribution each of the draft bundles may make toward addressing the challenges. Staff will provide a **qualitative** assessment based on professional judgement and informed by previous scenario analysis of similar improvements. Staff intends to use a Low-Medium-High-N/A rating system.

July 19th:

The task force will meet directly after the TPB’s scheduled endorsement of the bundles for analysis. The consultants will present preliminary plans for the tools and methods to be used in the sketch planning analysis. The task force will discuss measures to be used in the analysis, within the capabilities of the tools and methods presented by the consultants.

August - October:

TPB staff will work with the technical consultant to conduct an analytical analysis at a sketch planning level of the improvement bundles selected by the TPB in July. This analysis will **quantify** the impact of each bundle on selected measures of effectiveness, such as change in level of congestion

or transit mode share. The bundles will be analyzed intact and any benefits from individual initiatives within the bundles will not be quantified. The task force will be convened as needed and the TPB will receive status reports on the analysis work during this period.

November:

The task force will meet twice during this month. The task force will receive a detailed presentation of the analysis and an outline of the technical report, including quantified **estimates on specific measures of effectiveness** for each improvement bundle. A final list of up to 10 individual projects, programs, or policies will be crafted by selecting from among the specific bundles analyzed, i.e., without further mixing and matching the projects, programs or policies between the various bundles analyzed. The up to 10 projects, programs or policies selected could come from more than one bundle as long as the bundles analyzed remain intact, and if the number of individual initiatives does not exceed 10. The task force will also discuss and recommend the process by which the TPB will make a final decision.

December:

The TPB will receive the draft technical report and the task force's recommendations. The TPB will discuss the issues and vote.