



## TRANSPORTATION PLANNING BOARD

Wednesday, November 15, 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 OCTOBER 18, 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 (CAC)**  
*Jeremy Martin, TPB Citizens Advisory Committee Chairman*
- 12:35 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. CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION FOR THE NATIONAL CAPITAL REGION**  
*Jon Schermann, TPB Transportation Planner*
- The board will be briefed on the draft critical urban freight corridor segments for the Maryland, District of Columbia, and Virginia portions of the National Capital Region and asked to approve the designation of these segments as the region's critical urban freight corridors.
- Action: Approve Resolution R6-2018 to designate the National Capital Region's Critical Urban Freight Corridors.**
- 12:55 P.M. 8. APPROVAL TO AMEND THE FY 2017-2022 TIP TO UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE TIP, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**  
*Andrew Austin, TPB Transportation Planner*
- Notice was given at the October 18, 2017 board meeting that DDOT has requested an amendment to include project and funding updates for projects in the District 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. The Steering Committee has reviewed and recommends for inclusion additional corrections identified by DDOT during the comment and inter-agency review period.
- Action: Approve Resolution R7-2018 to amend the FY 2017-2022 TIP**

## **INFORMATION ITEMS**

- 1:00 P.M. 9. LONG-RANGE PLAN TASK FORCE: BRIEFING ON DRAFT RESULTS OF THE TECHNICAL ANALYSIS OF THE 10 INITIATIVES**  
*Kanti Srikanth, TPB Staff Director*  
*Michael Grant, ICF*
- The Long-Range Plan Task Force last met on October 18, where they discussed and agreed to a process that would be followed to select improvement initiatives from amongst the ten that are being analyzed. At this time, the analysis has been completed and the board, together with the task force members, will be briefed on the draft results of the technical analysis of the ten initiatives. The task force will then meet after the board's meeting to begin a detailed discussion on the results of the analysis.
- 2:00 P.M. 10. ADJOURN**
- The next meeting is scheduled for December 20, 2017.

## **MEETING AUDIO**

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

---

**TRANSPORTATION PLANNING BOARD**  
**MEETING MINUTES**  
October 18, 2017

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Bob Brown, Loudoun County  
Ron Burns, Frederick County  
Allison Davis, WMATA  
Marc Elrich, Montgomery County  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County DOT  
Jay Fisette, Arlington County  
Tawanna Gaines, Maryland House of Delegates  
Dannielle Glaros, Prince George's County  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Neil Harris, City of Gaithersburg  
Konrad Herling, City of Greenbelt  
John D. Jenkins, Prince William County  
Julia Koster, NCPD  
R. Earl Lewis, Jr., MDOT  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Phil Mendelson, DC Council  
Jackson H. Miller, Virginia House of Delegates  
Bridget Donnell Newton, City of Rockville  
Martin Nohe, Prince William County  
Mark Rawlings, DC-DOT  
Kelly Russell, City of Frederick  
Jim Sebastian, DDOT  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Tammy Stidham, NPS  
Brandon Todd, DC Council  
Victor Weissberg, Prince George's County

**MWCOG STAFF AND OTHERS PRESENT**

Robert Griffiths  
Tim Canan  
Eric Randall  
John Swanson  
Michael Farrell  
Dusan Vuksan  
Mark Moran  
Daivamani Sivasailam  
Jane Posey  
Jon Schermann  
Ken Joh  
Andrew Austin

---

---

Lori Zeller	
Debbie Leigh	
Deborah Etheridge	
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Pat Pscherer	MDOT
Stacy Desgranges	PWC
Malcolm Watson	Fairfax County
George Phillips	Prince William County
Patricia Happ	NVTC
Monica Backmon	NVTA
Nancy Abeles	TPB/CAC – MD
Tim Roseboom	DRPT – VA
Regina Moore	VDOT
Norman Whitaker	VDOT
Mike Lake	FCDOT
Rob Whitfield	Fairfax County Taxpayers Alliance

**1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Ms. Wayne of Loudoun County was the first to speak. She spoke about the activities of the Long-Range Plan Task Force and was critical about the methodology for studying the initiatives. She spoke against including the Northern Potomac River crossing as part of the recommendations.

Mr. Fisher also spoke against the inclusion of the Northern Potomac River crossing as one of the initiatives from the Long-Range Plan Task Force. He said it was not something supported by people in either Montgomery County or in Loudoun County. He also said it would not solve the congestion issues on the American Legion Bridge.

**2. APPROVAL OF MINUTES OF THE SEPTEMBER 20, 2017 MEETING**

A motion was made to approve the minutes from the September 20, 2017 TPB meeting. The motion was seconded and approved.

**3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Davis said that the Technical Committee met on October 6 and was briefed on activities related to the development of the of Visualize 2045. He said that this work was well received. He said there was a briefing on the financial element of the long-range plan and the initial findings of the public attitude survey. He said that the committee was also briefed on the Air-Quality Conformity Analysis of the off-cycle amendment to the 2016 CLRP. There was another briefing on the Transportation Alternatives Program for the District of Columbia. There was also a status update from the Long-Range Plan Task Force and on the draft critical urban freight corridor segments. He said that the TPB's once-in-a-decade regional household travel survey has been launched and that the Street Smart annual report was presented.

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

Mr. Martin reported on the October meeting of the Citizens Advisory Committee. He said the committee received briefings about the new Street Smart creative for the fall campaign, updates on Visualize 2045, and updates from the Long-Range Plan Task Force. He said that the committee wanted a better way to weigh in on the work of the task force since the schedule did not work well for the CAC to comment.

---

Mr. Allen reported on the meeting of the Access for All Advisory Committee. He said the AFA received a similar set of briefings about the new Street Smart creative and updates on Visualize 2045 and the Long-Range Plan Task Force. He said that AFA members were interested in seeing more diversity in the people depicted in the Street Smart campaign. They also discussed how their priorities would fit into the work of the Long-Range Plan Task Force.

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

Mr. Srikanth said that the Steering Committee met on October 6 and approved an amendment to the TIP that was requested by MDOT to add \$20 million in bridge replacement and rehabilitation program funds. He referenced his memo and said that there were several letters this month. The first was a copy of the joint TPB, MWAQC, And CEEPC comments to the federal docket in response to U.S. EPA's proposal to reconsider and potentially roll back the current greenhouse gas emissions standards for light-duty vehicles. He said that packet also included a letter written by the TPB in support of TIGER grant applications in Loudoun County. He said that the packet included Prince George's resolution proclaiming September 22 as a Car Free Day. He said that there was an announcement of the National Capital Region's freight forum that will be hosted jointly with the Institute of Transportation Engineers and the Federal Highway Administration on October 31. He said that the packet contained a memo from staff announcing the kickoff event for the fall 2017 Street Smart campaign on November 3, and another about the decennial regional household survey. There was also a flyer announcing that several members of TPB staff were presenting at the annual AMPO meeting. One presentation covered the work to identify and designate Equity Emphasis Areas, and the other covered outreach conducted as part of the Visualize 2045 public attitudinal survey about transportation.

Mr. Srikanth said that the packet was amended with a blue sheet that included a letter supporting the Maryland State Highway Administration's TIGER grant application, and a press release from the Northern Virginia Transportation Authority announcing the adoption of their TransAction 2040 plan. Finally, the blue sheet included a comment letter that staff is recommending that the board considering sending to the Federal docket. This letter responds to a Federal Highway notice that cites executive orders that aim to reduce regulation and to control regulatory cost. The TPB response recommends that the federal government retain the existing requirements and not repeal them.

Mr. Lovain thanked the TPB for support of their TIGER grant, and said that once the long-range plan is completed, they hope that the board would be able to identify a TIGER grant application for the TPB to sponsor, especially one that may bundle projects to improve pedestrian and bicycle access to Metrorail stations.

## **6. CHAIRMAN'S REMARKS**

Chairman Newton referenced the letter described by Mr. Srikanth in the previous item. She said that the rule referenced in the letter currently exists and that FHWA is proposing to repeal it. She said that as the rule is presently written, there is no penalties for failing to attain the standards, so in that sense it is more like an aspirational target. She said that she believes that the staff letter is factual and reasonable. She proposed that if the majority of board members accept the recommendation then staff would work with the draft to address any input members provided over the following week and bring the revised letter to the Steering Committee meeting on November 3 when the letter will be finalized.

Mr. Allen of the board said that they are comfortable with the letter and the proposal for finalizing the letter. They said this is the most reasonable way to proceed given the short timeframe.

Mr. Nohe said he agreed with Mr. Allen's comments.

Chairman Newton said that since there are no objections staff should move forward with the process.

---

## **ACTION ITEMS**

### **7. VISUALIZE 2045: TECHNICAL INPUTS SOLICITATION FOR THE CONSTRAINED ELEMENT AND AIR QUALITY CONFORMITY ANALYSIS**

Mr. Austin presented the first of three Visualize 2045 items. He explained that the Constrained Element of the plan must meet two criteria: it has to meet the financial constraint and air quality conformity requirements. He explained that that this is the time for the board to approve the technical inputs solicitation which has been updated to be easier to understand. He explained that the main inputs are roadway, transit, bicycle or pedestrian projects, and operation and maintenance programs, and the cost for those and transit service and fare updates. Once approved, the solicitation period would begin and agencies would be asked to update and add their projects in the constrained element of the long-range plan. Planning factors, cost, and regional goals would also be something to consider for the analysis.

Mr. Randall next spoke about the memo regarding the financial analysis. He reviewed the reasonably anticipated revenues and expenditures. He also explained that this is an initial analysis pending more information from Northern Virginia and the uncertainty about WMATA funding, but that this provides an initial baseline to begin the analysis.

Mr. Herling asked where the planned revenues came from and if they were federal funds.

Mr. Randall referred back to the analysis he presented at the September meeting and said the pie charts that broke down the information from 2014 have not shifted much but if there were any changes they would have to be reflected in the new analysis.

Ms. Zeller next presented on the preliminary findings from the public input survey conducted over the summer. She reviewed some of the key questions and presented those initial findings. Referring back to the memo, she reviewed the question on “factors,” showing that 61 percent of respondents selected reliability as a major factor in their transportation decision making with travel time coming in second at 42 percent. For the question on “issues,” she said that the three issues that rose to the top were traffic congestion, time spent in traffic, and the need for more rail transit options. She also displayed a pie chart showing the different mode categories that people selected in making suggestions for transportation improvements on the map screen in the survey.

Mr. Elrich asked if people had different options for buses including Bus Rapid Transit since buses and BRT are very different.

Ms. Zeller explained that those options would come through in the written-out suggestions for each marker.

Mr. Herling asked about electric vehicles and other technology.

Ms. Zeller explained that those kinds of topics would likely come out of the comments and open-ended responses and would be included in the final report.

A motion was made to approve the Visualize 2045 Technical Inputs Solicitation for the Constrained Element and the Air-Quality Conformity Analysis. The motion was seconded and approved.

### **8. PROPOSED OFF-CYCLE AMENDMENT TO THE 2016 CLRP: REVIEW OF COMMENTS RECEIVED AND ACCEPTANCE OF RECOMMENDED RESPONSES**

Mr. Austin referred to his memo and said that it covers a summary of comments received and proposed responses for the off-cycle amendment to the 2016 CLRP and Air-Quality Conformity Analysis. He said that one comment came from the Charles County Board of Commissioners who expressed concern about changes to the design of the proposed Governor Harry W. Nice Bridge replacement project that may eliminate shoulder breakdown lanes and/or bicycle and pedestrian facilities on the bridge. He said that the proposed response states that the project was first included in the CLRP in 2010 and was

---

scheduled for completion in 2030. This amendment brings the advancement of that completion date up to 2023. The response cites the TPB's Complete Streets policy and urges MDOT to make sure that Complete Street policies are observed where feasible. He said that MDOT has made the Maryland Transportation Authority Board (MDTA) aware of the comments and that a final determination has not yet been made. He added that future comments on this issue should be sent to MDTA.

Mr. Austin said that there were nine comments submitted under other regional transportation issues in opposition to any study of the northern Potomac River bridge crossing. He said that the TPB's response is that a project of this nature has not been proposed for inclusion in the CLRP at this time either for construction or study, and is not subject to the board's action at this time.

Mr. Groth reiterated the Charles County Commissioners' concerns about the proposed changes to the Nice Bridge project in an effort to save costs. He said these changes will have an effect on the bridge's ability to move people in the region. He said that the typical section of the bridge that was approved through the NEPA process included eight-foot shoulders in each direction as well as the hiker/biker facilities. He said that while admirable, practical design features such as cutting lane width comes as an expense to some items such as the bike lanes, but there are positive costs savings that could also be realized from practical design such as lowering the bridge height. The commissioners are in support of lowering the height of the bridge to 30 feet above the navigable channel and also lessening the width of the area where ships can pass.

Mr. Lewis said that the height of the bridge is being discussed with the Coast Guard. He said that the MDTA board has already voted to go with two-foot shoulders, but a determination about bicycle and pedestrian access has not been made. He said all comments should be sent to MDTA.

Mr. Groth said that the expected lifespan of the new bridge is 100 years and it would be a shame to sell the design of the bridge short.

Mr. Lovain said that Alexandria is concerned about lowering the bridge height too much because it would limit the city's access to tall ships.

Mr. Lewis said that he is aware of that concern.

Chairman Newton said that the City of Rockville hosted the Maryland Municipal League Fall Legislative Conference. At the event she said she was approached by people to discuss both the bridge height and the access issues. She said that there was also a suggestion to save the existing bridge for bicycle and pedestrian access.

Mr. Groth said that some members of the Charles County board are in favor of retaining the old bridge. He said that his understanding is that the maintenance costs of retaining the old bridge are a concern.

Chairman Newton asked if it makes sense for the TPB to weigh-in on the issue of the Governor Nice Bridge.

Mr. Herling said that Greenbelt would support that action.

Chairman Newton said that the bridge is expected to last 100 years, and that though there may not be enough demand bicycle or pedestrian traffic on the bridge now, she believed that such demand will develop during the life of the bridge. She also wondered what is going to come along in terms of taller ships in the future.

Ms. Smyth said that if there is no room to pull over on the bridge the result would be traffic backups that would have a negative impact on air quality.

Mr. Lewis said that there are many major bridges in Maryland that have similar two-foot shoulders. He added that expanding the Nice Bridge to two-lanes in each direction will greatly enhance the ability to move accidents off the bridge.

Mr. Weissburg said that Prince George's has an active and burgeoning bicycle and pedestrian

---

community and that it is important to get the planning and design right now. It is not worth sacrificing future use to save costs short-term.

Mr. Erenrich suggested that perhaps the off-cycle amendment should proceed without the Nice Bridge project since issues regarding that project seem to be unresolved. He said the Nice Bridge project could potentially be included in the Visualize 2045 plan that will be approved next fall.

Mr. Lewis said that any opinions and views related to bicycle and pedestrian access on the Nice Bridge should be shared with MDTA.

Mr. Allen asked the chairman if she was suggesting that the TPB put forward a preliminary comment related to the concerns voiced today.

Chairman Newton said yes.

Mr. Allen said that he supports a comment letter. He added that the District also has an interest in making sure that tall ships and other craft are able to access the District.

Chairman Newton asked that staff incorporate the comments from this item into a letter for approval in November.

Mr. Mendelson reminded the board that approving the resolution they are discussing does not preclude future comment.

Chairman Newton said that all that the board is being asked to do presently is accept the comments and responses.

A motion was made to accept recommended responses to comments received for the Air Quality Conformity Analysis, and for the Off-Cycle Amendment to the 2016 CLRP. The motion was seconded and approved.

A second motion was made requesting that staff put together a letter summarizing the comments on the Governor Nice Bridge to send to the MDTA for the November meeting. The motion was also seconded and approved.

## **9. PROPOSED OFF-CYCLE AMENDMENT TO THE 2016 CLRP: APPROVAL OF AIR QUALITY CONFORMITY ANALYSIS RESULTS AND APPROVAL OF OFF-CYCLE AMENDMENT**

Ms. Posey said that the board is being asked to approve two resolutions, one to approve the Air Quality Conformity Analysis and another to approve the Off-Cycle Amendment to the 2016 CLRP. Referring to her memo she described the projects for the amendments which include the modification of I-66 outside the Capital Beltway project, the addition of a new 95 ramp from the HOT Lanes at Russell Road, the modification of the Governor Nice Bridge, and the addition of I-270 congestion management. She said that when these inputs were approved for analysis in the spring, VDOT requested that staff analyze two options for the I-66 project. She said that VDOT selected the first option. She said that the analysis had a 30-day public comment period that ended on October 13. The only comment was from MWAQC, stating that they concur that the conformity analysis meets federal requirements and that the region has made significant progress in reducing emissions. She said that the TPB appreciates MWAQC's comments and that the full response can be found in the memo.

A motion was made to approve Resolution R3-2018 finding that the 2016 CLRP conforms with the requirements of the Clean Air Act Amendment of 1990. The motion was seconded and approved.

A motion was made to approve Resolution R4-2018 approving the VDOT and MDOT Off-Cycle 2016 CLRP Amendment. The motion was seconded and approved.

---

## **10. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR DISTRICT OF COLUMBIA TPB JURISDICTIONS**

Mr. Swanson presented the recommendations for the FY 2018 Transportation Alternatives Set Aside Program for the District of Columbia. Referring to the materials, he provided background about the program and explained how the allocation for the District worked. He said they received 1.6 million in total project requests but only have \$1.15 million in funding to allocate. In all, five projects were recommended. He said the projects would make existing assets even better through beautification and promoting environmental sustainability. After explaining the projects and the selection process, he asked the board to approve Resolution R5-2018, to approve these projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for fiscal year 2018.

The board approved the Resolution R5-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for fiscal year 2018.

## **INFORMATION ITEMS**

### **11. LONG-RANGE PLAN TASK FORCE STATUS UPDATE**

Mr. Srikanth reminded the board that the task force met in September and was briefed by staff on assumptions and inputs that would be used in the technical analysis. He referred to his memo and said that the ten improvement initiatives that will be analyzed and that the board approved in July are described in detail. He said that the task force has also discussed performance measures that could be used to present the results of the technical analysis. He said that these performance measures would enable a comparative assessment of different ideas that the ten improvement initiatives support. He said that analysis would include both quantitative and qualitative assessments. He said that there will be an opportunity to use these performance measures to understand how the initiatives address the region's challenges. He said that the next step is for staff to continue analysis and have draft results ready to share with the board in November. He said that in October the task force would work on developing a process to select improvement initiatives from the group that might be endorsed by the board in the future. He said that in December, the board is scheduled to receive the recommendations from the task force.

Mr. Fisetette said that the memo was well written. He said that the initial proposal developed by staff and the consultants for processing the information was good. He said the goal is to develop a process by which the task force could forward a recommendation.

Chairman Newton thanked staff and the consultant for work well done.

Mr. Elrich said that he remains disappointed that the outer bridge crossing was included in the list of the ten improvement initiatives. He said the bridge is not regional, it is not in Montgomery County's master plan, and it violates the county's zoning and planning objectives. He said it was included at the request of one jurisdiction. He said that he is also concerned about how the task force is going to evaluate these improvement initiatives. He said that because these initiatives lack specificity and are being analyzed in isolation it will be difficult to get a good understanding about the predicted impact of these initiatives. He suggested starting with the topics that everyone absolutely agrees on, like Metro, and moving from there. He said that using the present and a projected baseline as a comparison is not a very good way to do the analysis. He said he does not think the results will be valid.

Chairman Newton clarified that including the outer bridge crossing in the analysis was approved by the majority of individuals on the task force and that it was not only included at the request of one jurisdiction.

Mr. Fisetette encouraged TPB members to review the memo that was distributed. He said that the data

---

that is collected through analysis will only be one of the inputs that will influence the task force members' decisions about which initiatives should go forward. He said the memo lays out some of the factors that may influence decision-making.

Mr. Elrich said that there is not enough money to implement all ten improvement initiatives to their logical extensions. For this reason, they said, the data is critical for identifying those initiatives and polices that have the biggest impact. He said that he hopes that policy changes will be recommended.

Ms. Smyth said that Fairfax County is concerned about additional capacity going back and forth between Virginia and Maryland. She said that they do not want to build a lot more roads or take funding away from things that will actually help. She said it is also important to consider unintended consequences.

Chairman Newton said that those are things that the task force will be considering.

Mr. Harris said that if the group knew all the answers that they would not go through this exercise. He said that since the answers are unknown, the goal is to examine a wide range of options including ones that are in the unfunded long-range plan as well as other alternatives that might make sense. He said that he sees this study as the first step of a longer process.

## **NOTICE & OTHER ITEMS**

### **12. CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION FOR THE NATIONAL CAPITAL REGION**

Mr. Schermann reminded the board that he made a presentation on critical urban freight corridors at the September meeting. He said that the board would be asking to officially designate critical urban freight corridors for the National Capital Region. He said that his presentation covered proposed staff-recommended critical urban freight corridor segments for consideration. He referred to his memo and said that it includes background information, requirements, details, and methodology related to critical urban freight corridors. He referred to his presentation and said that identifies National Highway Freight Network miles established by the FAST Act in addition to the proposed critical urban freight corridor segments. He said that once the proposed segments are approved they will be added to the National Highway Freight Network miles. He said that Virginia is adding 17.8 miles of freight segments to the 73.6 existing miles. The District of Columbia is adding 73 miles to the existing 11.7 miles. He said that the Maryland portion was approved by the Steering Committee in June. He said that the different number of miles from each state show the difference in density of critical urban freight corridor segments in the Washington region. He said that these segments will be presented again at the November Tech meeting and at the November board meeting, when they will be up for approval.

### **13. NOTICE OF PROPOSED AMENDMENT TO UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE FY 2017-2022 TIP**

Mr. Austin said that the TIP is the six-year financial programming document required by FHWA and FTA as a condition for all federal funding assistance to state, local, and regional transportation agencies. The TPB approved the FY 2017-2022 TIP in November 2016. He said with the three states and WMATA contributing to the TIP it can be difficult to get all of them on the same schedule. He said that the practice has been to roll out the updates individually when each agency is ready. He said that approval of these smaller updates requires a 30-day public comment period, just like the full TIP. He said that DDOT is requesting an amendment to update projects and funding for the FY 2017-2022 TIP to match the funding projected in DC's FY 2018-2022 STIP. He said that this includes hundreds of projects in the document, which was released for public comment on October 12. He said the comment period runs through November 11. He said that the financial summary on the last two pages of his handout indicates that the District will spend \$2.173 billion throughout the course of the six-year program on

---

transportation. He said that the majority of that funding is from FHWA sources and local funding. He asked Mr. Sebastian from DDOT if he had anything to add.

Mr. Sebastian said he had nothing to add.

Mr. Mendelson asked if this TIP amendment includes the beginning phase for the H Street Bridge.

Mr. Austin said that it did.

Mr. Mendelson said that the bridge's reconstruction is necessary for significant rail upgrades at Union Station. He asked if the funding included in the TIP correctly reflect the local and federal funding.

Mr. Austin said that the TIP will need to be updated. He said that since the TIP has been released for a 30-day comment period, changes can be made as long as they are not regionally significant. He said that DDOT plans to submit the correct funding as a technical correction prior to the adoption of the TIP.

Mr. Mendelson asked if this means it will get fixed before the board votes on it.

Mr. Austin said that is correct.

Mr. Lovain asked if this would be open for public comment.

Mr. Austin said that it is currently open for public comment.

#### **14. ADJOURN**

Mr. Srikanth announced that the Long-Range Plan Task Force will meet fifteen minutes after the board meeting adjourns.

No other business was brought before the board. The meeting was adjourned at 1:53 p.m.

## Meeting Highlights: TPB Technical Committee, November 2017

The Technical Committee met on November 3, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB agenda:

- **TPB agenda item 7**

TPB staff briefed the committee on draft Critical Urban Freight Corridor (CUFC) segments for the Maryland, District of Columbia, and Virginia portions of the National Capital Region that have been identified. The TPB will be asked to designate the CUFCs at the November 15 meeting.

- **TPB agenda item 8**

TPB staff briefed the committee on a draft amendment to update projects and funding in the District of Columbia's section of the FY 2017-2022 Transportation Improvement Program. The District Department of Transportation (DDOT) requested this amendment, which was released for a 30-day public comment and inter-agency review period on October 12, 2017. The TPB will be asked to approve this amendment at the November 15 meeting.

- **TPB agenda item 9**

TPB staff provided a status update on the work of the TPB's Long-Range Plan Task Force. It was reported that the results of analysis for the task force will be released at the November 15 TPB meeting. Immediately after the meeting, the task force will meet to further discuss the analysis.

The committee also received the following updates on Visualize 2045:

- **Visualize 2045 Technical Inputs and Financial Analysis Status**

Staff reminded the committee that the Visualize 2045 Constrained Element will identify all regionally significant transportation investments the region can demonstrate we can afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits. The committee was briefed on the status of the Technical Inputs Solicitation which was approved by the board on October 18. Inputs are due by November 15. The committee was also briefed on the development of the Visualize 2045 Financial Element, which is a requirement of the major four-year plan update.

- **D.C. Metropolitan Area Joint Flood Study by U.S. Army Corps of Engineers and COG**

TPB and COG staff briefed the committee on a three-year study that will be performed by the U.S. Army Corps of Engineers and COG. The study will address coastal flooding and storm damage across more than 57 square miles in the District of Columbia and surrounding areas of suburban Maryland and Northern Virginia. The briefing included information about how the study is relevant to Visualize 2045.

- **Non-Motorized Regional Priority Projects**

TPB staff informed the committee that in the coming months, the TPB is scheduled to consider and approve a package of unfunded bicycle and pedestrian priority projects for inclusion in Visualize 2045. Staff briefed the committee on the package which will feature two components: 1) the National Capital Trail and 2) Metrorail station access improvements.

**The following items were presented for information and discussion:**

- **PBPP Overall Update**

TPB staff briefed the committee on federal Performance Based Planning and Programming (PBPP) rulemaking and updated the committee on activities to implement PBPP requirements.

- **PBPP Highway Safety Targets**

TPB staff briefed the committee on the status of the effort to set draft safety targets for the National Capital Region, which will be consistent with the target-setting approaches of Maryland, Virginia, and the District of Columbia.

- **NVTC I-66 Commuter Choice Program**

Staff from NVTC provided an overview of this program, including the status of funded projects and an update on the current Call for Projects. NVTC is authorized to use toll revenues from I-66 Inside the Beltway to fund multimodal transportation projects. Their first round of projects for FY 2017 led to the approval of 10 projects for funding of approximately \$9.8 million dollars. Their second Call for Projects (for FY 2018) has been issued for projects to be funded under the available tolling revenue.

- **Citizens Advisory Committee Recruitment and Selection**

TPB staff provided an update on the process for CAC recruitment and encouraged Technical Committee members to identify potential applicants. The application period for the TPB's 2018 Citizens Advisory Committee (CAC) will be open between November 6 and December 15.

- **Aviation Technical Subcommittee Overview and Update**

To strengthen the connection between the Technical Committee and its subcommittees, the Technical Committee is receiving periodic briefings from the subcommittee chairs and staff coordinators on program activities. This first briefing covered the Aviation Technical Subcommittee, its function, history, funding, and program, with an update on current and planned future activities.

- **WMATA COG Board**

TPB staff briefed the committee on recent activities of the COG board and the Metro Strategy Group and updated the committee on regional initiatives and proposals related to Metro funding.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – November 3, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP Dan Emerine

MARYLAND

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

VIRGINIA

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

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Ron Milone, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Andrew Austin, DTP  
Bill Bacon, DTP  
Anant Choudhary, DTP  
Ben Hampton, DTP  
Bryan Hayes, DTP  
Charlene Howard, DTP  
Ken Joh, DTP  
James Li, DTP  
Jessica Mirr, DTP  
Jane Posey, DTP  
Eric Randall, DTP  
Rich Roisman, DTP  
Jon Schermann, DTP  
Daivamani Sivasailam, DTP  
John Swanson, DTP  
Dusan Vuksan, DTP  
Lori Zeller, DTP  
Abigail Zenner, DTP  
Sunil Kumar, DEP  
Tanya Spano, DEP

OTHER

Michael Grant, ICF  
Alex Brun, MDE  
Sonya Lewis-Cheatham, Virginia DEQ  
James Davenport  
Bill Orleans



## **MEMORANDUM**

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

---

At its meeting on November 3, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- SR7-2018: To include \$10 million in state and local funding for the MD 97 at Brookeville Highway Construction project, as requested by the Maryland Department of Transportation (MDOT). This project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.
- SR8-2018: To include \$4.4 million in FTA Section 5339(c) funding for the Low or No Emissions FTA Electric Bus Grant project, as requested by the Montgomery County Department of Transportation. This project is exempt from the air quality conformity requirement.

The Steering Committee reviewed and approved a comment letter from the TPB to the Federal Highway Administration (FHWA) on the Notice of Proposed Rulemaking (NPRM) to repeal the Greenhouse Gas (GHG) measure. Comments were due to FHWA by November 6, 2017. Chairman Newton has signed the letter, which is included in the Letters Sent/Received section of this item.

The committee also reviewed a set of twelve proposed changes to the draft amendment to the District of Columbia section of the FY 2017-2022 TIP that have been requested by the District Department of Transportation (DDOT). The changes would add approximately \$340 million in additional funding to the TIP amendment. All twelve projects had been previously included in the FY 2017-2022 TIP as it had been approved by the TPB on November 16, 2016, and there are no changes to the scope or completion of four of the projects which are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP. The Steering Committee has recommended that the TPB include these corrections as a part of Resolution R7-2018 to approve the DDOT TIP amendment.

During the review of the draft TPB agenda, the Steering Committee also reviewed and approved a comment letter from the TPB to the MDOT/Maryland Transportation Authority (MDTA) regarding the Governor Harry W. Nice Bridge Replacement project. As discussed at the October TPB meeting, this letter requests a meeting and further dialogue on the project details. Chairman Newton has signed the letter, which is included in the Letters Sent/Received section of this item.

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

- SR7-2018
- SR8-2018



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 97 AT  
BROOKEVILLE HIGHWAY CONSTRUCTION PROJECT, AS REQUESTED BY  
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, in the attached letter of October 26, MDOT has requested that the FY 2017-2022 TIP be amended to include an additional \$10.057 million in state and local funding for planning and preliminary engineering (PPE), right-of-way acquisition (ROW), and construction between FY 2017 and FY 2020 for the MD 97 at Brookeville Highway Construction project (TIP ID 3106), as described in the attached materials; and

**WHEREAS**, this project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 137, MP12C);

**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 an additional \$10.057 million in state and local funding for PPE, ROW, and construction between FY 2017 and FY 2020 for the MD 97 at Brookeville Highway Construction project (TIP ID 3106), as described in the attached materials.

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





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

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

October 26, 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 one existing project as described below and in the attached memo. The change reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022. This capacity project has already been included in the approved air quality conformity determination; the additional funds for this action do not impact or alter the project's or region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
3106	MD 97 at Brookeville Highway Construction, Brookeville	PP/PE RW CO	\$4,000,000 \$637,000 \$5,420,000	Add funding for planning/design, right-of-way, and construction.

MDOT requests that these amendments be approved by the TPB Steering Committee at its November 3, 2017 meeting.

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

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

The Honorable Bridget Donnell Newton  
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.state.md.us](mailto: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

**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
--------	------------	------------------	---------	---------	---------	---------	---------	---------	--------------

**MDOT/State Highway Administration**

TIP ID: <b>3106</b>	Agency ID: <b>MO7461</b>	Title: <b>MD 97 at Brookeville Highway Construction</b>	Complete: <b>2020</b>	Total Cost: <b>\$52,000</b>					
Facility: MD 97	Local	0/0/100	6,949 a	317 a	2,734 a				3,051
From: Gold Mine Road	NHPP	100/0/0	1,594 a						
To: North of Brookeville	State	0/100/0	641 a	529 b 82 c	949 a 1,918 b 4,843 c	415 b 16,956 c	14,109 c		39,801
<b>Total Funds:</b>									<b>42,852</b>

Description: Construction of new two-lane MD 97 from south of Brookeville, near Gold Mine Road, to north of Brookeville.

**Amendment: Adding Planning/Design, Right-of-Way Acquisition, and Construction Funding** **Approved on: 11/3/2017**  
 Adding \$317,000 (Local) to FY17 PP/PE and \$2,734,000 (Local) and \$949,000 (State) to FY18 PP/PE. Adding \$529,000 (State) to FY17 RW, \$1,918,000 (State) to FY18 RW, and \$415,000 (State) to FY19 RW. Subtracting \$2,225,000 (Local) from FY19 RW. Adding \$796,000 (State) to FY18 CO, \$2,578,000 (State) to FY19 CO, and \$2,046,000 (State) to FY20 CO.

**Modification: Subtracting Planning/Design, Right-of-Way Acquisition, and Construction Funding** **Approved on: 8/24/2017**  
 Subtracting \$250,000 (Local) from FY17 PP/PE. Subtracting \$1,500,000 (Local) from FY17 RW, subtracting \$1,711,000 (Local) from FY18 RW, adding \$2,225,000 (Local) to and subtracting \$1,374,000 (State) from FY19 RW, and subtracting \$1,626,000 (Local) from FY20 RW. Subtracting \$8,825,000 (State) from FY17 CO, subtracting \$11,349,000 (State) from FY18 CO, subtracting \$6,374,000 (Local) from and adding \$14,378,000 (State) to FY19 CO, and adding \$12,063,000 (State) to FY20 CO.



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE LOW OR NO  
EMISSIONS FTA ELECTRIC BUS GRANT PROJECT, AS REQUESTED BY  
THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)**

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

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

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

**WHEREAS**, in the attached letter of October 27, MCDOT has requested that the FY 2017-2022 TIP be amended to include \$4.4 million in Section 5339(c) and local matching funds for the Low or No Emissions FTA Electric Bus Grant project (TIP ID 6616), as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to \$4.4 million in Section 5339(c) and local matching funds for the Low or No Emissions FTA Electric Bus Grant project (TIP ID 6616), as described in the attached materials.

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





DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

October 27, 2017

Al R. Roshdiah  
Director

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

Dear Chairman Newton:

The Montgomery County Department of Transportation (MCDOT) requests an amendment to the suburban Maryland section of the Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) to include the County's recent FTA Low or No Emission Vehicle Program Grant award. MCDOT will update its transit fleet with four Proterra 35' E2 battery electric buses to replace four GILLIG 30' diesel buses. Additionally, MCDOT will procure and install four depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the County.

MCDOT requests that this amendment be approved by the TPB Steering Committee at its November 3, 2017 meeting.

Thank you for your cooperation in this matter. Please contact Mr. Gary Erenrich, Special Assistant to the Director at (240)777-7156 or [gary.erenrich@montgomerycountymd.gov](mailto:gary.erenrich@montgomerycountymd.gov) if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Al R. Roshdiah".

Al R. Roshdiah  
Director

cc: Mr. Gary Erenrich, MCDOT  
Mr. Dan Hibbert, MCDOT  
Ms. Kari Snyder, Regional Planner, MDOT

Office of the Director

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

**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
--------	------------	------------------	---------	---------	---------	---------	---------	---------	--------------

**Montgomery County**

TIP ID: <b>6616</b>	Agency ID:	Title: <b>Low or No Emissions FTA Electric Bus grant</b>	Complete: <b>2020</b>	Total Cost: <b>\$4,395</b>
---------------------	------------	--	-----------------------	----------------------------

Facility: Silver Spring Depot Charging Stations	Section 5339©	80/0/20	4,395 e	4,395
---	---------------	---------	---------	-------

From:

To: **Total Funds: 4,395**

Description: Montgomery County, Maryland seeks to update its fleet with four Proterra 35' E2 battery electric buses to replace four GILLIG 30' diesel buses. Additionally, Montgomery County seeks to procure and install four depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county.

**Amendment: Add New Project** **Approved on: 11/3/2017**  
 Amend project into the FY 2017-2022 TIP with \$4.395 million in Section 5339(c) funding in FY 2019 for the acquisition of buses and charging stations.



**MEMORANDUM**

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

---

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





National Capital Region  
**Transportation Planning Board**

November 2, 2017

Ms. Brandye Hendrickson  
Acting Administrator  
Federal Highway Administration (FHWA)  
U.S. Department of Transportation (USDOT)  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Subject: Comments on the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program [Docket No. FHWA-2017-0025]**

Dear Acting Administrator Hendrickson,

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Metropolitan Washington Area, appreciates your efforts and those of FHWA staff to provide opportunities for commenting on the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program. Our comments on the Notice of Proposed Rulemaking (NPRM) to repeal the Greenhouse Gas (GHG) measure are provided for your consideration below.

The TPB supports retaining the currently enacted GHG measure. The TPB believes that this rule is a good start that aids in increasing the accountability and transparency of the Federal-aid highway program and provides a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals.

The TPB works closely with the Metropolitan Washington Council of Governments (MWCOC), the region's partnership hub for local governments. MWCOC has set aspirational goals for reducing the region's emissions of greenhouse gases (GHG) through 2050, starting with the National Capital Region Climate Change Report in 2008. The TPB has endorsed these goals (Resolution 10-2015) and also works closely with other regional policy boards, including the Metropolitan Washington Air Quality Committee (MWAQC) and Climate, Energy, and Environment Policy Committee (CEEPC). These regional bodies affirmed these goals in 2014 and established a Multi-Sector Working Group to work on plans to reduce greenhouse gases. Efforts continue among all sectors, including the transportation sector, to develop and implement action plans to reduce greenhouse gases. Plans and actions to reduce GHG are therefore an important objective of the TPB and forecasting GHG emissions is integral to our region's metropolitan transportation planning. These efforts will be well complemented by the currently enacted federal rule establishing Percent Change in Tailpipe Carbon Dioxide Emissions on the National Highway System (also known as the GHG measure) as a performance measure under the FAST Act's Performance Management system.

### Questions from the NPRM

1. Whether data are available to more directly measure GHG emissions effects of NHS projects undertaken by States or MPOs.
2. Whether the data used to calculate the measure are precise enough to meet the needs of a performance based approach.
3. Whether the measure provides meaningful utility for assessment of environmental performance of the NHS by States and MPOs.
4. Information or data that would justify the utility of this measure relative to the increased burden on States and MPOs to report this information.
5. Input from States and MPOs on the potential costs imposed by the addition of this measure.

#### **Question 1. Whether data are available to more directly measure GHG emissions effects of NHS projects undertaken by States or MPOs.**

The TPB currently forecasts the mobile source GHG emissions of the region's transportation network represented on the regional travel demand model as a by-product of its air quality conformity determination process. These emissions estimates are developed using EPA's Motor Vehicle Emissions Simulator (MOVES) model. The resulting measures of total and per capita mobile source greenhouse gas emissions have been part of the TPB's long range plan performance analysis for several years, and are considered by the board in its approval of the long range metropolitan transportation plan.

The national performance management measure of measuring GHG emissions by calculating tailpipe CO<sub>2</sub> emissions on just the National Highway System (NHS), would produce an estimates that would be a subset of the regional GHG emissions estimates and generated from a different set of data. However, the results should be comparable in direction and magnitude.

The final rule notes that there are many different methods of estimating GHG emissions and that some methods require more detailed and NHS specific data. The TPB has not, at this time, identified all of the desired data to more directly measure or calculate GHG emissions on just the NHS system. The TPB, however, has access to data that could be used to estimate changes in GHG emissions using other simplified methods outlined in the final rule. However, the use of a performance measure that is nationally comparable among States and MPOs that receive federal CMAQ funds is a desirable goal for performance-driven decision-making, and it is recommended that the FHWA establish a common basis for such comparable performance measurement of GHG emissions.

#### **Question 2. Whether the data used to calculate the measure are precise enough to meet the needs of a performance based approach.**

The national performance management measures, in general, must apply throughout the United States to provide information and comparability. Traffic operations in general can be influenced by local conditions, and in this the GHG measure is similar to many of the other national performance management measures. Accordingly, the data would appear to be precise enough to provide valuable information to decision-makers.

In addition, the TPB endorses the concept of performance management as a process, in which data is used to inform decision-making, rather than performance measurement focused on the data.

Accordingly, measures which inform performance management decision-making are preferable. Such measures need to accurately reflect any changes made in inputs, so that output follows input and enables outcome based decision-making. A focus solely on precision is not as important to the performance based approach. Additionally, the techniques and costs for gathering travel data continues to evolve and so will the ability of the data to better reflect local conditions.

**Question 3. Whether the measure provides meaningful utility for assessment of environmental performance of the NHS by States and MPOs.**

The NHS is a very important part of a region's transportation network and this is particularly true in the TPB's planning area. The TPB's member jurisdictions invest considerable amount of funds on its NHS system. The TPB's planning area is currently in non-attainment of the federal Ozone NAAQS and a recipient of federal CMAQ funds. These funds are invested to affect travel and reduce emissions. With a considerable amount of the region's travel happening on the NHS it is important to be able to assess environmental performance of the NHS. Additionally, given the importance the TPB and other regional policy boards place on GHG emissions reductions, the tailpipe emissions measure would be a very useful measure to inform the region's investments with regard to the environmental improvements. While the TPB will continue to use its regional systemwide GHG emissions estimates measure in regional planning, having the federal GHG measure as a commonly defined and available GHG performance measure across the nation would provide useful comparative information for the TPB.

**Question 4. Information or data that would justify the utility of this measure relative to the increased burden on States and MPOs to report this information.**

Having a commonly defined and available GHG performance measure across the nation would provide useful comparative information for the TPB. Accordingly, the TPB endorses the establishment of common, national data definition, collection, forecasting, and reporting, to enable comparative analysis and informed decision-making. There are no penalties or impacts from the national performance management measures for MPOs (or for the States except in potential allocation of safety and preservations funds), a principle which the TPB heartily endorses. However, the benefit of information on GHG emissions is important to many MPOs and States, and furthers the performance-driven planning process. Given the TPB's long range planning activities as a Travel Management Area (TMA) and a non-attainment area together with its proactive work on GHG emissions, the TPB does not view the additional work to implement the GHG as a considerable burden.

**Question 5. Input from States and MPOs on the potential costs imposed by the addition of this measure.**

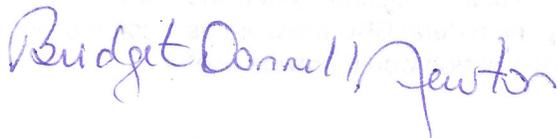
As noted above as a TMA and a non-attainment area the TPB currently deploys considerable resources to comply with all of the federal and state planning regulations. The TPB's current work activities does include estimating GHG emissions. Given the interest of the members of the TPB, MWCOG, and other regional policy boards in GHG reductions, it is anticipated that this MPO will continue its GHG emissions work for the region regardless of whether this performance measure is part of the required national performance measures. Accordingly, there would be limited costs imposed by this useful GHG measure.

Ms. Brandye Hendrickson  
November 2, 2017

In summary: The TPB recognizes the importance of the performance provisions of MAP-21 and the FAST Act as set forth in the May 2016 final rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). We welcome the move towards a performance-driven, outcome based approach to transportation planning. The TPB supports retaining the currently enacted GHG measure and believes that this rule aids in increasing the accountability and transparency of the Federal-aid highway program and provides a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals.

Please feel free to contact the TPB's staff Director of Transportation Planning, Mr. Kanathur Srikanth at [ksrikanth@mwcog.org](mailto:ksrikanth@mwcog.org) or 202-962-3257 if there is any additional information or support that the TPB can provide in the development and implementation of the performance-based planning and programming regulations.

Sincerely,



Bridget Donnell Newton  
Chair, National Capital Region  
Transportation Planning Board



November 8, 2017

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

Re: Governor Harry W. Nice Bridge Replacement Project

Dear Secretary Rahn:

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

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

1. *Bridge Height:* District of Columbia and City of Alexandria representatives expressed concerns about the impact of the proposed bridge height reduction on movement of historic tall ships and other tall vessels that currently access Washington and Alexandria ports. Inability for such vessels to reach Washington and Alexandria, among other destinations, will have negative community and economic impacts.
2. *Emergency Breakdown Shoulders:* The Charles County representative raised issues also noted in an (attached) October 6, 2017 letter to you from the Board of Charles County Commissioners. This letter was forwarded to TPB and is included in our official comment records as part of the conformity determination and plan approval. Charles County is concerned that a new bridge without adequate shoulder widths for emergency breakdowns "will not help relieve the congestion that is currently being seen on this bridge."
3. *Bicycle and Pedestrian Accommodations:* Also raised at the TPB and in the Charles County Commissioners' letter was the inclusion of bicycle and pedestrian connections on the replacement bridge. With a planned 100-year lifespan of a replacement bridge, this represents a once-in-100-years opportunity to provide such a bicycle and pedestrian connection, with important community and economic benefits. Including a bicycle and

Secretary Pete K. Rahn  
November 8, 2017

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

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

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

Sincerely,



Bridget Donnell Newton  
TPB Chairman

Attachment

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



## **MEMORANDUM**

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

---

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





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Jon Schermann, TPB Transportation Planner  
**SUBJECT:** National Capital Region Freight Forum - Highlights  
**DATE:** November 9, 2017

---

This memorandum provides highlights of the National Capital Region Freight Forum held on October 31, 2017. Convened under the auspices of the TPB's Freight Subcommittee, the theme of the Freight Forum was "freight as an enabler of livability". Approximately 50 persons attended, including transportation planners, bicycle/pedestrian planners, transportation officials from a variety of local, regional, and state jurisdictions, FHWA and FMCSA officials, and representatives from UPS, the DC Truckers Association, transportation-oriented consulting firms, and the Transportation Research Board. Especially fortunate was that a number of TPB Board Members, including Kelly Russell of the City of Frederick, Sam Zimbabwe of DDOT, Gary Erenrich of Montgomery County, Christopher Lawson of FHWA, and Sandra Jackson of FHWA were able to attend and participate, as was TPB Technical Committee Chair Tim Davis.

### FORUM AGENDA ITEMS

The agenda featured a panel overview of urban freight challenges, a breakout session on the topic of freight as an enabler of livability, a lunch speaker, an overview of proven strategies for improving freight system performance in urban communities, and a final breakout session focused on addressing goods delivery challenges in downtown Frederick, MD; the Chinatown area of the District of Columbia; and the Rosslyn-Ballston corridor in Arlington, VA.

The panel overview was moderated by Kris Milster of Traffic Technology Services and featured a mix of public- and private-sector perspectives on the challenges associated with delivering goods in congested urban communities. Laura Richards of DDOT then led a facilitated breakout session where participants discussed the connections between freight and livability.

During the on-site lunch, Ted Dahlburg of DVRPC presented on the Philadelphia region's experiences with engaging a wide range of stakeholders to address downtown delivery challenges. Immediately after lunch, Dr. Johanna Amaya-Leal from Iowa State University's Department of Supply Chain and Information Systems introduced the participants to relevant strategies and solutions for improving urban freight movement from TRB's National Cooperative Freight Research Program (NCFRP) Report 33 – *Improving Freight System Performance in Metropolitan Areas: A Planning Guide*.

Meeting participants then broke into three groups to identify strategies and initiatives for mitigating last-mile delivery challenges in the three focus areas: Chinatown (DC), downtown Frederick (MD), and the Rosslyn-Ballston corridor in Arlington (VA).

The forum concluded with a recap of key themes from the meeting and information about how participants can stay involved with regional freight planning efforts.

All documents for the meeting are available on the MWCOC website at:  
<https://www.mwcog.org/events/2017/10/31/national-capital-region-freight-forum/>





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Michael Farrell, Senior Transportation Planner  
**SUBJECT:** Update on the TPB's Street Smart Program  
**DATE:** November 9, 2017

---

## BACKGROUND

To help raise public awareness of pedestrian safety the National Capital Region Transportation Planning Board (TPB) runs a regional pedestrian and bicycle safety campaign known as Street Smart. Street Smart is an educational campaign, directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. It consists of Fall and Spring waves of transit, outdoor, and internet advertising, with supporting law enforcement carried out by partner agencies. The Fall 2017 campaign wave launched on Friday, November 3, and will run through December 3.



## FALL 2017 STREET SMART PRESS EVENT

On Friday, November 3, representatives from the District of Columbia, Maryland, and Virginia kicked off the Fall *Street Smart* safety awareness campaign at Old Town Square in the City of Fairfax.

Transportation officials warned drivers, cyclists, and pedestrians to be more alert as daylight savings time came to an end, bringing darker commuting hours and increased risk for traffic crashes.

The National Highway Traffic Safety Administration (NHTSA) reported that in 2015, 74 percent of pedestrian fatalities nationwide occurred during the dark, dusk-till-dawn hours, with one in four occurring between the hours of 6 and 9 pm.

“The time change this weekend means that reduced visibility during the evening rush hour is a real safety concern,” said Chuck Bean, Executive Director of the Metropolitan Washington Council of Governments. “On foot, bike or behind the wheel, we must all take responsibility for being alert and following traffic laws, for our own safety and for that of others.”



To support the effort, now through December 3, police departments in the region also will be stepping up their efforts to enforce the laws protecting pedestrians and bicyclists. “Our goal is to save lives,” said Col. Carl Pardiny, Chief of Police, City of Fairfax Police Department. “If a ticket is the reminder you need to follow traffic safety laws, we’ll make sure you get the message.”

In addition to Friday’s press event there will be seven “Street Team” walking billboard outreach events across the region, as well as seven “Enforcement Activation” media events, in which the press will be encouraged to observe the police carrying out pedestrian safety enforcement.

The Fall campaign will use brand new ads, with the theme “Shattered Lives”.

To learn more about Street Smart, visit [BeStreetSmart.net](http://BeStreetSmart.net) and follow on [twitter.com/COGStreetSmart](https://twitter.com/COGStreetSmart).



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Recap of COG Transit Oriented Development (TOD) Forum, November 2  
**DATE:** November 9, 2017

---

This memorandum provides a recap of the **Transit Oriented Development (TOD) Forum: Catalyzing Development at the Region's Metrorail Stations**, hosted by the Council of Governments (COG) on Thursday, November 2. Convened under the auspices of the COG Planning Directors Committee, the purpose of the forum was to bring together representatives from the development community, local officials and jurisdictional planning staff, transportation sector staff, and strategic partners from WMATA and the Urban Land Institute.

Chaired by Falls Church Mayor David Tarter and Prince George's County Council Chairman Derrick Davis, over 60 persons attended the event to discuss successes, lessons learned, and opportunities for future TOD across the region.

## FORUM AGENDA

The agenda featured two keynote addresses to lay out the case for developing high-density, mixed-use business/neighborhood centers clustered around transit stations and corridors, as the highest and best as well as most fiscally responsible land use:

- **The Case For Transit-Oriented Development**, by Tracy Loh, PhD, George Washington University Center for Real Estate and Urban Analysis Senior Data Scientist
- **Transit-Oriented Development - The Highest And Best Use**, by Terry Clower, PhD, George Mason University Northern Virginia Chair and Professor of Public Policy and Center for Regional Analysis Director

Three panel sessions continued the theme of the forum:

- **Success Stories In Metropolitan Washington** featured panel members discussing TOD success stories from around metropolitan Washington and the required actions from local government staff, WMATA, and developers, emphasizing the need to work together and collaborate.
- The panel on **Opportunities And Challenges** looked at the diverse mix of stations at various stages of development, and elaborated on there being no "one-size-fits-all" approach to spurring transit-oriented development.
- The final panel on **Best Practices And Policies** emphasized that these are both local and regional in nature, and discussed the set of tools and strategies needed to catalyze transit-oriented development.

A COG news recap of the event and link to forum materials is available at:

<https://www.mwcog.org/newsroom/2017/11/07/catalyzing-development-at-metro-stations-qa-with-falls-church-mayor-david-tarter-and-prince-georges-county-chairman-derrick-l-davis/>





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Bryan Hayes, TPB Transportation Planner  
**SUBJECT:** Changes to CAC member eligibility  
**DATE:** November 9, 2017

---

The Citizens Advisory Committee (CAC) recruitment cycle began on November 6, 2017. As part of that process, CAC member eligibility requirements are identified in an application that is filled out by perspective members. Concerns regarding the current requirements have been raised and staff made changes to member eligibility requirements which are reflected in the application. This memo outlines those changes that address the CAC membership eligibility concerns that have been raised.

### **SUMMARY OF CHANGES**

Two main concerns have been brought to staff's attention: 1) Potential conflicts of interest that may arise regarding people that work for TPB member transportation and planning agencies, and 2) the presence of transportation professionals on the CAC, along with related possible conflicts of interest.

Staff believes the following solutions address these concerns.

#### ***Employees of Agencies of TPB Members***

- Starting with the 2018 CAC application cycle, people who work in professional-level positions for transportation and planning agencies of TPB members are not eligible to apply for membership on the CAC.
- The 2018 CAC application will be updated to clarify this change in eligibility.
- An exception will be made for people that currently serve on the committee who work for a member jurisdiction or implementing agency. The following year, this exception will be lifted and no employees of member jurisdictions or implementing agencies will be eligible.
- The TPB's Participation Plan will be amended in the future to reflect the change in eligibility.

#### ***Transportation/Planning Professionals***

- The 2018 CAC application will be updated with a question that asks applicants to declare if they are transportation or planning professionals. They will be asked to briefly describe their work in the field.
- The 2018 CAC application will be updated with a question that asks people to declare if they are currently involved in any professional capacity with the TPB. This includes representing local government or a private firm on any COG/TPB committee or contract.
- During orientation, it will be made clear that all committee members, especially transportation professionals, are required to declare if they have any business with a member jurisdiction. The expectation is that they will disclose that business and recuse themselves from discussion and activity related to that area.

- No determination will be made about the eligibility of transportation professionals serving on the CAC at this time. TPB staff will work with board members and implementing agencies to determine whether it is appropriate for transportation practitioners to serve on the committee in future years.
- Staff will update the Technical Committee on the direction received.



## **CITIZENS ADVISORY COMMITTEE 2018 Application**

Community leaders and interested citizens from across the Washington region are invited to apply for membership on the 2018 Citizens Advisory Committee (CAC) to the National Capital Region Transportation Planning Board (TPB).

### **WHAT IS THE CAC?**

The CAC is a group of 15 people who represent diverse viewpoints on regional transportation issues, including long-term planning concerns, and short-term policies and programs. The TPB itself is the body that coordinates transportation planning for the entire metropolitan Washington region. The TPB includes elected local officials, representatives from transportation agencies, and other key officials. The TPB is housed and staffed by the Metropolitan Washington Council of Governments (COG).

The mission of the TPB Citizens Advisory Committee is:

1. to ***promote public involvement*** in transportation planning for the region, and
2. to ***provide independent, region-oriented citizen advice*** to the TPB on transportation plans and issues.

The 15 members of the CAC are either elected or appointed. Every fall, six members are elected by the current CAC to serve in the coming year. The other nine members are appointed by the TPB each January. The membership is evenly divided between the District of Columbia and TPB member jurisdictions in Maryland and Virginia. According to TPB procedures, the CAC membership should represent environmental, business, and civic interests in transportation. It should also include people representing low-income or minority groups and groups who represent people with disabilities. Overall it should represent the geographical area served by the TPB.

The CAC meets every month on the second Thursday evening, six days prior to the monthly TPB meeting (the TPB always meets on the third Wednesday of the month). The CAC meetings are from 6:00 P.M. to 8:00 P.M. at the Metropolitan Washington Council of Governments located at 777 North Capitol Street NE, Washington, DC 20002.

### **RECENT COMMITTEE ACTIVITIES**

The CAC acts in an advisory role to the TPB and offers comments to the board reflecting the committee's diverse viewpoints. Over the years, the CAC has focused on key regional issues, such as the lack of funding for critical infrastructure needs and pedestrian safety concerns. The committee has also identified key opportunities to enhance the TPB's ongoing public participation activities. Recently, the committee provided guidance on the Visualize 2045 public outreach survey. Committee members also played an important role in raising awareness about the survey.

For more information on the CAC's activities, including committee reports and agendas, please visit [www.mwcog.org/tpbcac/](http://www.mwcog.org/tpbcac/).

**APPLICANTS:**

- Should be able to attend monthly meetings at the Council of Governments.
- Should be willing to serve for a one-year term.
- Should complete the attached application form. Completed applications will be considered by the members of the CAC when they select six individuals to serve on next year's CAC and by the TPB chair and vice chairs when they nominate nine additional individuals to serve on the CAC.
- Must reside in one of the TPB member jurisdictions.
- Should not be professional-level employees of transportation and planning agencies of TPB members.
- Should declare any ongoing business with COG/TPB.

**FOR MORE INFORMATION OR TO SUBMIT YOUR APPLICATION, PLEASE CONTACT:**

Bryan Hayes  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002  
Phone: (202) 962-3273  
Fax: (202) 962-3201  
bhayes@mwkog.org

**DEADLINE FOR APPLICATIONS:**

December 15, 2017

**CONTACT INFORMATION**

Name: \_\_\_\_\_

Home Address: \_\_\_\_\_  
\_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip code: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

**APPLICATION**

**Are you a current or former member of the CAC? If so, what year(s) did you serve?**

\_\_\_\_\_

**Why are you interested in serving on the CAC?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

---

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

---

---

---

---

---

Is there any else you'd like us to know related to your interest in serving on the CAC?

---

---

---

---

---

---

---

---

How did you learn about the CAC opportunity?

---

---

---

---

If appointed to the CAC, could you begin your term in February 2018?

---

---

## EMPLOYMENT

Please note that professional-level employees of transportation and planning agencies of TPB members are not eligible to be members of the CAC. For 2018, an exception will be made to this rule for individuals who were members of the CAC in 2017.

**What is your employment status?**

---

**Please provide the following employment information**

Employer: \_\_\_\_\_

Title: \_\_\_\_\_

Job Description: \_\_\_\_\_

**Are you a transportation or planning professional?**

\_\_\_\_\_ Yes                      \_\_\_\_\_ No

**Are you currently involved in any professional capacity with the TPB? This includes representing a private firm on any COG/TPB committee or contract.**

\_\_\_\_\_ Yes                      \_\_\_\_\_ No

## BACKGROUND INFORMATION (OPTIONAL)

Collecting demographic information for committees helps the TPB understand who is participating in the regional transportation planning process.

**This data will be kept confidential and if reported will not be used to identify any specific individual.**

Age: \_\_\_\_\_

Sex: \_\_\_\_\_

Disability: \_\_\_\_\_  
\_\_\_\_\_

### Ethnicity and/or Race

\_\_\_\_ African American

\_\_\_\_ American Indian / Alaska Native

\_\_\_\_ Asian / Pacific Islander

\_\_\_\_ Hispanic / Latino

\_\_\_\_ Multiracial

\_\_\_\_ White

Other: \_\_\_\_\_

## ETHICS STATEMENT

The National Capital Region Transportation Planning Board (TPB) Citizens Advisory Committee (CAC) is called on to promote public involvement and provide advice to the TPB.

It is the duty of every CAC member to avoid conflicts of interest. If selected to serve on the CAC, are you prepared to disclose all possible conflicts of interest and recuse yourself from discussion should a conflict of interest arise?

\_\_\_\_ Yes

\_\_\_\_ No

**Complete and submit this application by December 15, 2017.**

**ITEM 7 – Action**  
November 15, 2017

Critical Urban Freight Corridor Designation for the  
National Capital Region

**Staff**

**Recommendation:** Approve Resolution R6-2018 to designate the National Capital Region’s Critical Urban Freight Corridors.

**Issues:** None

**Background:** The board will be briefed on the draft critical urban freight corridor segments for the Maryland, District of Columbia, and Virginia portions of the National Capital Region and asked to approve the designation of these segments as the Region’s critical urban freight corridors.



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

**RESOLUTION TO DESIGNATE CRITICAL URBAN FREIGHT CORRIDORS  
IN 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 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**, Critical Urban Freight Corridors are important complements to the Primary Highway Freight System designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities including planning, engineering, and construction; and

**WHEREAS**, TPB staff has collaborated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to identify Critical Urban Freight Corridors in those respective states that meet the criteria for designation as set forth under provisions of the FAST Act; and

**WHEREAS**, these CUFC designations have been reviewed and recommended for TPB approval by the TPB Freight Subcommittee and the TPB Technical Committee.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the designation of the Maryland, Virginia, and District of Columbia public roads listed in the attached tables as Critical Urban Freight Corridors, as described in the attached materials.



**Table 1: Critical Urban Freight Corridors in the Maryland Portion of the National Capital Region**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC MD.01	US 15	MD 26	US 40 / S. Jefferson St	3.2	J, K
CUFC MD.02	US 40	US 15 / US 340	I-70 / I-270	0.6	I, J, K
CUFC MD.03	US 15 / US 340	I-70	Mt. Zion Rd	2.5	K
CUFC MD.04	US 15	Hayward Rd	MD 26	1.0	J, K
CUFC MD.05	US 301	Mattawoman Rd	Smallwood Dr	4.0	I, J, K
CUFC MD.06	US 50	DC / MD line	MD 410	4.1	I, J, K
CUFC MD.07	MD 198	Old Columbia Pike	I-95	2.6	J, K
CUFC MD.08	MD 201 (Kenilworth Ave)	US 50	MD / DC line	0.5	I, J, K
CUFC MD.09	MD 4	I-95	MD 337	0.9	J, K
CUFC MD.10	MD 185 (Connecticut Ave)	I-495	MD 410 (East West Hwy)	1.2	J, K
CUFC MD.11	MD 5	Surratts Rd	MD 373	3.5	K

\* Criteria code:

H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility

I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement

J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land

K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Table 2: Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	10.5	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K

\* Criteria code:

H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility

I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement

J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land

K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Table 3: Critical Urban Freight Corridors in the District of Columbia Portion of the National Capital Region**

ID	Route	Start Point	End Point	Length (miles)	Criteria*
CUFC DC.01	16th St	U St NW/New Hampshire Ave NW	K St NW	0.9986	K
CUFC DC.02	Georgia Ave	DC Line/Eastern Ave NW	Florida Ave NW	4.7550	J, K, I
CUFC DC.03a	Massachusetts Ave.	Dupont Cir NW	9th St NW	1.0611	J, K
CUFC DC.03b	Massachusetts Ave.	7th St NW	North Capitol St BN	0.7636	J, K
CUFC DC.04a	Pennsylvania Ave.	29th St NW	22nd St NW	0.4744	J, K
CUFC DC.04b	Pennsylvania Ave.	14th St NW	3rd St NW	0.9522	J, K
CUFC DC.04c	Pennsylvania Ave.	Independence Ave SE	DC Line/Southern Ave SE	3.4834	K
CUFC DC.05	Wisconsin Ave.	DC Line/Western Ave NW	M St NW	4.1218	J, K
CUFC DC.06	Connecticut Ave.	DC Line/Western Ave NW	K St NW	5.0031	J, K
CUFC DC.07	Rhode Island Ave.	DC Line/Eastern Ave NE	Scott Cir NW	4.5508	J, K
CUFC DC.08	South Dakota Ave.	Riggs Rd NE	New York Ave NE	3.7028	J, K
CUFC DC.09	Florida Ave.	9th St NW	H St NE	2.4386	J, K
CUFC DC.10	North Capitol St.	New Hampshire Ave NE	Louisiana Ave NE	4.3487	K, I
CUFC DC.11	14th St.	Rhode Island Ave NW	I-395	2.5628	J, K
CUFC DC.12	Nebraska Ave.	Military Rd NW	Tenley Cir NW	1.1852	K
CUFC DC.13	H St.	Florida Ave NE	Massachusetts Ave NW	1.7157	K
CUFC DC.14	7th St.	Florida Ave NW	Independence Ave SW	1.9797	J, K
CUFC DC.15	Benning Rd.	East Capitol St BN	Florida Ave NE	2.6696	J, K
CUFC DC.16	Missouri Ave.	Military Rd NW	North Capitol St BN	1.3273	K
CUFC DC.17	K St.	27th St NW	7th St NW	1.8414	J, K
CUFC DC.18a	Constitution Ave.	14th St NW	Pennsylvania Ave NW	0.7297	K
CUFC DC.18b	Constitution Ave.	Pennsylvania Ave NW	Louisiana Ave NW	0.1781	K
CUFC DC.19	Independence Ave.	14th St SW	3rd St SW	0.9043	H, K
CUFC DC.20	South Capitol St.	Firth Sterling Ave SE	Washington Ave SW	2.3447	J, K, I
CUFC DC.21	M St.	US29	29th St NW	0.6764	J, K
CUFC DC.22	Military Rd.	Nebraska Ave NW	Missouri Ave NW	1.9496	K
CUFC DC.23	New Hampshire Ave.	DC Line/Eastern Ave NE	North Capitol St BN	0.7020	J, K
CUFC DC.24	Dupont Cir.	Massachusetts Ave NW	Massachusetts Ave NW	0.2682	K
CUFC DC.25	U St.	15th St NW	9th St NW	0.5700	J, K
CUFC DC.26	Thomas Cir.	M St NW	M St NW	0.1569	K
CUFC DC.27	Tenley Cir.	Nebraska Ave NW	Nebraska Ave NW	0.1359	K
CUFC DC.28	Washington Cir.	Pennsylvania Ave NW	Pennsylvania Ave NW	0.2318	K

ID	Route	Start Point	End Point	Length (miles)	Criteria*
CUFC DC.29	Scott Cir.	Massachusetts Ave NW	Massachusetts Ave NW	0.1165	K
CUFC DC.30	New York Ave. (US 50)	DC Line NE	7th St NW	4.6039	J, K, I
CUFC DC.31	East Capitol St.	DC Line/Southern Ave SE	Benning Rd SE	1.3113	K, I
CUFC DC.32	Louisiana Ave.	North Capital St BN	Constitution Ave NW	0.3042	K
CUFC DC.33	Riggs Rd.	South Dakota Ave NE	North Capitol St BN	0.4001	K
CUFC DC.34a	9th St.	Mt Vernon Pl NW	K St NW	0.0581	K
CUFC DC.34b	9th St.	Pennsylvania Ave NW	Frontage Rd SW	0.7452	K
CUFC DC.35	12th St.	I-395 BN	Pennsylvania Ave NW	1.1082	K
CUFC DC.36	Francis Scott Key Bridge	DC Line/GW Memorial Pkwy	M St NW	0.3111	K
CUFC DC.37	Mt. Vernon Pl.	7th St NW	9th St NW	0.1145	K
CUFC DC.38	Anacostia Fwy	I-295	East Capitol St BN	2.4600	K, I
CUFC DC.39	Kenilworth Ave	East Capitol St BN	DC Line/Eastern Ave NE	2.0424	K
CUFC DC.40	Water St NW/Whitehurst Fwy NW	350' east of Key Bridge NW	27th St NW	0.7850	K

- \* Criteria code:
- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
  - I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
  - J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
  - K: Is important to the movement of freight within the region, as determined by the MPO or the State



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jon Schermann, TPB Transportation Planner  
**SUBJECT:** Critical Urban Freight Corridor Designation for the National Capital Region  
**DATE:** November 15, 2017

---

This memorandum describes the proposed Critical Urban Freight Corridor (CUFC) segments for the National Capital Region. The Board will be requested to take action to designate the Critical Urban Freight Corridors for the National Capital Region during the November 15, 2017 TPB meeting.

## **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.<sup>1</sup> Table 2 below provides a rough estimate of the NHFP funding available statewide for each of our member states. The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

**Table 2: Estimate of NHFP Funding by State (statewide)**

State	NHFP Funds
District of Columbia	approximately \$6 million / year
Maryland	approximately \$20 million / year
Virginia	approximately \$25 million / year

## 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 PHFS, the Interstate System, or an intermodal freight facility;
- 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.

<sup>1</sup> Provided the State has an approved, FAST-Act compliant State Freight Plan.

Two caveats should be noted regarding CUFCs. First, they comprise a funding network – they do not have to be contiguous, nor is there necessarily enough mileage allotted in the FAST Act to allow for a contiguous functional network. Second, CUFCs can be redesignated as needed, and would be expected to be designated for locations where projects are programmed or anticipated in the near future.

## MILEAGE LIMITATIONS

For each state, according to the FAST Act, 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 3 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia.

**Table 3: Critical Urban Freight Corridor Mileage**

State	CUFC Miles: Total	CUFC Miles: National Capital Region
Maryland	75.00	25.0
District of Columbia	75.00	75.0
Virginia	83.35	17.8

## MARYLAND CRITICAL URBAN FREIGHT CORRIDORS

The proposed Maryland CUFC segments listed here are **nearly identical to those that the TPB Steering Committee provisionally designated at their June 2, 2017 meeting**. The Steering Committee action was part of an expedited process that MDOT requested for the approval of provisional CUFCs within Maryland to enable completion of their FAST Act-compliant State Freight Plan by June 30, 2017. The TPB will be requested to designate the full set of National Capital Region CUFCs including those in Maryland, Virginia, and the District of Columbia in November 2017. The Maryland Public Roads listed in Table 4 and shown in Figure 1 (below and following page) are proposed as CUFCs.

**Table 4: Critical Urban Freight Corridors in the Maryland Portion of the National Capital Region**

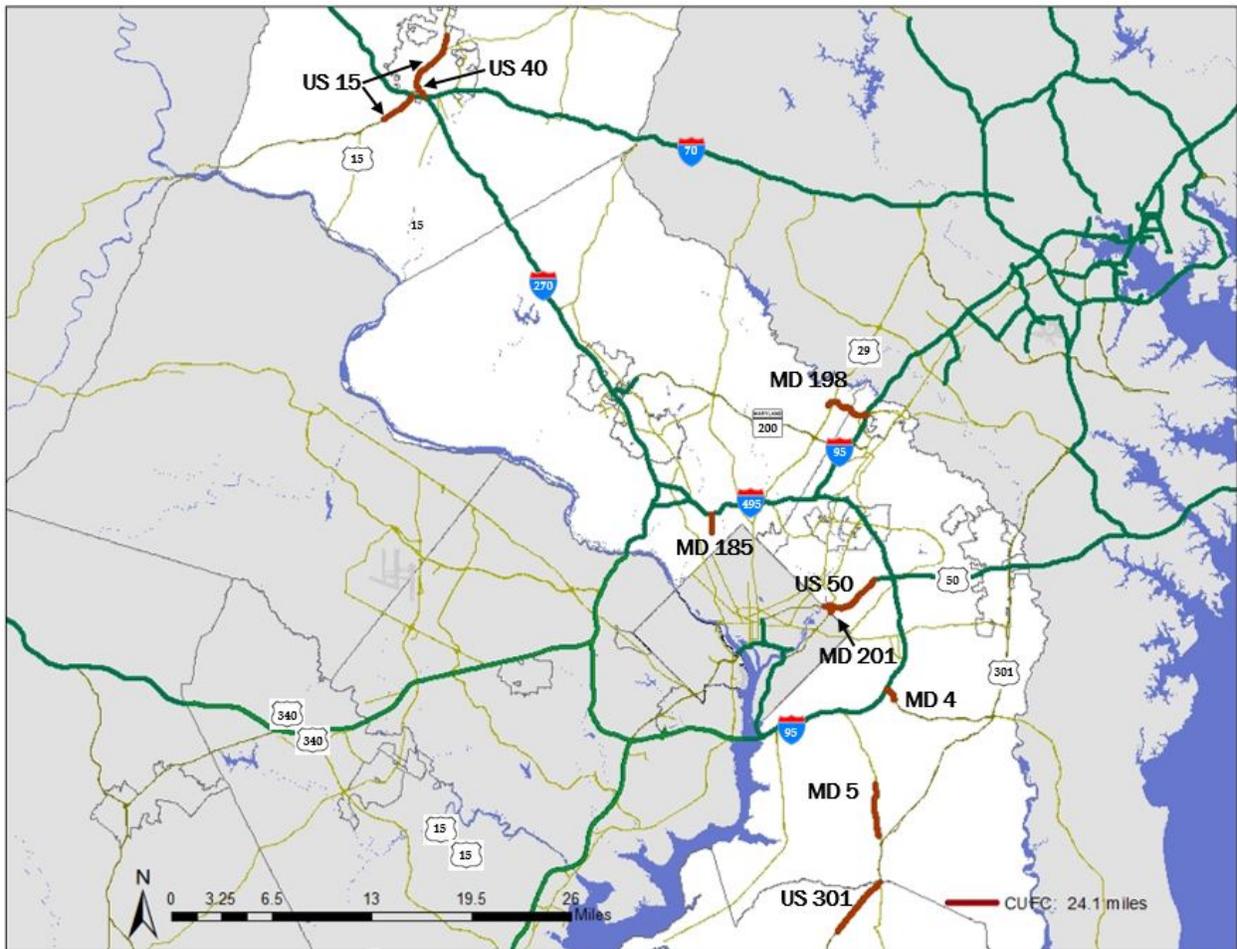
ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC MD.01	US 15	MD 26	US 40 / S. Jefferson St	3.2	J, K
CUFC MD.02	US 40	US 15 / US 340	I-70 / I-270	0.6	I, J, K
CUFC MD.03	US 15 / US 340	I-70	Mt. Zion Rd	2.5	K
CUFC MD.04	US 15	Hayward Rd	MD 26	1.0	J, K
CUFC MD.05	US 301	Mattawoman Rd	Smallwood Dr	4.0	I, J, K
CUFC MD.06	US 50	DC / MD line	MD 410	4.1	I, J, K
CUFC MD.07	MD 198	Old Columbia Pike	I-95	2.6	J, K
CUFC MD.08	MD 201 (Kenilworth Ave)	US 50	MD / DC line	0.5	I, J, K
CUFC MD.09	MD 4	I-95	MD 337	0.9	J, K

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC MD.10	MD 185 (Connecticut Ave)	I-495	MD 410 (East West Hwy)	1.2	J, K
CUFC MD.11	MD 5	Surratts Rd	MD 373	3.5	K

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Figure 1: CUFCs (Red) and Other NHFN-Designated Roadways (Green) in the Maryland Portion of the National Capital Region**



## MARYLAND 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 on the next page:

- 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 score<sup>2</sup> to each link in Maryland’s highway network.
- 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.

## VIRGINIA CRITICAL URBAN FREIGHT CORRIDORS

The Virginia Public Roads listed in Table 5 and Figure 2 (below and following page) are proposed as CUFCs.

**Table 5: Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region**

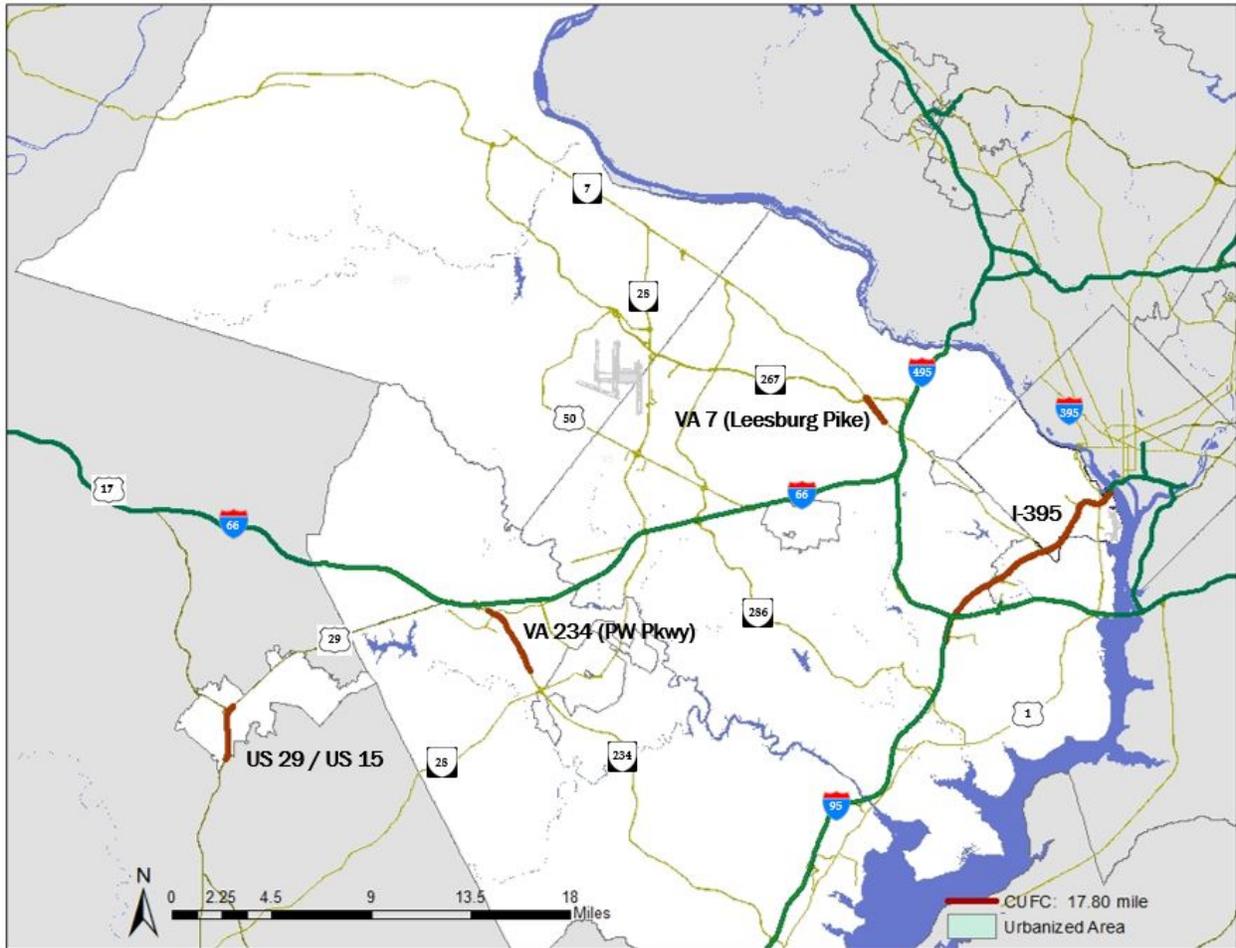
ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	10.5	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

<sup>2</sup> 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.

**Figure 2: CUFCs (Red) and Other NHFN-Designated Roadways (Green) in the Virginia Portion of the National Capital Region**



## VIRGINIA METHODOLOGY

TPB staff coordinated with VDOT to identify the CUFCs shown above. The methodology outlined below is similar to that used for the Maryland CUFCs and utilized both objective data and professional judgment:

- VDOT provided truck volumes for each urban roadway link
- TPB staff examined available data and developed a freight density score for each link based on total square footage of industrial, warehouse/distribution, and retail buildings within  $\frac{3}{4}$  mile
- TPB staff developed an intermodal connector score for each link based on whether it provided access to NOVA freight intermodal terminals
- Truck volumes, freight density scores, and intermodal connector scores were normalized and combined into an overall score

- Urban roadway links in Virginia’s portion of the TPB planning area were sorted in descending order by overall score
- TPB staff iteratively identified top 50 miles of CUFC “candidates”
- Three tiers (17.8, 22.4, and 30.1 miles) of CUFCs were identified based on total scores and planned VDOT investments. VDOT notified TPB staff that the 17.8-mile tier would be the correct tier to use at this time.

## DISTRICT OF COLUMBIA CRITICAL URBAN FREIGHT CORRIDORS

The District of Columbia Public Roads listed in Table 6 and Figures 3 and 4 (below and following pages) are proposed as CUFCs.

**Table 6: Critical Urban Freight Corridors in the District of Columbia Portion of the National Capital Region**

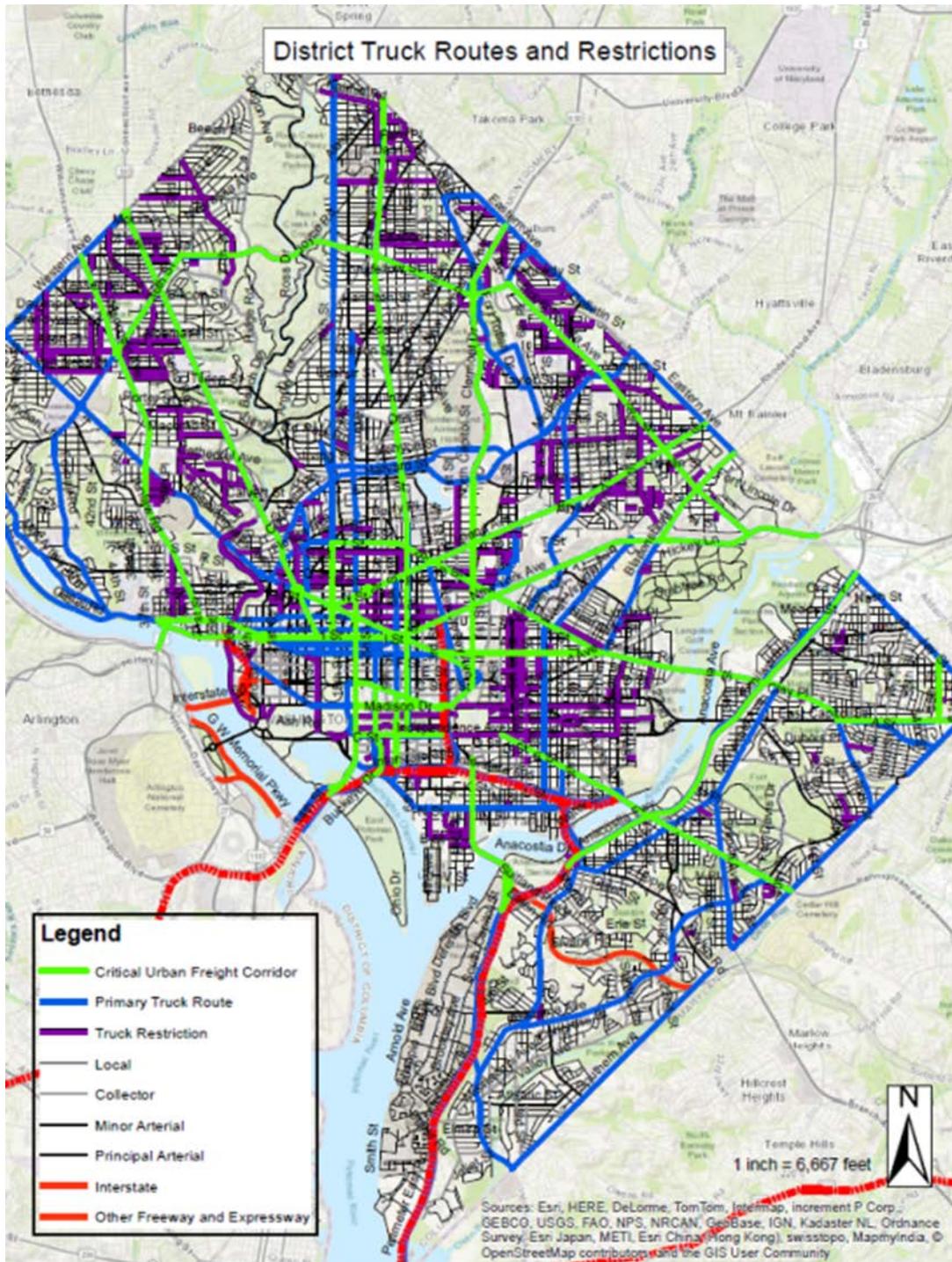
ID	Route	Start Point	End Point	Length (miles)	Criteria*
CUFC DC.01	16th St	U St NW/New Hampshire Ave NW	K St NW	0.9986	K
CUFC DC.02	Georgia Ave	DC Line/Eastern Ave NW	Florida Ave NW	4.7550	J, K, I
CUFC DC.03a	Massachusetts Ave.	Dupont Cir NW	9th St NW	1.0611	J, K
CUFC DC.03b	Massachusetts Ave.	7th St NW	North Capitol St BN	0.7636	J, K
CUFC DC.04a	Pennsylvania Ave.	29th St NW	22nd St NW	0.4744	J, K
CUFC DC.04b	Pennsylvania Ave.	14th St NW	3rd St NW	0.9522	J, K
CUFC DC.04c	Pennsylvania Ave.	Independence Ave SE	DC Line/Southern Ave SE	3.4834	K
CUFC DC.05	Wisconsin Ave.	DC Line/Western Ave NW	M St NW	4.1218	J, K
CUFC DC.06	Connecticut Ave.	DC Line/Western Ave NW	K St NW	5.0031	J, K
CUFC DC.07	Rhode Island Ave.	DC Line/Eastern Ave NE	Scott Cir NW	4.5508	J, K
CUFC DC.08	South Dakota Ave.	Riggs Rd NE	New York Ave NE	3.7028	J, K
CUFC DC.09	Florida Ave.	9th St NW	H St NE	2.4386	J, K
CUFC DC.10	North Capitol St.	New Hampshire Ave NE	Louisiana Ave NE	4.3487	K, I
CUFC DC.11	14th St.	Rhode Island Ave NW	I-395	2.5628	J, K
CUFC DC.12	Nebraska Ave.	Military Rd NW	Tenley Cir NW	1.1852	K
CUFC DC.13	H St.	Florida Ave NE	Massachusetts Ave NW	1.7157	K
CUFC DC.14	7th St.	Florida Ave NW	Independence Ave SW	1.9797	J, K
CUFC DC.15	Benning Rd.	East Capitol St BN	Florida Ave NE	2.6696	J, K
CUFC DC.16	Missouri Ave.	Military Rd NW	North Capitol St BN	1.3273	K
CUFC DC.17	K St.	27th St NW	7th St NW	1.8414	J, K

ID	Route	Start Point	End Point	Length (miles)	Criteria*
CUFC DC.18a	Constitution Ave.	14th St NW	Pennsylvania Ave NW	0.7297	K
CUFC DC.18b	Constitution Ave.	Pennsylvania Ave NW	Louisiana Ave NW	0.1781	K
CUFC DC.19	Independence Ave.	14th St SW	3rd St SW	0.9043	H, K
CUFC DC.20	South Capitol St.	Firth Sterling Ave SE	Washington Ave SW	2.3447	J, K, I
CUFC DC.21	M St.	US29	29th St NW	0.6764	J, K
CUFC DC.22	Military Rd.	Nebraska Ave NW	Missouri Ave NW	1.9496	K
CUFC DC.23	New Hampshire Ave.	DC Line/Eastern Ave NE	North Capitol St BN	0.7020	J, K
CUFC DC.24	Dupont Cir.	Massachusetts Ave NW	Massachusetts Ave NW	0.2682	K
CUFC DC.25	U St.	15th St NW	9th St NW	0.5700	J, K
CUFC DC.26	Thomas Cir.	M St NW	M St NW	0.1569	K
CUFC DC.27	Tenley Cir.	Nebraska Ave NW	Nebraska Ave NW	0.1359	K
CUFC DC.28	Washington Cir.	Pennsylvania Ave NW	Pennsylvania Ave NW	0.2318	K
CUFC DC.29	Scott Cir.	Massachusetts Ave NW	Massachusetts Ave NW	0.1165	K
CUFC DC.30	New York Ave. (US 50)	DC Line NE	7th St NW	4.6039	J, K, I
CUFC DC.31	East Capitol St.	DC Line/Southern Ave SE	Benning Rd SE	1.3113	K, I
CUFC DC.32	Louisiana Ave.	North Capital St BN	Constitution Ave NW	0.3042	K
CUFC DC.33	Riggs Rd.	South Dakota Ave NE	North Capitol St BN	0.4001	K
CUFC DC.34a	9th St.	Mt Vernon Pl NW	K St NW	0.0581	K
CUFC DC.34b	9th St.	Pennsylvania Ave NW	Frontage Rd SW	0.7452	K
CUFC DC.35	12th St.	I-395 BN	Pennsylvania Ave NW	1.1082	K
CUFC DC.36	Francis Scott Key Bridge	DC Line/GW Memorial Pkwy	M St NW	0.3111	K
CUFC DC.37	Mt. Vernon Pl.	7th St NW	9th St NW	0.1145	K
CUFC DC.38	Anacostia Fwy	I-295	East Capitol St BN	2.4600	K, I
CUFC DC.39	Kenilworth Ave	East Capitol St BN	DC Line/Eastern Ave NE	2.0424	K
CUFC DC.40	Water St NW/Whitehurst Fwy NW	350' east of Key Bridge NW	27th St NW	0.7850	K

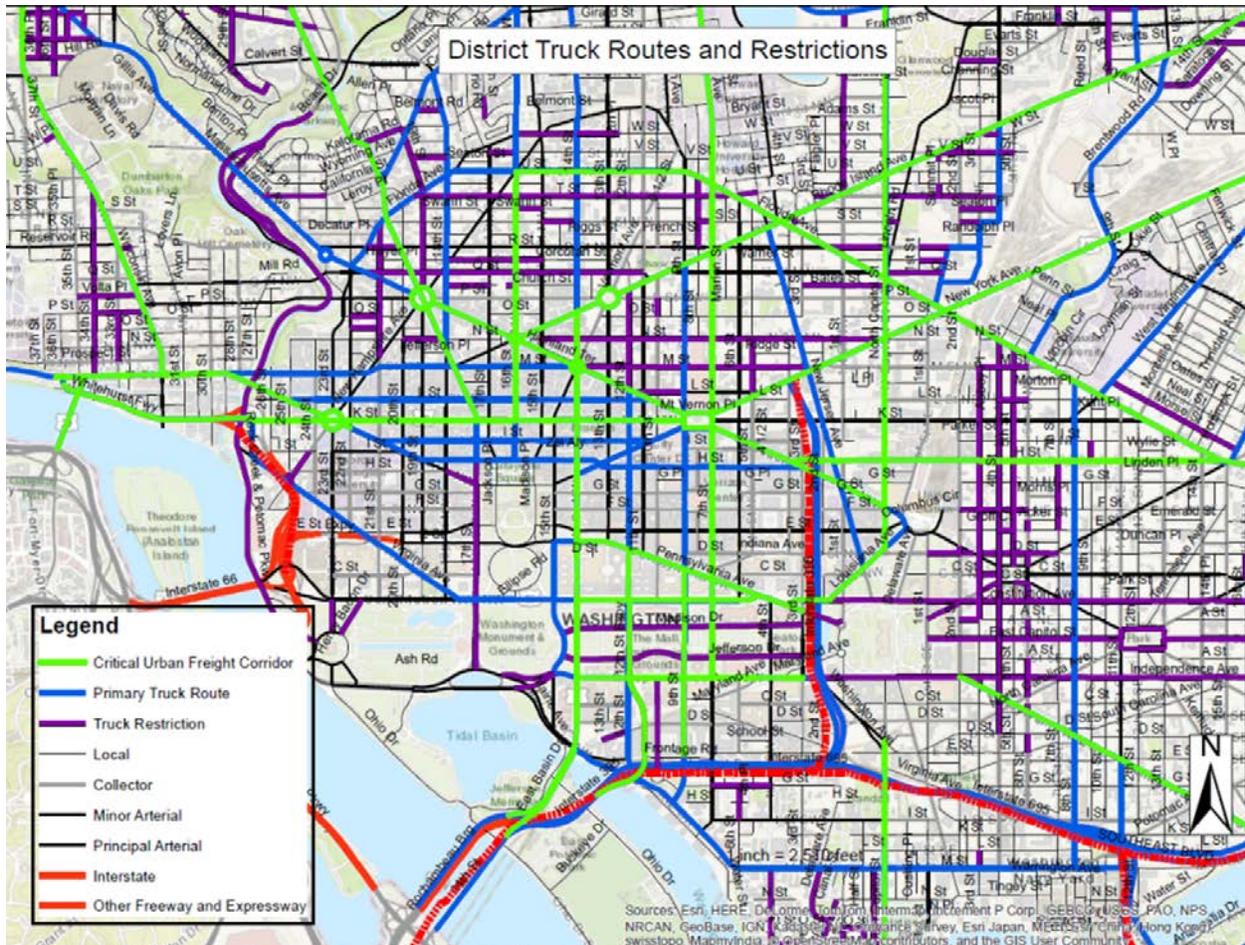
\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Figure 3: CUFCs (Green) in the District of Columbia**



**Figure 4: CUFCs in the District of Columbia – Downtown Area Detail**



## DISTRICT OF COLUMBIA METHODOLOGY

DDOT staff used their 2010 District truck and bus route designation as a starting point in their work to identify CUFC segments. The effort to designate truck and bus routes in the District included extensive data collection and analysis that considered road characteristics, percent truck traffic, AADT, functional classification, and connectivity. The truck and bus route designation process also included a thorough review of existing restrictions and outreach to the public and private industry.

Because the extent of the designated truck and bus routes was greater than the 75 mile CUFC limit, DDOT staff analyzed additional factors to select the most important segments from the overall truck and bus route network. This included analysis of high traffic corridors, connections to freight generators and commercial districts, and locations of planned investments, among other considerations.

## SUMMARY OF NATIONAL HIGHWAY FREIGHT NETWORK MILEAGE IN THE NATIONAL CAPITAL REGION

Most of the National Highway Freight Network (NHFN) miles within the National Capital Region were designated by Congress within the FAST Act. Because Critical Urban Freight Corridors become part of the NHFN, the proposed segments identified in this memo will provide additional miles to the NHFN as shown in Table 7 below.

**Table 7: National Highway Freight Network Miles within the National Capital Region**

State	NHFN miles established within the		Total NHFP miles
	FAST Act	Proposed CUFC miles	
District of Columbia	11.7	73.1	84.8
Maryland	126.3	24.1	150.4
Virginia	73.6	17.8	91.4
<b>National Capital Region</b>	<b>211.6</b>	<b>115.0</b>	<b>326.6</b>

### NEXT STEPS

- Following TPB action, the TPB resolution designating CUFCs will be submitted to the FHWA with copies to the state DOTs.



**ITEM 8 – Action**  
November 15, 2017

Approval to Amend the FY 2017-2022 TIP to Update Projects and Funding in the District of Columbia Section of the TIP, As Requested by the District Department of Transportation (DDOT)

**Staff Recommendation:** Approve Resolution R7-2018 to amend the FY 2017-2022 TIP

**Issues:** None

**Background:** Notice was given at the October 18, 2017 board meeting that DDOT has requested an amendment to include project and funding updates for projects in the District 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. The Steering Committee has reviewed and recommends for inclusion additional corrections identified by DDOT during the comment and inter-agency review period.



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 PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

**WHEREAS**, in the attached letter of October 11, 2017, DDOT has requested that the FY 2017-2022 TIP be amended to include project and funding updates for the District of Columbia section, as described in the attached materials, and

**WHEREAS**, the TIP is available online at [mwcog.org/tip](http://mwcog.org/tip) in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

**WHEREAS**, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on October 12, 2017 that DDOT had requested an amendment to the FY 2017-2022 TIP to comprehensively update project and funding information in the District of Columbia section to be consistent with DDOT's FY 2018-2022 Obligation Plan, as described in the attached materials; and

**WHEREAS**, copies of the proposed TIP update document were available at the October 18 and November 15 TPB meetings and on the web at [mwcog.org/tip](http://mwcog.org/tip); and

**WHEREAS**, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on October 12, 2017 that DDOT had requested an amendment to the FY 2017-2022 TIP to comprehensively update project and funding information in the District of Columbia section to be consistent with DDOT's FY 2018-2022 Obligation Plan, as described in the attached materials; and

**WHEREAS**, on November 3, 2017, the TPB Steering Committee reviewed a set of 12 corrections requested by DDOT to include an additional \$339 million in the proposed TIP amendment as described in the attached memorandum of November 9, 2017, and has recommended that the TPB include these corrections in the amendment; and

**WHEREAS**, these projects are either 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 include project and funding updates, including the 12 corrections, for the District of Columbia section, as described in the attached materials.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Andrew Austin, TPB Transportation Planner  
**SUBJECT:** Changes to the Proposed Update of the District of Columbia Section of the FY 2017-2022 Transportation Improvement Program  
**DATE:** November 9, 2017

On November 16, 2016, the TPB approved the FY 2017-2022 Transportation Improvement Program (TIP) along with the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) and the Air Quality Conformity Analysis of the CLRP and TIP. On October 12, 2017 notice was provided that the District Department of Transportation (DDOT) had requested an amendment to update all projects and funding in the District’s section of the FY 2017-2022 TIP to match its draft FY 2018-2022 State Transportation Improvement Program (STIP). This notice marked the start of a 30-day public comment and inter-agency review period that will conclude on November 11. The funding programmed in the proposed amendment totaled approximately \$2.17 billion. The TPB was briefed on this amendment request at its October 18 meeting.

Since the draft amendment was released for public comment, DDOT has requested 12 corrections that would add another \$339 million, bringing the District’s section of the FY 2017-2022 TIP total to \$2.5 billion. TPB staff have reviewed the projects and the requested corrections. All projects subject to correction were included in the FY 2017-2022 TIP as it was approved in November 2016. The only new TIP record is for a project that is being broken out of a larger project grouping. Four of the projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP: South Capitol Street Corridor, Benning Road Streetcar Extension, Union Station to Georgetown Premium Transit – K Street Transit, and H Street Bridge Over Railroad. The proposed corrections will not impact the scope or scheduled completion of any of these projects. The remaining projects are exempt from the air quality conformity requirement. Please see the listing below and the attached TIP tables for a full description of the proposed corrections.

The TPB Steering Committee reviewed these proposed corrections at its November 3 meeting and has recommend that the TPB include them as a part of the FY 2017-2022 TIP amendment to be approved under resolution R7-2018 when it acts on November 15, 2017.

**PROPOSED CORRECTIONS**

TIP ID	Page	Title/Correction Description	Total Change (Millions of \$)
3212	31	<u>Safety Improvements Citywide</u> Add a total of \$918,000 in SPR and local funding for PE between FY 2018 and FY 2022.	\$0.918
3228	34	<u>Metropolitan Branch Trail</u> Add \$11 million in CMAQ and local funding for construction in FY 2019.	\$11.000

TIP ID	Page	Title/Correction Description	Total Change (Millions of \$)
3423	36	<u>South Capitol Street Corridor</u> Add \$12.406 million local funding for construction in FY 2018, \$17.681 million in FY 2019 and \$85.878 million in FY 2020.	\$103.559
5322	38	<u>Preventive Maintenance and Repair of Stormwater Pumping Stations</u> Add \$8.891 million in local funding for PE between FY 2018 and FY 2022.	\$8.891
5350	40	<u>Streetlight Asset Management &amp; Streetlight Construction - Local</u> Increase local funding for construction in FY 2018 from \$8.7 million to \$9 million, in FY 2019 from \$8.7 million to \$9.216 million, in FY 2020 from \$8.7 million to \$9.437 million, and add \$6.979 million to FY 2021 and \$7.147 million to FY 2022.	\$15.679
5385	41	<u>Streetlight Asset Management - Federal</u> Include "Citywide Streetlight P3" in description. Reduce NHPP and local match funding for construction in FY 2018 from \$8.247 million to \$1.132 million, and in FY 2020 from \$10.419 million to \$2.959 million. Funding reprogrammed in break-out project, TIP ID 6614 below.	-\$14.575
5754	42	<u>Benning Road Extension</u> Add \$1 million in local funding for PE in FY 2018, \$7 million for construction in FY 2021, and \$31.5 million in FY 2022 for construction and other.	\$39.500
5755	43	<u>Union Station to Georgetown Premium Transit; K Street Transit</u> Reduce local funding for construction in FY 2018 from \$24.28 million to \$1 million and reprogram for PE; reduce local funding for construction in FY 2019 from \$45.014 million to \$5.12 million and reprogram for PE.	-\$63.174
5922	44	<u>District Freight Plan</u> Add NHFP and local matching funds for PE: \$130,000 in FY 2018; \$136,000 in FY 2020; and \$143,000 in FY 2022.	\$0.409
6039	45	<u>H Street Bridge over Railroad</u> Add \$203.457 million in local funding for construction between FY 2018 and FY 2020.	\$203.457
6195	47	<u>Florida Avenue Streetscape</u> Change title from "Florida Avenue Transportation Study" to "Florida Avenue Streetscape" and add \$18.596 million in STP and local matching funds for construction in FY 2020.	\$18.596
6614	53	<u>Pennsylvania Ave. Streetlight Upgrade from 2<sup>nd</sup> St. SE to Barney Circle SE</u> Breakout project from Streetlight Asset Management_ Federal (TIP ID 5385) with \$14.575 million in NHPP and local match funding for construction.	\$14.575

**DISTRICT OF COLUMBIA**  
**FY 2017-2022 TIP PROJECT TYPE INDEX**

**DDOT**

**Interstate**

**11th Street Bridges and Interchange Reconstruction**

3193	Agency ID: CD056A	Title: 11th Street Bridges SE, Replace and Reconfigure
5554	Agency ID: HTF02A	Title: Garvee Bond Debt Service
6613	Agency ID:	Title: I-695 Bridges From I-395 to I-295/DC-295

**Rehabilitation of I-395 HOV Bridge over Potomac River**

6187	Agency ID: MRR27A	Title: Rehabilitation of I-395 HOV Bridge over Potomac River
------	-------------------	--

**Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No.1303)**

6416	Agency ID:	Title: Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Cr
------	------------	--

**Primary**

**Anacostia Waterfront Initiative**

5957	Agency ID: AW0, EW002C	Title: Pennsylvania Ave/Potomac Circle
5802	Agency ID: CD044A	Title: Program Manager AWI
3290	Agency ID: SR049A	Title: Reconstruction of Kenilworth Avenue, NE
5723	Agency ID: AW027A	Title: St. Elizabeths Campuses Access Improvements

**Audit and Compliance**

6611	Agency ID: CFPID160076	Title: Audit and Compliance
------	------------------------	-----------------------------

**South Capitol Street**

6038	Agency ID:	Title: Garvee Debt Service
3423	Agency ID: AW011, AW024A,	Title: South Capitol Street Corridor

**Secondary**

**Florida Avenue Transportation Study**

6195	Agency ID: ZU033A	Title: Florida Avenue Streetscape
------	-------------------	-----------------------------------

**Maryland Avenue Pedestrian Safety Project**

6014	Agency ID: SR088A	Title: Maryland Avenue NE Road Diet
------	-------------------	-------------------------------------

**Mid City East**

6184	Agency ID: OSS14A	Title: Mid City East
------	-------------------	----------------------

**Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street**

6412	Agency ID:	Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street
------	------------	--

**Reconstruction of Harvard Street NW from 16th Street NW to Georgia Ave NW**

6425	Agency ID:	Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW
------	------------	--

**Reconstruction of Kenyon Street NW from Park Place to 13th Street**

6414	Agency ID:	Title: Reconstruction of Kenyon Street NW from Park Place NW to 13th Street NW
------	------------	--

**Reconstruction of Ward II**

6493	Agency ID:	Title: Reconstruction of Ward II
------	------------	----------------------------------

**Safety Improvements of 22nd and I NW**

6492	Agency ID:	Title: Safety Improvements of 22nd and I NW
------	------------	---

**Bike/Ped**

10/24/2017

## DISTRICT OF COLUMBIA FY 2017-2022 TIP PROJECT TYPE INDEX

### District-wide Bicycle and Pedestrian Management Program

3232 Agency ID: CM064A, ZUT06A, Title: Bicycle and Pedestrian Management Program

### East Capitol Street Pedestrian Safety Project

6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility & Safety Plan

### Metropolitan Branch Trail

3228 Agency ID: AF073A, ZU024A Title: Metropolitan Branch Trail

### National Recreational Trails

2796 Agency ID: AF066A Title: National Recreational Trails

6230 Agency ID: ZU010A Title: New York Avenue Trail

### Reconstruction/Rehabilitation of Superstructure and Substructure Arizona Ave NW

6516 Agency ID: Title: Reconstruction/ Rehabilitation of Superstructure and Substructure of a Pedestrian B

### Rock Creek Park Trail

3230 Agency ID: AF005A Title: Rock Creek Park Trail

### Safe Routes to School

2888 Agency ID: CM086A Title: Safe Routes to School

### South Capitol Street Trail

6114 Agency ID: ZUT10C Title: South Capitol Street Trail

## Bridge

### Anacostia Freeway Bridges over Nicholson Street SE

6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)

### H Street Bridge over Amtrak

6039 Agency ID: CD054A Title: H Street Bridge over Railroad

### Monroe Street, NE Bridge over CSX & WMATA

6197 Agency ID: MRR26A Title: Monroe Street, NE Bridge over CSX & WMATA

### Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal

6426 Agency ID: Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal

### Rehabilitation of 16th St Bridge over Piney Branch Rd, NW (Bridge No. 0022)

6418 Agency ID: Title: Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No. 0022)

### Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)

6417 Agency ID: Title: Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)

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

5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkl

## Enhancement

### Transportation Alternatives Program

3210 Agency ID: AF049A Title: Transportation Alternatives Program

## ITS

### Traffic Operations Improvements Citywide

6283 Agency ID: PM0A4A Title: Managed Lanes

3216 Agency ID: OSS07A, CI060A, CI Title: Traffic Operations Improvements Citywide

### Traffic Signal LED Replacement

10/24/2017

## DISTRICT OF COLUMBIA FY 2017-2022 TIP PROJECT TYPE INDEX

6115 Agency ID: CI040A Title: Traffic Signal LED Replacement

### Other

#### Arboretum Bridge and Trail

6497 Agency ID: Title: Arboretum Bridge and Trail

#### Asset Condition Assessment

5323 Agency ID: MNT06A, SR091A Title: Condition Assessment

#### Cleveland Park Study

6193 Agency ID: PM0D7A Title: Cleveland Park Study

#### Planning and Management Systems

3213 Agency ID: CAL16C, PM304C, Title: Planning and Management Systems

5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations

3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy

#### Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)

6097 Agency ID: MRR14A Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 10

#### Roadside Improvements Citywide

5315 Agency ID: MRR09A Title: Blair / Cedar / 4th Street NW

5792 Agency ID: EDOC2A Title: C Street NE Implementation

5308 Agency ID: SR070A, ED070A, Title: Neighborhood Streetscape Improvements

#### Roadway Reconstruction Citywide

6597 Agency ID: Title: Aspen Street NW Improvements

2965 Agency ID: SR060A MRR11A, S Title: Roadway Reconstruction Citywide

6598 Agency ID: Title: Tenleytown Multi-Modal Access

#### Safety Improvements

6240 Agency ID: MRR01A Title: Safety and Geometric Improvements of I-295

3212 Agency ID: CBO, CIO Title: Safety Improvements Citywide

#### Streetscape

2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE

6595 Agency ID: Title: Pennsylvania Ave NW Streetscape from 17th Street NW to Washington Circle

#### Traffic Congestion Mitigation

2945 Agency ID: CM074A Title: District TDM (goDCgo)

#### Traffic Signal Maintenance

5347 Agency ID: CI046A, CI047A, CI Title: Traffic Signal Maintenance NHPP-STP

#### Urban Forestry Program

5313 Agency ID: CG311, CG312, CG Title: Urban Forestry Program

### TERMs

#### Transportation Emissions Reduction Measures

3219 Agency ID: ZU022A Title: Commuter Connections Program

### Maintenance

#### Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project

6190 Agency ID: FLD01 Title: Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project

10/24/2017

## DISTRICT OF COLUMBIA FY 2017-2022 TIP PROJECT TYPE INDEX

### Bridge Replacement/Rehabilitation Program

5342	Agency ID: CD046A	Title: Approach Bridges to 14th Street Bridge
3202	Agency ID: CD032C, MNT05A	Title: Bridge Design Consultant Services
5433	Agency ID: PM094A, CD053A	Title: Bridge management Project/AASHTOWARE
3243	Agency ID: CD062A	Title: Citywide Consultant Bridge Inspection
5804	Agency ID: MRR04A	Title: East Capitol St. Bridge over Anacostia River, Br. # 233
5298	Agency ID: AF067A	Title: Emergency Transportation Project
5316	Agency ID: CD062A	Title: Impact Attenuators and Guiderails
6427	Agency ID:	Title: Kenilworth Terrace Bridge over Watts Branch
3181	Agency ID: CD066A	Title: Replacement of 31st Bridge, NW over C&O Canal
5337	Agency ID: CD051A	Title: Replacement of Pedestrian Bridges over Kenilworth Ave
5334	Agency ID: CD052A	Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave
5346	Agency ID: CD026	Title: Theodore Roosevelt Bridge Rehabilitation
6596	Agency ID:	Title: Theodore Roosevelt Memorial Bridge

### Maintenance of Stormwater management / Best Management Ponds

3242	Agency ID: CA303C, MNT02	Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structures and FI
------	--------------------------	--

### Normanstone/Fulton Street Culvert & LID

6194	Agency ID: Temp1315	Title: Normanstone/Fulton Street Culvert & LID
------	---------------------	--

### Resurfacing Streets and Freeways Citywide

3215	Agency ID: SR092A	Title: Federal Aid Pavement Restoration
5339	Agency ID: SR037A	Title: FY2012 Pavement Restoration - NHPP Streets

### Southwest Freeway Bridgeover South Capitol Street

6490	Agency ID:	Title: Southwest Freeway Bridge over South Capitol Street
------	------------	---

### Streetlight Asset Mgmt & Streetlight Construction - Federal

5439	Agency ID: AD017A	Title: Citywide streetlight construction
6614	Agency ID:	Title: Pennsylvania Avenue Streetlight Upgrade from 2nd Street SE to Barney Circle SE
5385	Agency ID: AD020A	Title: Streetlight Asset Mgmt - Federal

### Streetlight Asset Mgmt & Streetlight Construction - Local

5350	Agency ID: AD304	Title: Streetlight Asset Mgmt & Streetlight Construction - Local
------	------------------	--

### Streetlight Upgrade

6422	Agency ID:	Title: Mount Pleasant Street Lighting Upgrade
------	------------	---

### Systems Maintenance

2699	Agency ID: CD018A, CD019A	Title: Asset Preservation of Tunnels in the District of Columbia
2927	Agency ID: CD036A, CD042A,	Title: Citywide FA Preventive Maintenance

### Upgrade and Replacement of Overhead Freeway Signs

6505	Agency ID:	Title: I-395 Sign Structure Improvements
6609	Agency ID: CFPID170306	Title: Interstate Mile Marker Project
6610	Agency ID: CFPID170319	Title: Overhead Freeway Sign Maintenance

### Transit

#### 5303/5304 FTA Program

10/24/2017

**DISTRICT OF COLUMBIA  
FY 2017-2022 TIP PROJECT TYPE INDEX**

6102 Agency ID: Title: 5303/5304 FTA Program

**DC Circulator New Buses for Replacement and Expansion**

6105 Agency ID: Title: DC Circulator New Buses for Replacement and Expansion

**DC Circulator Expansion - Phase I**

6103 Agency ID: Title: DC Circulator Expansion - Phase I

**Streetcar**

5754 Agency ID: CM080A Title: Benning Road Extension

5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit

**Freight**

**District Freight Plan**

5922 Agency ID: AF081A Title: District Freight Plan

**Off-Hours Freight Delivery Pilot Project**

6408 Agency ID: Title: Off-Hours Freight Delivery Pilot Project

**Planning and Systems Enhancement for Weight Stations**

2633 Agency ID: CI029A, CI053A Title: Size and Weight Enforcement Program

**Virginia Avenue Tunnel Project**

5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project

**Safety**

**On-Call Subsurface Pavement Investigation, Engineering**

6502 Agency ID: Title: On-Call Subsurface Pavement Investigation, Engineering



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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2633 Agency ID: CI029A, CI053 Title: Size and Weight Enforcement Program</b>									<b>Total Cost: \$11,280</b>
Facility: Citywide	HSIP	90/10/0		2,000 c					2,000
From:									
To:	NHPP	83/17/0		210 c	215 c	220 c	225 c	231 c	1,101
	STP	80/20/0	1,350 a 1,130 c 150 e	5,000 c					5,000
									<b>Total Funds: 8,101</b>

Description: This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment.

- a. Weigh in Motion Maintenance
- b. Truck Size and Weight Program

<b>TIP ID: 2699 Agency ID: CD018A, CD01 Title: Asset Preservation of Tunnels in the District of Columbia</b>									<b>Total Cost: \$41,275</b>	
Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	2,200 a	1,000 a					8,600	
From:			8,950 c	7,600 c						
To:	NHPP 1	90/10/0			175 a 6,900 c	1,024 a 5,120 c	184 a 8,860 c	188 a 9,401 c	192 a 16,987 c	49,031
									<b>Total Funds: 57,631</b>	

Description: This initiative provides technical support and supportive services for this performance based contract that enables sustained preventive maintenance, rehabilitation and preservation of all tunnel assets in DDOT inventory system. This principal objectives relative to public safety are the maintenance of automated or natural ventilation system for the explosion of harmful carbon monoxide gas from all tunnels and the provision of an adequate lighting system within each tunnel.

<b>TIP ID: 2796 Agency ID: AF066A Title: National Recreational Trails</b>									<b>Total Cost: \$2,100</b>	
Facility: Citywide	NRT	83/17/0		300 a	300 a	307 a	315 a	322 a	330 a	1,874
From:										
To:										
									<b>Total Funds: 1,874</b>	

Description: Programs associated with the Recreational Trails Program – a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups.

Through the D.C. Recreational Trails Program Advisory Committee, the Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training).

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2888 Agency ID: CM086A Title: Safe Routes to School</b>								<b>Total Cost:</b>	<b>\$10,406</b>

Facility: Safe Routes to School	SRTS	80/20/0		1,151 c	1,179 c	1,207 c		1,266 c	4,803
---------------------------------	------	---------	--	---------	---------	---------	--	---------	-------

From:									
To:									
								<b>Total Funds:</b>	<b>5,954</b>

Description: To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement.

<b>TIP ID: 2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE</b>								<b>Total Cost:</b>	<b>\$15,000</b>
--	--	--	--	--	--	--	--	--------------------	-----------------

Facility: Minnesota Ave	STP	80/20/0	1,700 a	14,000 c					14,000
-------------------------	-----	---------	---------	----------	--	--	--	--	--------

From: A Street, NE									
To: Sheriff Road, NE									
								<b>Total Funds:</b>	<b>14,000</b>

Description: Reconstruction of Minnesota Avenue from A St., SE to Sheriff Rd., NE including LIDs, streetscape. Schedule is impacted by Benning Streetcar study. Project will be phased to mitigate impacts. Phase 1 will construct from A St. to just south of Benning Road; Phase 2 will follow when streetcar study produces direction as to track route.

<b>TIP ID: 2927 Agency ID: CD036A, CD04 Title: Citywide FA Preventive Maintenance</b>								<b>Total Cost:</b>	<b>\$44,100</b>
---	--	--	--	--	--	--	--	--------------------	-----------------

Facility:	NHPP	83/17/0		4,400 c	10,977 c		5,755 c	5,893 c	27,025
-----------	------	---------	--	---------	----------	--	---------	---------	--------

From:									
To:	NHPP 1	80/20/0		4,800 c	150 a				4,950

	STP	83/17/0			2,744 c		1,439 c	1,473 c	5,656
--	-----	---------	--	--	---------	--	---------	---------	-------

	STP 1	80/20/0		1,200 c	1,200 c				2,400
--	-------	---------	--	---------	---------	--	--	--	-------

**Total Funds: 40,031**

Description: This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 2945 Agency ID: CM074A Title: District TDM (goDCgo)</b>									<b>Total Cost: \$7,000</b>

Facility: citywide	CMAQ	80/20/0	5,200 a	1,700 a	1,700 a	3,584 a	3,670 a	3,758 a	4,068 a	18,480
From:										
To:										
<b>Total Funds: 18,480</b>										

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

<b>TIP ID: 2965 Agency ID: SR060A MRR1 Title: Roadway Reconstruction Citywide</b>									<b>Total Cost: \$53,900</b>
---	--	--	--	--	--	--	--	--	-----------------------------

Facility: CITYWIDE	HSIP	80/20/0		15,500 c						15,500
From:										
To:	STP	83/17/0			21,000 c	6,656 c				27,656
	STP 1	80/20/0		2,500 a						13,000
				10,500 c						
<b>Total Funds: 56,156</b>										

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.

<b>TIP ID: 3181 Agency ID: CD066A Title: Replacement of 31st Bridge, NW over C&amp;O Canal</b>									<b>Total Cost: \$6,200</b>
--	--	--	--	--	--	--	--	--	----------------------------

Facility: 31st Street NW Bridge over C&O Canal	NHPP	80/20/0		6,200 c						6,200
From:										
To:										
<b>Total Funds: 6,200</b>										

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3193 Agency ID: CD056A Title: 11th Street Bridges SE, Replace and Reconfigure</b>									<b>Total Cost: \$37,500</b>
Facility: 11th Street Bridge and Interchan	NHPP	80/20/0	29,500 c	4,500 a					6,000
From:				1,500 c					
To:									
									<b>Total Funds: 6,000</b>

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 3202 Agency ID: CD032C, MNT0 Title: Bridge Design Consultant Services</b>									<b>Total Cost: \$4,075</b>	
Facility: CITYWIDE	NHPP	83/17/0			433 a	443 a	1,444 a	1,014 a	3,334	
From:										
To:	NHPP 1	80/20/0	1,500 a	1,350 a					1,350	
	STP	83/17/0			900 a	1,155 a	1,182 a	918 a	690 a	4,845
	STP 1	80/20/0	600 a	500 a					500	
									<b>Total Funds: 10,029</b>	

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.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program</b>									<b>Total Cost: \$8,050</b>	
Facility: Citywide	STP	80/20/0	2,300 a							
From:										
To:	TAP	80/20/0	2,300 a	1,150 c	1,150 a	1,178 a	1,205 a	1,235 a	1,264 a	7,182
									<b>Total Funds: 7,182</b>	

Description: The Transportation Enhancements program is federally funded through the Transportation Equity Act for the 21st Century (TEA-21). The program funds projects that aim to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Categories include pedestrian and bicycle facilities, scenic and historic preservation, archeological research, and environmental mitigation of runoff pollution.

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>3212</b> Agency ID: <b>CB0, CI0</b> Title: <b>Safety Improvements Citywide</b>			Total Cost:							
Facility: Citywide	HSIP	90/10/0		3,050 a	5,325 a	5,453 a	5,584 a	5,718 a	5,855 a	51,936
From:				565 c	4,008 c	3,950 c	4,045 c	4,142 c	4,241 c	
To:	<b>SPR</b>	<b>80/20/0</b>			<b>175 a</b>	<b>179 a</b>	<b>184 a</b>	<b>188 a</b>	<b>192 a</b>	<b>918</b>
	STP	83/17/0			1,550 a	1,536 a	2,097 a	1,611 a	1,649 a	9,230
					150 c	154 c	157 c	161 c	165 c	
	STP 1	80/20/0		560 a						935
				375 c						
<b>Total Funds:</b>										<b>63,019</b>

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3213 Agency ID: CAL16C, PM30 Title: Planning and Management Systems									Total Cost: \$49,377	
Facility: Citywide	CMAQ	80/20/0	924 a	2,556 a					2,556	
From:	HSIP	90/10/0		250 e	77 e				327	
To:	HSIP 1	80/20/0		381 a					381	
	Sect. 5339	80/20/0		500 a 1,500 c					2,000	
	SPR	80/20/0		7,000 a	6,200 a 150 e	5,734 a	5,872 a		24,956	
	STP	83/17/0			2,185 a 2,000 e	1,721 a 1,024 e	1,785 a 1,049 e	3,762 a 107 e	1,392 a 1,100 e	16,125
	STP 1	80/20/0		3,030 a 300 c	1,000 a	1,024 a	1,049 a	1,074 a	1,100 a	8,577
	STP 2	100/0/0			2,000 c	3,072 c	2,097 c	3,221 c	10,390	
									<b>Total Funds: 65,312</b>	

- 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
  - w. OJT Supportive Services

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3215 Agency ID: SR092A Title: Federal Aid Pavement Restoration</b>									<b>Total Cost: \$65,100</b>
Facility: Citywide	STP	83/17/0		8,233 c	9,523 c	9,752 c	9,986 c	10,225 c	47,719
From:									
To:	STP 1	80/20/0	9,300 c						9,300
									<b>Total Funds: 57,019</b>

Description: Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide</b>									<b>Total Cost:</b>
Facility:	HSIP	90/10/0	2,100 c	1,800 c	1,946 c	2,097 c	2,147 c	2,199 c	12,289
From:									
To:	NHPP	80/20/0	250 c						250
	STP	83/17/0		6,000 c	6,144 c	11,534 c	6,442 c	6,597 c	39,682
				565 e	579 e	593 e	607 e	621 e	
	STP 1	80/20/0	1,200 a						12,800
			8,000 c						
			3,600 e						
									<b>Total Funds: 65,021</b>

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3219 Agency ID: ZU022A Title: Commuter Connections Program</b>									<b>Total Cost: \$4,900</b>

Facility:	CMAQ	80/20/0	2,800 a	700 a	1,357 a	717 a	734 a	752 a	770 a	5,030
From:										
To:										
									<b>Total Funds: 5,030</b>	

Description: The purpose of the Commuter Connections Program is to reduce mobile source emission through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

<b>TIP ID: 3228 Agency ID: AF073A, ZU024 Title: Metropolitan Branch Trail</b>									<b>Total Cost: \$7,432</b>
---	--	--	--	--	--	--	--	--	----------------------------

Facility: Union Station District Line	CMAQ	80/20/0	400 a	3,300 c		11,000 c				14,300
From:										
To:										
	DEMO	80/20/0	1,892 a	300 a						300
									<b>Total Funds: 14,600</b>	

Description: The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.

- a. L & M St.
- b. Ft. Totten

<b>TIP ID: 3230 Agency ID: AF005A Title: Rock Creek Park Trail</b>									<b>Total Cost: \$14,000</b>
--	--	--	--	--	--	--	--	--	-----------------------------

Facility: M Street to Beach Drive	CMAQ	80/20/0	3,000 c		10,050 c					10,050
From: Piney Branch Pkwy										
To: 16th Street	DEMO	80/20/0	500 a							
									<b>Total Funds: 10,050</b>	

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

<b>TIP ID: 3232 Agency ID: CM064A, ZUT0 Title: Bicycle and Pedestrian Management Program</b>									<b>Total Cost:</b>
--	--	--	--	--	--	--	--	--	--------------------

Facility: Citywide	CMAQ	80/20/0	250 a	1,165 c	1,000 c	2,048 c	1,049 c			5,262
From:										
To:										
									<b>Total Funds: 5,262</b>	

Description: The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades. Included in the Bicycle and Pedestrian Management Program is:

- a. Bicycle Parking Racks
- b. Bicycle Lanes and Signs (mark dedicated bicycle lanes, including signage)
- c. BIKE\_Capital Bikeshare (CaBi)

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structures and Flood</b>								<b>Total Cost:</b>	<b>\$3,215</b>
Facility:	STP	83/17/0		500 a	512 a	524 a	537 a	550 a	16,139
From:				2,300 c	2,355 c	2,884 c	2,953 c	3,024 c	
To:	STP 1	80/20/0	300 a						1,000
			700 c						
<b>Total Funds:</b>									<b>17,139</b>

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

<b>TIP ID: 3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection</b>								<b>Total Cost:</b>	<b>\$13,150</b>
Facility:	NHPP	83/17/0			1,997 a		4,295 a		6,292
From:									
To:	NHPP 1	80/20/0	6,300 a	1,850 a					1,850
	STP	83/17/0				2,045 a			2,045
<b>Total Funds:</b>									<b>10,187</b>

Description: Consultant inspection of the District's bridges. Work under this contract consist of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses, under the ownership of the District of Columbia in accordance with the prescribed inspections schedule, the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBS). Safety inspection of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts and overhead sign structures shall be performed as needed. FY2014 obligation includes Phase II of the overhead sign structure effort.

<b>TIP ID: 3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE</b>								<b>Total Cost:</b>	<b>\$13,050</b>
Facility:	Kenilworth Ave, NE	NHPP	83/17/0		8,000 c				8,000
From:	East Capitol St Ramp								
To:	Rail Over Pass north of Benning Rd	NHPP 1	80/20/0	13,050 c					13,050
		NHS	80/20/0	750 a					
<b>Total Funds:</b>									<b>21,050</b>

Description: Design of Kenilworth Ave/I295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy</b>									<b>Total Cost: \$7,000</b>
Facility: Citywide	STP	100/0/0		1,250 a	1,024 a	1,049 a	1,074 a	1,100 a	5,497
From:									
To:	STP 1	80/20/0	4,000 a	1,000 a					1,000
									<b>Total Funds: 6,497</b>

Description: This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor</b>									<b>Total Cost: \$554,172</b>
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	12,300 c					24,600
	State	0/100/0	53,620 c	34,420 c	16,700 c	41,984 c	85,878 c		178,982
									<b>Total Funds: 412,872</b>

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.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project</b>									<b>Total Cost: \$175</b>
Facility: C ITYWIDE	STP	83/17/0		25 c	26 c	26 c	27 c	27 c	131
From:									
To:	STP 1	80/20/0	75 c	25 c					25
									<b>Total Funds: 156</b>

Description: The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned. It is always to plan for emergency work such as major pavement failures, such as sinkholes, falling steel and concrete from bridges and other urgent needs. The project will enable the Department to quickly respond to any emergency without delay.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5308 Agency ID: SR070A, ED07 Title: Neighborhood Streetscape Improvements</b>									<b>Total Cost: \$22,253</b>

Facility: HSIP 90/10/0 50 a 50

From: \_\_\_\_\_

To: **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

<b>TIP ID: 5313 Agency ID: CG311, CG312, Title: Urban Forestry Program</b>									<b>Total Cost: \$10,800</b>
--	--	--	--	--	--	--	--	--	-----------------------------

Facility: Citywide NHPP 83/17/0 200 c 205 c 210 c 215 c 220 c 1,050

From: \_\_\_\_\_

To: NHPP 1 80/20/0 100 c 100

STP 83/17/0 300 c 307 c 315 c 322 c 330 c 1,574

STP 1 80/20/0 400 c 400

**Total Funds: 3,124**

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

<b>TIP ID: 5315 Agency ID: MRR09A Title: Blair / Cedar / 4th Street NW</b>									<b>Total Cost: \$3,000</b>
--	--	--	--	--	--	--	--	--	----------------------------

Facility: Intersection of Blair/Cedar and 4th HSIP 90/10/0 2,700 c 2,700

From: \_\_\_\_\_

To: STP 80/20/0 300 a 2,700 c 2,700

7,400 c

**Total Funds: 5,400**

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails</b>			<b>Total Cost:</b>						
Facility: Citywide	HSIP	90/10/0	925 a	2,481 a					2,481
From:			7,700 c						
To:	HSIP 1	100/0/0		3,831 c		3,424 c	161 a	4,288 c	13,761
							2,057 c		
<b>Total Funds:</b>									<b>16,242</b>

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 guiderails and attenuators at new locations and removal of units in locations where they are no longer needed.

<b>TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations</b>			<b>Total Cost: \$3,336</b>							
Facility:	CMAQ	80/20/0	1,050 a	600 a	400 a	410 a	419 a	429 a	440 a	2,698
From:										
To:	State	0/100/0	1,569 a	1,000 a	1,400 a	2,048 a	2,097 a	2,147 a	2,199 a	10,891
<b>Total Funds:</b>									<b>13,589</b>	

Description: Maintain DDOT's environmental management system and update, as necessary, the DDOT Environmental Policy and Process manual. This project will also enable the review and processing of environmental documentation.

<b>TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment</b>			<b>Total Cost:</b>							
Facility: citywide	State	0/100/0	700 a							
From: citywide										
To:	STP	83/17/0		1,681 a	1,721 a	1,762 a	1,805 a	1,848 a	8,817	
	STP 1	80/20/0	3,300 a	1,000 a					1,000	
<b>Total Funds:</b>									<b>9,817</b>	

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

<b>TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave</b>			<b>Total Cost: \$23,000</b>							
Facility: Benning Road over Kenilworth	NHPP	80/20/0	4,621 a	7,000 a						7,000
From:										
To:										
<b>Total Funds:</b>									<b>7,000</b>	

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave</b>			<b>Total Cost: \$16,500</b>						
Facility: Kenilworth	STP	80/20/0	2,000 a	350 a					350
From:			2,500 b						
To:	STP 1	83/17/0			14,336 c				14,336
<b>Total Funds:</b>									<b>14,686</b>

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

<b>TIP ID: 5339 Agency ID: SR037A Title: FY2012 Pavement Restoration - NHPP Streets</b>			<b>Total Cost: \$29,350</b>						
Facility:	NHPP	83/17/0		7,500 c	154 a	10,486 c	10,737 c	10,995 c	50,112
From:					10,240 c				
To:	NHPP 1	80/20/0		150 a					6,150
				6,000 c					
<b>Total Funds:</b>									<b>56,262</b>

Description: Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tope and removal of roadway and roadside debris.

<b>TIP ID: 5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge</b>			<b>Total Cost:</b>						
Facility: 14th Street Bridge northbound over the Poto	NHPP	90/10/0		2,000 a				30,786 c	32,786
From:									
To:	NHPP 1	80/20/0	750 a	1,000 a					1,000
<b>Total Funds:</b>									<b>33,786</b>

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).

<b>TIP ID: 5346 Agency ID: CD026 Title: Theodore Roosevelt Bridge Rehabilitation</b>			<b>Total Cost: \$28,500</b>						
Facility:	NHPP	80/20/0	2,964 a						
From:			25 b						
To:	NHPP 1	90/10/0		1,000 a					1,000
<b>Total Funds:</b>									<b>1,000</b>

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.

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5347</b>			<b>Agency ID: CI046A, CI047</b>			<b>Title: Traffic Signal Maintenance NHPP-STP</b>					<b>Total Cost: \$59,000</b>	
Facility:	Citywide		HSIP	90/10/0		500 c						500
From:	Citywide		NHPP	83/17/0			650 c	1,280 c	1,311 c	1,342 c	1,374 c	5,957
To:	Citywide		NHPP 1	80/20/0		1,925 c						1,925
			STP	83/17/0			2,300 a	4,403 a	2,412 a	2,470 a	3,628 a	61,830
							14,800 c	7,654 c	7,864 c	8,053 c	8,246 c	
			STP 1	80/20/0		2,750 a						8,550
						5,400 c						
						400 d						
											<b>Total Funds: 78,762</b>	

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

<b>TIP ID: 5350</b>			<b>Agency ID: AD304</b>			<b>Title: Streetlight Asset Mgmt &amp; Streetlight Construction - Local</b>					<b>Total Cost: \$10,500</b>		
Facility:	Citywide		State	0/100/0		4,836 a	300 a	9,000 c	9,216 c	9,437 c	6,979 c	7,147 c	50,479
From:						60,789 c	8,400 c						
To:													
											<b>Total Funds: 50,479</b>		

Description: This project will provide maintenance of streetlights, alley lights, alley tree trimming for blockage of alley lighting, knockdowns, and asset inventory for lighting on non-federally-funded streets.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Do</b>									<b>Total Cost: \$19,100</b>
Facility: Southern Avenue	STP	83/17/0				12,059 c			12,059
From: South Capitol Street									
To: 23rd Street	STP 1	80/20/0	2,200 a	15,500 c					15,500
									<b>Total Funds: 27,559</b>

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.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal</b>									<b>Total Cost:</b>
Facility: Citywide	NHPP	83/17/0		1,132 c	4,786 c	2,959 c	3,030 c	3,102 c	15,009
From:									
To:	NHPP 1	80/20/0		3,384 c					3,384
	STP	83/17/0		1,722 c	7,283 c	12,251 c	4,610 c	4,721 c	30,587
	STP 1	80/20/0		5,383 c					5,383
									<b>Total Funds: 54,363</b>

Description: This project will provide maintenance for the District's aging lighting system to provide safe operations. Work includes upgrade of lights in tunnels and underpasses, bridges, highways, overhead guide sign lighting, obsolete incandescent and mercury vapor lights as well as navigation lights on bridges and waterways. Projects include:

- a) Street Light Replacement
- b) Streetlight Design Services
- c) Streetlight System Upgrade
- d) Streetlight Conversion
- e) Electrical Upgrade
- f) CW painting of street light and traffic signal poles
- g) CW Street and Bridge Light Maintenance
- h) Multiple Circuit Conversion
- i) Streetlight Asset Management
- j) Highway Lighting
- k) Emergency Response to Knockdowns
- l) Citywide Streetlight P3**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE</b>									<b>Total Cost: \$2,125</b>
Facility: Citywide	NHPP	83/17/0		325 a	333 a	341 a	349 a	357 a	1,705
From: Citywide									
To:	NHPP 1	80/20/0		300 a					300
	STP	83/17/0		316 e	307 e	315 e	333 e	341 e	1,612
	STP 1	80/20/0		300 e					300
									<b>Total Funds: 3,917</b>

Description: This project provide funds to support the Bridge Management Program and to pay the annual Points license fee.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5439 Agency ID: AD017A Title: Citywide streetlight construction</b>			<b>Total Cost:</b>						
Facility: citywide	STP	83/17/0		300 a	307 a	315 a	322 a	330 a	15,738
From: citywide				2,700 c	2,765 c	2,831 c	2,899 c	2,969 c	
To:	STP 1	80/20/0	250 a						1,765
			1,515 c						
<b>Total Funds:</b>									<b>17,503</b>

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.

<b>TIP ID: 5554 Agency ID: HTF02A Title: Garvee Bond Debt Service</b>			<b>Total Cost: \$82,390</b>						
Facility:	NHPP	100/0/0		14,100 c	14,438 c	14,785 c	15,140 c	15,503 c	73,966
From:									
To:	NHPP 1	80/20/0	35,301 c	11,774 c					11,774
<b>Total Funds:</b>									<b>85,740</b>

Description: This project consist of rehabilitation of existing deck, steel beams.

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

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)

<b>TIP ID: 5754 Agency ID: CM080A Title: Benning Road Extension</b>			<b>Total Cost: \$82,750</b>						
Facility: Streetcar Line	CMAQ	80/20/0	3,200 a						
From:									
To:	NHPP	83/17/0			7,168 a		42,413 c	33,535 c	83,116
	State	0/100/0	5,400 a	23,614 c	1,000 a		7,000 c	26,500 c	63,114
								5,000 e	
<b>Total Funds:</b>									<b>146,230</b>

Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study will address potential impacts of the project, as well as, preliminary engineering (conceptual) for the line.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit</b>			<b>Total Cost:</b>						<b>\$76,290</b>	
Facility: Premium Transit	CMAQ	80/20/0	1,500 d							
From:										
To:	NHPP	80/20/0		7,500 a					7,500	
	State	0/100/0	4,250 a		1,000 a	5,120 a			6,120	
			7,000 c							
<b>Total Funds:</b>									<b>13,620</b>	

Description: DDOT received an alternatives analysis grant from the Federal Transit Administration to study premium transit options from the Union Station to Georgetown. Premium transit is high quality transit that offered improved liability and speed. The purpose of the AA study is to provide premium transit between Union Station and Georgetown. The Nepa document will select a preferred alternative to move to design and construction for premium transit. Also included in this project is an extension study to continue the transit Northwest. This project also includes K Street Transit Streetscape construction funding.

<b>TIP ID: 5792 Agency ID: ED0C2A Title: C Street NE Implementation</b>			<b>Total Cost:</b>							
Facility: C Street/N. Carolina Avenue	STP	80/20/0	1,000 a	500 a					500	
From: Oklahoma Avenue										
To: 14th Street NE	STP 1	83/17/0				15,360 c			15,360	
<b>Total Funds:</b>									<b>15,860</b>	

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

<b>TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI</b>			<b>Total Cost:</b>						<b>\$52,500</b>	
Facility: Citywide	NHPP	80/20/0	21,000 a	7,000 a					7,000	
From:										
To:	NHPP 1	83/17/0			700 a	2,867 a	2,936 a	3,006 a	3,079 a	12,588
	STP	83/17/0			300 a	1,229 a	1,258 a	1,288 a	1,319 a	5,394
<b>Total Funds:</b>									<b>24,982</b>	

Description: Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ; roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

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

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5922 Agency ID: AF081A Title: District Freight Plan</b>			<b>Total Cost:</b>						<b>\$300</b>
Facility: Citywide	NHFP	80/20/0		130 a		136 a		143 a	409
From:									
To:	STP	80/20/0	600 a	150 a					150
<b>Total Funds:</b>									<b>559</b>

Description: Development of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation.

<b>TIP ID: 5957 Agency ID: AW0, EW002C Title: Pennsylvania Ave/Potomac Circle</b>			<b>Total Cost:</b>						<b>\$5,750</b>
Facility: Pennsylvania Ave and Potomac Circle	HSIP	80/20/0	2,000 a	1,000 a					6,750
From:				5,750 c					
To:	NHPP	83/17/0		1,400 a	2,048 c				3,448
<b>Total Funds:</b>									<b>10,198</b>

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.

<b>TIP ID: 5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project</b>			<b>Total Cost:</b>						<b>\$201,300</b>
Facility: Virginia Ave. SE	PRIV	0/0/0	202,900 c	1,200 c	1,200 c				2,400
From:									
To:									
<b>Total Funds:</b>									<b>2,400</b>

Description: The existing railway tunnel is owned and operated by CSX Transportation, Inc. (CSXT) and has long been identified as one of the most significant freight bottlenecks on the East Coast. CSXT proposes to improve freight transportation reliability and capacity through the District by replacing the existing 106 year old 4,000 foot-long tunnel. The proposal includes the restoration of a second track within the tunnel and increasing the tunnel height to a minimum 20 foot clearance to accommodate intermodal trains transporting double-stacked standard cargo containers.

<b>TIP ID: 6014 Agency ID: SR088A Title: Maryland Avenue NE Road Diet</b>			<b>Total Cost:</b>						<b>\$3,600</b>
Facility: Maryland Ave. NE	STP	80/20/0	2,300 a	3,300 c					3,300
From: 2nd Street NE									
To: 15th Street NE	STP 1	83/17/0			19,300 c				19,300
<b>Total Funds:</b>									<b>22,600</b>

Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.

<b>TIP ID: 6038 Agency ID: Title: Garvee Debt Service</b>			<b>Total Cost:</b>						
Facility:	NHPP	83/17/0			15,053 c	24,432 c	27,488 c	28,147 c	95,120
From:									
To:									
<b>Total Funds:</b>									<b>95,120</b>

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad</b>									<b>Total Cost: \$22,750</b>	
Facility: H Street NE	NHPP	80/20/0	1,000 a							
From: North Capitol Street										
To: 3rd Street NE	State	0/100/0	9,000 a	14,250 c	68,096 c	121,111 c			203,457	

**Total Funds: 203,457**

Description: Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE. The bridge will be reconstructed to accommodate the H/Benning Streetcar Line, allow for Amtrak to increase its capacities in its Union Station rail yard, and allow for development of the air rights above the rail yard.

<b>TIP ID: 6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)</b>									<b>Total Cost: \$15,000</b>	
Facility: Anacostia Freeway Bridges at Nicholson	NHPP	80/20/0	1,000 a	14,000 c					14,000	
From:										
To:										

**Total Funds: 14,000**

Description: Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public. Two bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

<b>TIP ID: 6097 Agency ID: MRR14A Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016)</b>									<b>Total Cost: \$21,000</b>	
Facility: Anacostia Freeway over South Capitol Street	NHPP	80/20/0	1,000 a	10,000 c					10,000	
From:										
To:	NHPP 1	90/10/0		2,500 a					2,500	

**Total Funds: 12,500**

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.

<b>TIP ID: 6102 Agency ID: Title: 5303/5304 FTA Program</b>									<b>Total Cost: \$2,874</b>	
Facility: Citywide	Sect. 5303	80/20/0	1,590 a	415 a	415 a	415 a	415 a		1,660	
From:										
To:	Sect. 5304	80/20/0	418 a	110 a	110 a	110 a	110 a		440	

**Total Funds: 2,100**

Description: DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

<b>TIP ID: 6103 Agency ID: Title: DC Circulator Expansion - Phase I</b>									<b>Total Cost: \$3,750</b>	
Facility:	State	0/100/0	2,326 e	750 e	750 e	750 e	750 e		3,000	
From:										
To:										

**Total Funds: 3,000**

Description: Implement the Phase I DC Circulator routes as identified in the DC Circulator 10-Year Transit Development Plan

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6105 Agency ID: Title: DC Circulator New Buses for Replacement and Expansion</b>									<b>Total Cost: \$8,925</b>

Facility:	State	0/100/0	46,253 e	17,600 e		7,100 e			24,700
From:									
To:									
									<b>Total Funds: 24,700</b>

Description: Additional Circulator buses must be purchased in order to expand service to additional routes.

<b>TIP ID: 6114 Agency ID: ZUT10C Title: South Capitol Street Trail</b>									<b>Total Cost:</b>
---	--	--	--	--	--	--	--	--	--------------------

Facility:	CMAQ	80/20/0	1,700 a			11,264 c			11,264
From:									
To:									
									<b>Total Funds: 11,264</b>

Description: Design and construct a paved bicycle and pedestrian trail along South Capitol Street based on the 2010 concept plan.

<b>TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement</b>									<b>Total Cost: \$8,400</b>
---	--	--	--	--	--	--	--	--	----------------------------

Facility:	NHPP	80/20/0	1,680 c	540 c					540	
From:										
To:	NHPP 1	83/17/0			900 c	1,106 c	1,132 c	1,160 c	1,187 c	5,485
	STP	80/20/0	1,680 c	540 c						540
	STP 1	83/17/0			540 c	553 c	566 c	1,063 c	594 c	3,316
									<b>Total Funds: 9,881</b>	

Description: Replace traffic and pedestrian signal LED modules at all signalized intersections on the surface transportation systems.

<b>TIP ID: 6184 Agency ID: OSS14A Title: Mid City East</b>									<b>Total Cost: \$3,000</b>
--	--	--	--	--	--	--	--	--	----------------------------

Facility:	Eckington, Bloomingdale, LeDroit, Hannover	STP	80/20/0	500 d	2,500 c				2,500
From:	Eckington								
To:	Shaw								
									<b>Total Funds: 2,500</b>

Description: The Mid City East Livability Study seeks to improve physical connectivity among the neighborhoods of Mid City East and their connections to the opportunities and assets of the larger city. Local transportation networks are envisioned as safe and comfortable for travelers of all ages and abilities, contributing to the health of the community and environment and celebrating local identity. The study covers the neighborhoods of Eckington, Bloomingdale, LeDroit, Hannover-Bates, and parts of Shaw.

<b>TIP ID: 6187 Agency ID: MRR27A Title: Rehabilitation of I-395 HOV Bridge over Potomac River</b>									<b>Total Cost: \$39,250</b>
--	--	--	--	--	--	--	--	--	-----------------------------

Facility:	I-395 HOV	NHPP	80/20/0	750 a	1,000 a				1,000
From:	Over Potomac River								
To:	Over Potomac River	NHPP 1	90/10/0			1,500 a		55,575 c	57,075
									<b>Total Funds: 58,075</b>

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6190 Agency ID: FLD01 Title: Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project</b>									<b>Total Cost: \$10,000</b>

Facility: Bloomingdale/LeDroit Park	State	0/100/0	1,500 a	500 a	500 a				4,000
From:			4,500 c	1,500 c	1,500 c				
To:									
									<b>Total Funds: 4,000</b>

Description: The exact street locations are not known at this time but the work is confined to the Bloomingdale and LeDroit Park communities, per the Mayor's Task force on Bloomingdale/LeDroit Flood Mitigation Report.

<b>TIP ID: 6193 Agency ID: PM07A Title: Cleveland Park Study</b>									<b>Total Cost:</b>
--	--	--	--	--	--	--	--	--	--------------------

Facility: Connecticut Ave. NW	NHPP	80/20/0	526 a	2,415 c					2,415
From: Porter Street NW									
To: Macomb Street NW	NHPP 1	83/17/0				2,473 c			2,473
									<b>Total Funds: 4,888</b>

Description: Implementation of Cleveland Park study recommendations including Connecticut Avenue access lane and neighborhood parking supply, streetscape improvements and intersection reconfiguration at Porter/Quebec/Connecticut Ave NW.

<b>TIP ID: 6194 Agency ID: Temp1315 Title: Normanstone/Fulton Street Culvert &amp; LID</b>									<b>Total Cost: \$2,200,000</b>
--	--	--	--	--	--	--	--	--	--------------------------------

Facility: Normanstone Drive	FLAP	100/0/0		1,500 c					1,500
From: Fulton Street									
To: 34th Street	State	0/100/0	2,200 c	600 c					600
									<b>Total Funds: 2,100</b>

Description: This project repair seven culverts under Normanstone Drive, install linear bioretention cells along Fulton Street and Normanstone Drive, and mill and resurface both streets

<b>TIP ID: 6195 Agency ID: ZU033A Title: Florida Avenue Streetscape</b>									<b>Total Cost: \$20,596</b>
---	--	--	--	--	--	--	--	--	-----------------------------

Facility: Florida Avenue, NE	STP	80/20/0	1,000 a	1,000 a					1,000
From: 1St Street, NE									
To: H Street, NE	STP 1	83/17/0				18,596 c			18,596
									<b>Total Funds: 19,596</b>

Description: Implementation of Florida Avenue Transportation Study recommendations, which may include reconstruction of Florida Ave from Benning Rd to New York Ave, safety improvements and streetscape upgrades.

<b>TIP ID: 6197 Agency ID: MRR26A Title: Monroe Street, NE Bridge over CSX &amp; WMATA</b>									<b>Total Cost: \$22,400</b>
--	--	--	--	--	--	--	--	--	-----------------------------

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
									<b>Total Funds: 1,500</b>

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6230 Agency ID: ZU010A Title: New York Avenue Trail</b>									<b>Total Cost: \$3,600</b>

Facility: Paved trail/sidewalk	CMAQ	80/20/0	700 a	3,300 c					3,300
From:									
To:									<b>Total Funds: 3,300</b>
Description: Design and build a new trail along New York Avenue NE.									

<b>TIP ID: 6240 Agency ID: MRR01A Title: Safety and Geometric Improvements of I-295</b>									<b>Total Cost: \$11,500</b>
---	--	--	--	--	--	--	--	--	-----------------------------

Facility: I-295/DC-295	HSIP	90/10/0		9,500 c					9,500
From:									
To:	NHPP	80/20/0	3,500 a						
	NHPP 1	83/17/0			9,728 c				9,728
									<b>Total Funds: 19,228</b>

Description: Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St.

- a. DC 295/ Eastern Ave NE
- b. DC 295/ Nannie Helen Burroughs Avenue from Sheriff Road NE/ Minnesota Avenue NE to Kenilworth Avenue NE/ Kenilworth Terrace NE
- c. DC 295/ Benning Rd, SE
- d. DC 295/ East Capitol St, SE
- e. DC 295/ Pennsylvania Ave, SE
- f. South Capitol Street to I-295 southbound toward Overlook Avenue, SW
- g. DC 295/ Chesapeake St, SW
- h. Kenilworth Avenue NE
- i. DC 295 Mainline Improvements

<b>TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes</b>									<b>Total Cost: \$21,309</b>
--	--	--	--	--	--	--	--	--	-----------------------------

Facility: Rochambeau Bridge, I-395, SW/SE Freeway	NHPP	80/20/0	5,380 a	5,309 a					5,309
From:									
To:									<b>Total Funds: 5,309</b>

Description: The project is to perform a high level feasibility review to identify any potential flaws or major obstacles to completing the project as a public-private partnership (P3) and lay out the critical path to moving the project forward. Phase I: to include NEPA, design, and construction for Rochambeau Bridge. Phase II: to include NEPA, design, and construction for the SE/SW Freeway. Phase III: to include NEPA, design, and construction of I-295.

<b>TIP ID: 6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility &amp; Safety Plan</b>									<b>Total Cost: \$3,800</b>
--	--	--	--	--	--	--	--	--	----------------------------

Facility: Street	HSIP	90/10/0		1,500 a	410 a				1,910
From:									
To:	STP	80/20/0	1,000 a						
									<b>Total Funds: 1,910</b>

Description: Design and Construct pedestrian safety and traffic operations improvements

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: <b>6408</b> Agency ID:		Title: <b>Off-Hours Freight Delivery Pilot Project</b>						Total Cost:		<b>\$300</b>

Facility:	HRDP	50/50/0	160 a	140 a					140
From:									
To:									<b>Total Funds: 140</b>

Description: The DDOT Off-Hours Freight Delivery Pilot Project will focus on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. The District has a constrained infrastructure with multiple modes competing for use of the same space and DDOT believes that a focus on encouraging off-hour deliveries would contribute significantly to reducing congestion.

TIP ID: <b>6412</b> Agency ID:		Title: <b>Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street</b>						Total Cost:		<b>\$1,000</b>
--------------------------------	--	---	--	--	--	--	--	-------------	--	----------------

Facility:	18th Street NW	STP	80/20/0	1,000 a					1,000	
From:	Virginia Ave NW									
To:	M Street NW									<b>Total Funds: 1,000</b>

Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees.

TIP ID: <b>6414</b> Agency ID:		Title: <b>Reconstruction of Kenyon Street NW from Park Place NW to 13th Street NW</b>						Total Cost:		<b>\$6,500</b>
--------------------------------	--	---	--	--	--	--	--	-------------	--	----------------

Facility:	Kenyon Street NW	STP	80/20/0	1,000 a	5,500 c				6,500	
From:	Park Place NW									
To:	13th Street NW									<b>Total Funds: 6,500</b>

Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on Kenyon Street NW from Park Place NW to 13th Street NW

TIP ID: <b>6416</b> Agency ID:		Title: <b>Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (</b>						Total Cost:		<b>\$6,000</b>
--------------------------------	--	--	--	--	--	--	--	-------------	--	----------------

Facility:	I-66 Ramp to Whitehurst Freeway over Pot	NHPP	83/17/0		1,536 a				1,536	
From:	I-66 Ramp									
To:	Whitehurst Freeway over Potomac Pkwy an									<b>Total Funds: 1,536</b>

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No. 1303).

TIP ID: <b>6417</b> Agency ID:		Title: <b>Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)</b>						Total Cost:		<b>\$7,000</b>
--------------------------------	--	--	--	--	--	--	--	-------------	--	----------------

Facility:	K Street Bridge over Whitehurst Freeway Ra	NHPP	80/20/0	1,000 a					1,000	
From:										
To:										<b>Total Funds: 1,000</b>

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs on K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304).

TIP ID: <b>6418</b> Agency ID:		Title: <b>Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No. 0022)</b>						Total Cost:		<b>\$10,000</b>
--------------------------------	--	---	--	--	--	--	--	-------------	--	-----------------

Facility:	16th St Bridge NW over Piney Branch Rd. N	NHPP	83/17/0	1,000 a		5,033 c			5,033	
From:										
To:										<b>Total Funds: 5,033</b>

Description: Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure. Completion of the interior safety walkways, and railings

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6422 Agency ID:</b>		<b>Title: Mount Pleasant Street Lighting Upgrade</b>						<b>Total Cost:</b>		<b>\$2,000</b>
Facility: Mount Pleasant Street NW	STP	83/17/0	300 a	600 a	600 c				1,200	
From:			1,700 c							
To:										
									<b>Total Funds: 1,200</b>	

Description: Lighting Upgrade with complete system including manhole, conduit LED lights and Historic Washington Globe Pole/Fixture

<b>TIP ID: 6425 Agency ID:</b>		<b>Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW</b>						<b>Total Cost:</b>		<b>\$1,000</b>
Facility: Harvard Street NW	STP	80/20/0		1,000 a					1,000	
From: 16th Street, NW										
To: Georgia Avenue NW										
									<b>Total Funds: 1,000</b>	

Description: Pavement reconstruction from Harvard Street from 16th Street to Georgia Ave, Improve Curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's median planter and replace trees.

<b>TIP ID: 6426 Agency ID:</b>		<b>Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal</b>						<b>Total Cost:</b>		<b>\$6,000</b>
Facility: 14 Street SW Bridge over Streetcar Terminal	NHPP	80/20/0	500 a	5,500 c					5,500	
From:										
To:										
									<b>Total Funds: 5,500</b>	

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs.

<b>TIP ID: 6427 Agency ID:</b>		<b>Title: Kenilworth Terrace Bridge over Watts Branch</b>						<b>Total Cost:</b>		<b>\$3,125</b>
Facility: Kenilworth Terrace Bridge over Watts Branch										
From:										
To:										

Description: Project scope include applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.

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

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

<b>TIP ID: 6492 Agency ID:</b>		<b>Title: Safety Improvements of 22nd and I NW</b>						<b>Total Cost:</b>		<b>\$400</b>
Facility: Pennsylvania Ave, NW	HSIP	80/20/0	50 a	350 c					350	
From: 22nd Street NW										
To: I Street NW										
									<b>Total Funds: 350</b>	

Description: Safety improvements of 22nd and I Street, NW. Improve curb and gutter, sidewalk, streetlights, mtraffic signals, upgrade ADA rampsdrainage catch basins, a LIDs.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: <b>6493</b> Agency ID:		Title: <b>Reconstruction of Ward II</b>						Total Cost:		<b>\$10,000</b>
Facility: 21st Street NW, Florida Ave NW, and Mass	NHPP	83/17/0			9,216	c			9,216	
From:										
To:	STP	80/20/0	1,000	a						

**Total Funds: 9,216**

Description: Reconstruction of Ward II including four locations: 21st Street NW, from O St to Mass Ave, Florida Ave, from Decatur St. to Mass Ave. NW, Mass Ave NW from 20th St to 23rd St., and Mass Ave NW from Decatur St to Belmont St. Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlights, traffic signals, upgrade ADA ramps, drainage catch basins, LID's and replace trees.

TIP ID: <b>6497</b> Agency ID:		Title: <b>Arboretum Bridge and Trail</b>						Total Cost:		<b>\$1,000</b>
Facility: Arboretum Bridge and Trail east side of river	CMAQ	80/20/0	1,000	a	3,584	c			3,584	
From:										
To:										

**Total Funds: 3,584**

Description: The trail environmental assessment has been completed and the bridge and trail is ready to move to the next phase for design and construction.

TIP ID: <b>6502</b> Agency ID:		Title: <b>On-Call Subsurface Pavement Investigation, Engineering</b>						Total Cost:		<b>\$4,511</b>
Facility: Citywide	STP	80/20/0	425	a	681	a			681	
From:										
To:										

**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

TIP ID: <b>6505</b> Agency ID:		Title: <b>I-395 Sign Structure Improvements</b>						Total Cost:		<b>\$4,700</b>
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.

TIP ID: <b>6516</b> Agency ID:		Title: <b>Reconstruction/ Rehabilitation of Superstructure and Substructure of a Pedestrian Brid</b>						Total Cost:		<b>\$5,000</b>
Facility: Pedestrian Bridge and Trail at Arizona Ave N	CMAQ	80/20/0	1,000	a	400	a			400	
From: Nebraska Ave NW										
To: Galena Pl NW										

**Total Funds: 400**

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. 

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6595 Agency ID:</b>		<b>Title: Pennsylvania Ave NW Streetscape from 17th Street NW to Washington Circle</b>						<b>Total Cost:</b>		<b>\$17,000</b>
Facility: Pennsylvania Ave NW	NHPP	80/20/0	1,000 a						1,000	
From: 17th St NW										
To: 22nd St NW	NHPP 1	83/17/0			1,536 a				1,536	
									<b>Total Funds: 2,536</b>	

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.

<b>TIP ID: 6596 Agency ID:</b>		<b>Title: Theodore Roosevelt Memorial Bridge</b>						<b>Total Cost:</b>		<b>\$31,000</b>
Facility: Theodore Roosevelt Memorial Bridge	NHPP	90/10/0	1,000 a	2,000 a		2,097 a			5,097	
From:										
To:										
									<b>Total Funds: 5,097</b>	

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

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

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.

<b>TIP ID: 6598 Agency ID:</b>		<b>Title: Tenleytown Multi-Modal Access</b>						<b>Total Cost:</b>		<b>\$6,080</b>
Facility: Wisconsin Ave NW	STP	80/20/0	1,000 a						1,000	
From: Albemarle Street NW										
To: Brandywine Street NW										
									<b>Total Funds: 1,000</b>	

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

<b>TIP ID: 6609 Agency ID: CFPID170306</b>		<b>Title: Interstate Mile Marker Project</b>						<b>Total Cost:</b>		<b>\$1,000</b>
Facility: Citywide	NHPP	83/17/0		1,000 c					1,000	
From:										
To:										
									<b>Total Funds: 1,000</b>	

Description: Install mile markers on I-295, I-395, I-695, and I-66. Design to be completed through Traffic Safety & Engineering Support (TSES) in FY 2017. Project will consist of placing mile markers along interstates and updating existing exit numbers on ground-mounted and overhead signs to comply with mile-marker designations.

<b>TIP ID: 6610 Agency ID: CFPID170319</b>		<b>Title: Overhead Freeway Sign Maintenance</b>						<b>Total Cost:</b>		<b>\$3,000</b>
Facility: Citywide	NHPP	83/17/0		600 c	614 c	629 c	644 c	660 c	3,147	
From:										
To:										
									<b>Total Funds: 3,147</b>	

Description: Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6611</b> Agency ID: <b>CFPID160076</b> Title: <b>Audit and Compliance</b> Total Cost:									

Facility: Citywide STP 83/17/0 1,000 a 1,024 a 1,049 a 1,073 a 1,100 a 5,246

From: \_\_\_\_\_  
To: \_\_\_\_\_ **Total Funds: 5,246**

Description: To ensure audit and compliance for Davis Bacon staffing, training and software. - Justification for changes in funding or phases: Additional scope of work in order to implement the FHWA and District audit recommendations to procure software to electronically receive certified payrolls for Davis Bacon Compliance.- Contract Need: Critical. The continued need for Davis Bacon Compliance monitoring is required by Law by the U.S. Department of Labor and FHWA as the oversight and funding entity.

TIP ID: <b>6613</b> Agency ID: _____ Title: <b>I-695 Bridges From I-395 to I-295/DC-295</b> Total Cost:								
---	--	--	--	--	--	--	--	--

Facility: I 695 NHPP 83/17/0 500 a 1,024 a 1,049 a 322 a 2,895

From: I 395 \_\_\_\_\_  
To: I 295 \_\_\_\_\_ **Total Funds: 2,895**

Description: Post-construction close-out and completion of outstanding items from the 11th Street Bridge project.

TIP ID: <b>6614</b> Agency ID: _____ Title: <b>Pennsylvania Avenue Streetlight Upgrade from 2nd Street SE to Barney Circle SE</b> Total Cost: <b>\$15,575</b>								
---	--	--	--	--	--	--	--	--

Facility: Pennsylvania Avenue NHPP 83/17/0 7,115 c 7,460 c 14,575

From: 2nd Street SE \_\_\_\_\_  
To: Barney Circle SE \_\_\_\_\_ **Total Funds: 14,575**

Description: This project is construction phase. The work includes but not limited to installation of new light poles, light fixtures, wheel chair ramps and underground infrastructures including conduits, cables, manholes, excavation and backfill, pavement restoration



**Table 1A  
DISTRICT OF COLUMBIA  
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM  
Financial Summary (in \$Millions)**

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
<b>Title I - FHWA</b>									
Congestion Mitigation and Air Quality Improvement Program	10.98	13.72	11.61	14.51	30.78	38.48	8.17	10.22	<b>76.93</b>
Demonstration Funding	0.24	0.30							<b>0.30</b>
Federal Lands Access Program	1.50	1.50							<b>1.50</b>
Highway Research and Development Program	0.07	0.14							<b>0.14</b>
National Highway Performance Program	129.12	161.15	66.37	76.26	214.01	245.71	241.98	280.42	<b>763.53</b>
Safe Routes to School Program	1.15	1.15	0.92	1.15	1.91	2.39	1.01	1.27	<b>5.95</b>
State Planning & Research Program	5.60	7.00	5.22	6.53	9.58	11.97	0.30	0.38	<b>25.88</b>
Surface Transportation Program	89.87	112.31	81.56	97.72	168.18	201.41	94.89	113.30	<b>524.73</b>
Highway Safety Improvement Program (STP)	29.86	35.73	28.21	30.91	24.63	26.99	28.38	30.81	<b>124.44</b>
Transportation Alternatives Program	0.92	1.15	0.92	1.15	1.91	2.38	2.00	2.50	<b>7.18</b>
<b>Title I - FHWA Total:</b>	<b>269.30</b>	<b>334.15</b>	<b>194.81</b>	<b>228.23</b>	<b>450.99</b>	<b>529.33</b>	<b>376.74</b>	<b>438.88</b>	<b>1,523.40</b>
<b>Title III - FTA</b>									
Section 5303	0.33	0.42	0.33	0.42	0.66	0.83			<b>1.66</b>
Section 5304	0.09	0.11	0.09	0.11	0.18	0.22			<b>0.44</b>
Section 5339	1.60	2.00							<b>2.00</b>
<b>Title III - FTA Total:</b>	<b>2.02</b>	<b>2.53</b>	<b>0.42</b>	<b>0.53</b>	<b>0.84</b>	<b>1.05</b>			<b>4.10</b>
<b>State/Local</b>									
District Funds		88.68		46.10		353.59		56.97	<b>545.34</b>
<b>State/Local Total:</b>		<b>88.68</b>		<b>46.10</b>		<b>353.59</b>		<b>56.97</b>	<b>545.34</b>
<b>Other</b>									
Grant Anticipation Revenue Vehicles (Bonds)	38.95	48.69	67.42	84.27	61.06	76.33			<b>209.29</b>
GSA Earmark	109.60	137.00	19.84	24.80					<b>161.80</b>
National Recreational Trails Funding Program	0.25	0.30	0.25	0.30	0.52	0.62	0.54	0.65	<b>1.87</b>
Private Developer		1.20		1.20					<b>2.40</b>
<b>Other Total:</b>	<b>148.80</b>	<b>187.19</b>	<b>87.51</b>	<b>110.57</b>	<b>61.58</b>	<b>76.95</b>	<b>0.54</b>	<b>0.65</b>	<b>375.36</b>
<b>Grand Total:</b>	<b>420.12</b>	<b>612.54</b>	<b>282.73</b>	<b>385.42</b>	<b>513.41</b>	<b>960.92</b>	<b>377.28</b>	<b>496.50</b>	<b>2,455.39</b>

**Table 1B**  
**DISTRICT OF COLUMBIA**  
**FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Financial Summary (in \$Millions)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	15.02	18.77	15.87	16.10	82.24	88.41	30.91	30.97	144.03	154.25
Primary	179.83	259.21	106.56	149.47	104.14	256.09	55.20	66.50	445.72	731.27
Secondary	7.32	9.15	16.82	20.30	27.48	33.31			51.62	62.76
Bridge	30.00	37.50		14.25	14.19	206.30			44.19	258.03
<b>Surface Transportation:</b>	<b>232.17</b>	<b>324.63</b>	<b>139.25</b>	<b>200.12</b>	<b>228.05</b>	<b>584.11</b>	<b>86.11</b>	<b>97.47</b>	<b>685.56</b>	<b>1,206.33</b>
<b>Transit:</b>	<b>6.42</b>	<b>49.99</b>	<b>0.42</b>	<b>3.28</b>	<b>6.79</b>	<b>21.94</b>	<b>63.04</b>	<b>114.45</b>	<b>76.67</b>	<b>189.65</b>
<b>Bike/Ped:</b>	<b>8.17</b>	<b>9.92</b>	<b>11.36</b>	<b>14.00</b>	<b>23.08</b>	<b>28.78</b>	<b>1.55</b>	<b>1.92</b>	<b>44.17</b>	<b>54.61</b>
Enhancement	0.92	1.15	0.92	1.15	1.91	2.38	2.00	2.50	5.75	7.18
Freight	4.19	6.49	2.08	3.54	0.47	0.57	0.49	0.60		
ITS	17.44	21.54	8.26	9.81	22.07	26.25	19.08	22.62	66.85	80.21
Maintenance	72.28	100.19	47.80	66.92	122.97	164.65	138.52	174.84	381.57	506.60
Other	77.42	97.26	71.66	85.37	107.02	130.93	65.39	80.75	321.50	394.30
Safety	0.54	0.68								
TERMs	0.56	0.70	1.09	1.36	1.16	1.45	1.22	1.52	4.02	5.03
<b>Miscellaneous:</b>	<b>173.35</b>	<b>228.01</b>	<b>131.81</b>	<b>168.15</b>	<b>255.60</b>	<b>326.23</b>	<b>226.70</b>	<b>282.82</b>	<b>787.47</b>	<b>1,005.21</b>
<b>Total Funds:</b>	<b>420.12</b>	<b>612.54</b>	<b>282.83</b>	<b>385.55</b>	<b>513.52</b>	<b>961.06</b>	<b>377.39</b>	<b>496.65</b>	<b>1,593.87</b>	<b>2,455.79</b>

## **ITEM 9–Information**

November 15, 2017

### Long-Range Plan Task Force: Briefing on Draft Results of the Technical Analysis of the 10 Initiatives

#### **Staff**

**Recommendation:** Briefing on the Draft Results of the technical analysis of the ten initiatives that have been completed.

**Issues:** None

**Background:** The Long-Range Plan Task Force last met on October 18, where they discussed and agreed to a process that would be followed to select improvement initiatives from amongst the ten that are being analyzed. At this time, the analysis has been completed and the board, together with the Task Force members, will be briefed on the Draft Results of the technical analysis of the ten initiatives. The task force will then meet after the board's meeting to begin a detailed discussion on the results of the analysis.





## MEMORANDUM

**TO:** Transportation Planning Board  
TPB Long-Range Plan Task Force

**FROM:** Kanti Srikanth, TPB Staff Director  
Michael Grant, ICF

**SUBJECT:** Update on Long-Range Plan Task Force Activities

**DATE:** November 9, 2017

---

This memo provides:

- Background on the Long-Range Plan Task Force
- Recent activities: performance measures selected and process determined for task force to make recommendations to TPB, as called for in the resolution establishing the task force
- Meeting expectations for the November 15 meetings of the Transportation Planning Board and the Long-Range Plan Task Force
- Next steps in the process

### Summary Of Remaining Activities

Meeting Date	Focus of Meeting
<b>November 15 - TPB</b> 12:00–2:00 P.M.	Receive presentation of draft results of the analysis.
<b>November 15 – Task Force</b> 2:15–4:00 P.M.	Discuss findings and takeaways from the draft results of the analysis.
<b>November 29 – Task Force</b> <b>(IF NEEDED)</b> 12:00–2:00 P.M.	Additional meeting of the task force, <u>if needed</u> , to further discuss the findings and takeaways of the analysis.
<b>December 6 – Task Force</b> 2:00–4:00 P.M.	Select a set of improvement initiatives from amongst the ten initiatives analyzed to recommend the TPB endorse, as called for in resolution establishing the task force.
<b>December 20 – TPB</b> 12:00–2:00 P.M.	Receive task force’s recommendation. Discuss and act on proposed resolution endorsing selected initiatives for future concerted effort by TPB.

## BACKGROUND

At its July 19 meeting the TPB approved a set of ten initiatives for further analysis as recommended by the Long-Range Plan Task Force (see Attachment A). The initiatives consist of projects, programs and policies that go above and beyond what is contained in the currently adopted 2040 Constrained Long-Range Plan. TPB staff and consultants have been analyzing the initiatives at a sketch planning level to evaluate how they could help address the regional challenges identified by task force members (goals for the Long-Range Plan Task Force and regional challenges the task force aims to

address can be found in Attachment B). Assumptions for sketch planning analysis as well as the methods for analysis were shared with the task force and the full TPB, and can be seen in Attachment C. The task force also helped determine which performance measures will be used as part of the analysis.

## **RECENT ACTIVITIES: PERFORMANCE MEASURES SELECTED AND PROCESS DETERMINED FOR TASK FORCE TO MAKE RECOMMENDATIONS TO TPB**

At its meeting on October 18 the task force was briefed on the final list of performance measures that will be used to present the results of the technical analysis (Attachment D). The task force also discussed “a process by which to select improvement initiatives from amongst the ten analyzed to recommend the TPB endorse for future concerted TPB action.” Staff recommended a process which is described in detail in Attachment E. The task force discussed the proposed process, and came to general agreement that this process would be followed.

To briefly summarize this process: members will consider the analysis results as represented by how well each initiative addresses the 14 challenges to help them determine which of the ten initiatives they would support recommending to the TPB for its endorsement. Additionally, members will consider other factors not encompassed by the challenges and performance measures, listed in the memo in Attachment E. Members can choose any number of the ten initiatives to recommend to the TPB and would be asked to indicate their priority for each initiative. The task force will first select initiatives that were supported by at least two thirds of the members to forward to the TPB. Members will have an opportunity to consider other initiatives that fell short of the two thirds support but were rated as high priority by those who supported them. The task force may choose to take a second vote on the final set of initiatives to recommend to the TPB. In this way, the task force will arrive at a set of initiatives to recommend to the TPB for its endorsement. This process is expected to take place at the December 6 meeting of the task force.

The task force also discussed what endorsement by the TPB would mean, as well as what future concerted action by TPB would mean. The concepts put forward for the task force are summarized in Attachment E. One main theme of this discussion acknowledged that the TPB cannot and will not attempt to force member jurisdictions or agencies to adopt projects, programs or policies – but that the TPB can and should be leaders in setting goals and aiming high to improve the performance of the regional transportation system. Members of the task force encouraged the TPB to play a strong role in encouraging regional focus and cooperation on the initiatives.

## **EXPECTATIONS FOR NOVEMBER 15 TRANSPORTATION PLANNING BOARD MEETING**

At its November 15 meeting, the TPB will be briefed on the draft results of the technical analysis of the ten initiatives. The draft results are anticipated to become available shortly before the November 15 meeting. The presentation of the draft results will focus on how each initiative performed relative to the currently adopted Constrained Long-Range Plan (CLRP) in terms of addressing the regional challenges identified by the task force. In advance of the meeting, members are encouraged to review the documents attached to this memo in order to become reacquainted with the initiatives and the activities of the task force up until now.

Members of the TPB will have the opportunity to ask clarifying questions to staff and consultants regarding their comprehension of the draft results. A more detailed discussion will take place at the subsequent meeting of the Long-Range Plan Task Force.

## **EXPECTATIONS FOR NOVEMBER 15 LONG-RANGE PLAN TASK FORCE MEETING**

Because all members of the task force will have been present for the presentation of the draft results at the preceding TPB meeting, the task force meeting will be fully devoted to discussion amongst the task force members. This will be an opportunity for the task force members to take a deeper dive into the results, asking questions of staff and consultants and discussing the results amongst themselves. The discussion may explore topics such as the magnitude of the results versus expectations, the relative magnitudes of impacts between initiatives against the CLRP, major influencing factors of the results, plus more. At this meeting the task force will determine whether they would like to hold an additional meeting on November 29 to continue discussing the results of the analysis and to continue forming their recommendation to TPB.

## **NEXT STEPS**

If needed, the task force will meet on November 29. The last scheduled meeting of the task force will take place on December 6, at which time the task force will execute the process as explained in Attachment E in order to select the initiatives to recommend to the TPB for endorsement at its meeting on the December 20.

## **LIST OF ATTACHMENTS**

- Attachment A: Ten initiatives for analysis
- Attachment B: Goals for the Long-Range Plan Task Force and regional challenges the task force aims to address
- Attachment C: The ten initiatives being analyzed, and the assumptions and methods used for sketch planning analysis
- Attachment D: Performance measures including qualitative and quantitative (measures of effectiveness)
- Attachment E: Process by which the LRPTF will make recommendation to TPB



## **IMPROVEMENT INITIATIVES ACCEPTED BY THE TPB FOR FURTHER TPB ANALYSIS**

The 10 projects, policies, and programs (“initiatives”) listed below were accepted by the TPB as recommended by the TPB’s Long-Range Plan Task Force for further analysis “to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG’s regional governing documents.” Initiatives are defined as mega-projects, mega-programs, or mega-policies of a regional scale that involve multiple components.

INITIATIVE	COMPONENTS
<b><i>Multimodal Initiatives</i></b>	
<b>1. Regional Express Travel Network</b>	<ul style="list-style-type: none"> <li>• Express toll lanes network (free to HOV and transit) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge.</li> <li>• New express bus services on network (paid in part through tolls) connecting major Activity Centers.</li> </ul>
<b>2. Regional Congestion Hotspot Relief Program</b>	<ul style="list-style-type: none"> <li>• Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections.</li> <li>• Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows).</li> <li>• Expanded regional incident management where appropriate.</li> <li>• Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations.</li> </ul>
<b>3. Additional Northern Bridge Crossing / Corridor</b>	<ul style="list-style-type: none"> <li>• New northern bridge crossing of Potomac River, as a multimodal corridor.</li> <li>• New express bus services connecting existing Activity Centers in this multimodal corridor.</li> </ul>
<b><i>Transit Initiatives</i></b>	
<b>4. Regionwide High-Capacity Transitways (such as Bus Rapid Transit)</b>	<ul style="list-style-type: none"> <li>• High-capacity transit networks (such as bus rapid transit (BRT)) in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC (moveDC), and transitway from Branch Ave to Waldorf, specifications according to jurisdiction plans.</li> <li>• Improved bicycle and pedestrian connections and access improvements to transit stations.</li> </ul>

INITIATIVE	COMPONENTS
<b>5. Regional Commuter Rail Enhancements</b>	<ul style="list-style-type: none"> <li>• VRE System Plan 2040 and MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service).</li> <li>• Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>6. Metrorail Regional Core Capacity Improvements</b>	<ul style="list-style-type: none"> <li>• 100% 8-car trains</li> <li>• Metrorail station improvements at high-volume stations in system core.</li> <li>• Second Rosslyn station to reduce interlining and increase frequency.</li> <li>• New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>7. Transit Rail Extensions</b>	<ul style="list-style-type: none"> <li>• Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills.</li> <li>• Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later).</li> <li>• Purple line extension to Tysons (west) and Eisenhower Avenue (east).</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b><i>Policy-Focused Initiatives</i></b>	
<b>8. Optimize Regional Land-Use Balance</b>	<ul style="list-style-type: none"> <li>• Optimize jobs/housing balance regionwide.</li> <li>• Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit.</li> <li>• Build more housing in the region to match employment (about 130,000 more households).</li> </ul>
<b>9. Transit Fare Policy Changes</b>	<ul style="list-style-type: none"> <li>• Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments.</li> <li>• Free transit for low-income residents.</li> </ul>
<b>10. Amplified Travel Demand Management for Commute Trips</b>	<p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> <li>• Employer-based parking cash-out</li> <li>• Expanded employer-based transit/vanpool benefits</li> <li>• Expanded telework and flexible schedule adoption</li> <li>• Substantial increase in priced commuter parking in major Activity Centers.</li> </ul>



## GOALS FOR LONG-RANGE PLAN TASK FORCE ACTIVITIES

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

---

## CHALLENGES LONG-RANGE PLAN TASK FORCE SEEKS TO ADDRESS

- **Roadway Congestion:** The region's roadways are among the most congested in the nation, making it harder for people and goods to reliably get where they need to go.
- **Transit Crowding:** The transit system currently experiences crowding during peak hours and lacks the capacity to support future population and job growth without reducing ridership.
- **Inadequate Bus Service:** Existing bus service is too limited in its capacity, coverage, frequency, and reliability, making transit a less viable option, especially for people with disabilities and limited incomes.

- **Unsafe Walking and Biking:** Too few people have access to safe pedestrian and bicycle infrastructure or live in areas where walking and bicycling are not practical options for reaching nearby destinations.
- **Development Around Metrorail:** Too many Metrorail stations, especially on the eastern side of the region, are surrounded by undeveloped or underdeveloped land, limiting the number of people who can live or work close to transit and leaving unused capacity in reverse-commute directions on several lines.
- **Housing and Job Location:** Most housing, especially affordable housing, and many of the region's jobs are located in areas outside of Activity Centers where transit, bicycling, and walking are not safe and viable options.
- **Metrorail Repair Needs:** Deferred Metrorail maintenance over the years has led to unreliability, delays, and safety concerns today, as well as higher maintenance costs.
- **Roadway Repair Needs:** Older bridges and roads are deteriorating and in need of major rehabilitation to ensure safe, reliable, and comfortable travel for cars, trucks, and buses.
- **Incidents and Safety:** Major accidents and weather disruptions on roadways and transit systems cause severe delays and inconvenience. Reducing injuries and fatalities for all users of the transportation system must be prioritized, with particular focus on protecting vulnerable users.
- **Pedestrian and Bicyclist Safety:** The number of bicycle and pedestrian fatalities each year is holding steady even as the number of vehicle fatalities has declined steadily.
- **Environmental Quality:** Increasing amounts of vehicle travel resulting from population and job growth could threaten the quality of our region's air and water.
- **Open Space Development:** Wildlife habitat, farmland, and other open spaces are threatened by construction of new transportation facilities and residential and commercial development.
- **Bottlenecks:** Bottlenecks on the highway and rail systems cause delays in inter-regional travel for both freight and passengers, hurting the region's economic competitiveness.
- **Travel Time Reliability:** Travel times to and from the region's airports are becoming less reliable for people and goods movement.



## Memorandum

**To:** Long-Range Plan Task Force  
**From:** ICF Team and TPB Staff  
**Date:** September 14, 2017  
**Re:** Technical Assumptions and Analysis Methods for Long-Range Plan Task Force Study

---

Following Transportation Planning Board's (TPB) acceptance of the ten (10) initiatives (projects, policies, and programs) recommended for analysis by the Long-Range Plan Task Force, the TPB staff and ICF Team have been working to define assumptions, analysis methods, and measures of effectiveness to be used to quantify the estimated effects of each initiative toward achieving the goals laid out in TPB and COG's regional policy documents.

The ten initiatives focus on projects, policies, and programs that go above and beyond what is contained in the current 2040 CLRP. An interactive map available at <https://gis.mwcog.org/webmaps/tpb/clrp/2016clrp/> shows both highway and transit projects included in 2040 CLRP up to the 2016 amendment. The ICF team and TPB staff utilized the specific language on the initiatives approved by the TPB, together with analyses from the previous "all build" and aspirations scenarios, and supporting information to develop assumptions for each initiative that expand upon the 2040 CLRP as the baseline for analysis. While the assumptions associated with these ten initiatives build upon previously identified concepts, they are not constrained by local plans and projects. The assumptions are generally aggressive and broad in scope, reflecting the desire to explore concepts that could have a demonstrated regional impact on system performance.

While the initiatives have been defined with some specific parameters for analysis purposes; it is important to note that the analysis is being conducted at a sketch planning level to provide order-of-magnitude and generalized assessments of impacts across various performance criteria. The analysis will not assess the specifics of individual project components and, because of the sketch-level analysis, changes in detailed assumptions will not dramatically alter the regional results. The results will provide information on the potential effects of these regional initiatives and inform selection of initiatives that are worth further study, which would explore more detailed analysis of project, program, and policy details.

This memo provides a summary of the analysis methods and key assumptions that are being used for each of the ten initiatives.

## Analysis Methods

The technical analysis of the ten initiatives is being conducted using a sketch planning approach (simplified analysis techniques) recognizing the short time frame for the analysis and the conceptual nature of several of the initiatives (without details required for more in-depth, comprehensive analysis).

Given the wide array of different types of strategies that are being analyzed for the initiatives, including transportation capacity projects, land use strategies, demand management, and operational strategies, as well as policies related to pricing, no single sketch planning tool can be used to capture all of them. The technical analyses is being done by using a combination of: 1) input assumptions regarding land use, transportation system, and pricing changes; 2) application of components of COG's regional travel model and sketch planning tools; and 3) post-processing of travel-related metrics to estimate other performance outcomes (e.g., emissions, safety), as shown in the figure on the following page.

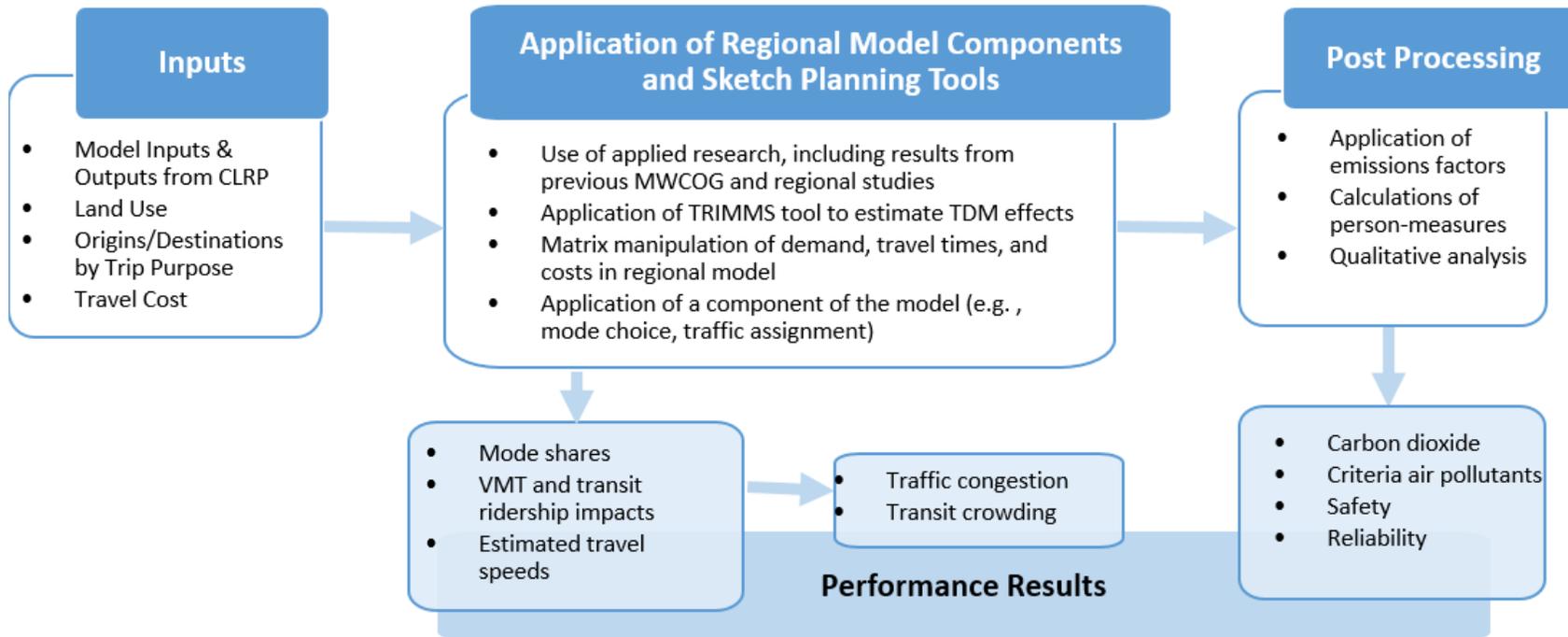


Figure 1: General Analysis Approach

The sketch planning approach include geographic information systems (GIS) analysis, spreadsheet analysis, and use of sketch planning tools, such as the Trip Reduction Impacts of Mobility Management Strategies (TRIMMS) tool to determine mode shifts for travel demand management (TDM) strategies. In addition, analysis using components of MWCOG’s regional model are being conducted in order to capture the regional effects of strategies that make significant changes to land use and transportation infrastructure, particularly to support analysis of assignment of trips to the network in order to estimate impacts on traffic congestion.

## Assumptions

For each of the ten initiatives, we have developed assumptions that are being used in the analysis. The assumptions are guided and constrained by the descriptions that the task force approved and the TPB accepted, which we provide below for your reference. The following pages summarize the related assumptions related to land use, transportation infrastructure and services, and policies all of which build off upon the 2040 CLRP as the foundation.

<i><b>Initiative</b></i>	<i><b>Components</b></i>
<p><b>1. Regional Express Travel Network</b></p>	<ul style="list-style-type: none"> <li>• Express toll lanes network (free to HOV and transit) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge.</li> <li>• New express bus services on network (paid in part through tolls) connecting major Activity Centers.</li> </ul>
<p><b>2. Regional Congestion Hotspot Relief Program</b></p>	<ul style="list-style-type: none"> <li>• Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections.</li> <li>• Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows).</li> <li>• Expanded regional incident management where appropriate.</li> <li>• Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations.</li> </ul>
<p><b>3. Additional Northern Bridge Crossing / Corridor</b></p>	<ul style="list-style-type: none"> <li>• New northern bridge crossing of Potomac River, as a multimodal corridor.</li> <li>• New express bus services connecting Activity Centers in this new multimodal corridor.</li> </ul>
<p><b>4. Regionwide Bus Rapid Transit and Transitways</b></p>	<ul style="list-style-type: none"> <li>• Bus rapid transit (BRT)/transitway networks in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC, and transitway from Branch Ave to Waldorf, specifications according to jurisdiction plans.</li> <li>• Additional DC streetcar line (north-south) as complement to network.</li> <li>• Improved bicycle and pedestrian connections and access improvements to transit stations.</li> </ul>

<b><i>Initiative</i></b>	<b><i>Components</i></b>
<b>5. Regional Commuter Rail Enhancements</b>	<ul style="list-style-type: none"> <li>• VRE System Plan 2040 and MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service).</li> <li>• Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>6. Metrorail Regional Core Capacity Improvements</b>	<ul style="list-style-type: none"> <li>• 100% 8-car trains</li> <li>• Metrorail station improvements at high-volume stations in system core.</li> <li>• Second Rosslyn station to reduce interlining and increase frequency.</li> <li>• New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>7. Transit Rail Extensions</b>	<ul style="list-style-type: none"> <li>• Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills.</li> <li>• Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later).</li> <li>• Purple line extension to Tysons (west) and Eisenhower Avenue (east).</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>8. Optimize Regional Land-Use Balance</b>	<ul style="list-style-type: none"> <li>• Optimize jobs/housing balance regionwide.</li> <li>• Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit.</li> <li>• Build more housing in the region to match employment (about 130,000 more households).</li> </ul>
<b>9. Transit Fare Policy Changes</b>	<ul style="list-style-type: none"> <li>• Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments.</li> <li>• Free transit for low-income residents.</li> </ul>
<b>10. Amplified Travel Demand Management for Commute Trips</b>	<p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> <li>• Employer-based parking cash-out</li> <li>• Expanded employer-based transit/vanpool benefits</li> <li>• Expanded telework and flexible schedule adoption</li> <li>• Substantial increase in priced commuter parking in major Activity Centers.</li> </ul>

## Initiative 1: Regional Express Travel Network

**Express Toll Lanes** - Regional network of express toll lanes on limited access highways; dynamic tolling is assumed on the express toll lanes with no toll for HOV-3.

### Express Lane Facilities in the Network

Facility	#HOT lanes*	Notes
I-95 (VA)	2-3 <sup>^</sup>	Existing/in 2040 CLRP
I-395 (VA) to DC line	3 <sup>^</sup>	Existing/in 2040 CLRP
I-66 outside Beltway (VA)	2	In 2040 CLRP
I-66 inside Beltway (VA)	2-3	In CLRP; converts existing HOV to HOT
MD-200 ICC	3	Toll road functions as HOT (free HOV-3)
I-495 Beltway (VA)	2	Largely existing/in CLRP; adds capacity from I-95 to Woodrow Wilson Bridge
American Legion Bridge	2	New capacity
I-495 Beltway, American Legion Bridge to I-270 (MD)	2	New capacity
I-495 Beltway, I-270 to Woodrow Wilson Bridge	1	New capacity
I-270, north of ICC (MD)	1	HOV converted to HOT lane
I-270, south of ICC (MD)	2	New capacity with 1 HOV lane converted to 2 HOT Lanes
I-95 (MD)	2	New capacity
US-50 (MD)	1	New lane from South Dakota Ave. to MD-410, conversion of HOV to HOT lane beyond
MD-4	1	New capacity
MD-5	1	New capacity
I-395 (DC)	1	New capacity
I-295 (DC)	1	New capacity
I-695 (DC)	1	New capacity
VA-267 Dulles Toll Road	1	New capacity east of VA-28
VA-28	2	New capacity with 1 HOV lane converted to 2 HOT Lanes

Each direction, unless otherwise noted.

<sup>^</sup>Reversible lanes

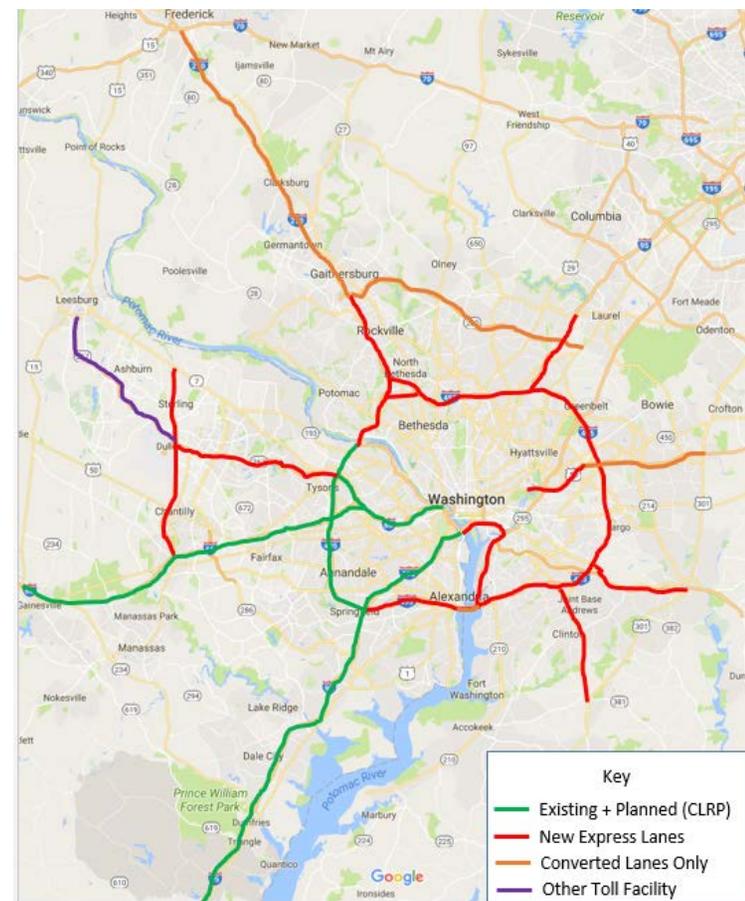


Figure 2. Express Lane Network

**Express Bus Network** - New express bus services on network (paid in part through tolls) will connect major Activity Centers. The express bus services will rely primarily on the express lanes. Analysis assumes headways of 10 minutes peak periods and 20 minutes off-peak periods.

No.	HOV/HOT Facilities	Origin, Destination, and Transfer Points
1	I-495 Beltway	I-270 (N. Bethesda), Georgia Ave., I-95, Greenbelt, US-50, Largo, MD-4, MD-5, National Harbor, Eisenhower Ave, I-395, I-66, Tysons, VA-267*
2	I-270	N. Frederick, Shady Grove/King Farm, I-495, DC core via Canal Rd.
3	ICC	King Farm, Shady Grove, Calverton/I-95, Muirkirk
4	I-95, I-495	West Laurel, Calverton/ICC, I-495/College Park, Silver Spring, DC Core via Georgia Ave.
5	US-50, New York Ave.	US301 (Bowie), I-495, DC Core via US-50/New York Ave.
6	MD-4, I-495	Wayson’s Corner, I-495, MD 5, Anacostia (via Suitland Pkwy.), DC Core
7	MD-5	Waldorf, I-495, Anacostia (via Suitland Pkwy.), DC core.
8	I-295	National Harbor, Anacostia, DC Core.
9	I-95 S, I-395	Dale Blvd, Lorton, Springfield, I-495, DC Core.
10	I-66	Gainesville, VA-28, I-495, West Falls Church, Rosslyn, DC Core.
11	I-66, VA-28	Gainesville, VA-28, VA-267, Sterling, Leesburg.
12	Dulles Tollway	Dulles Airport, VA-28, Spring Hill, I-495, West Falls Church, Rosslyn, DC Core via I-66.

\*For sketch analysis purposes, showing service around the entire Beltway, but individual bus routes might cover portions (e.g., Greenbelt-N. Bethesda; Largo-Eisenhower Ave.) Also, some “Beltway” routes might include connections to spurs (e.g., Dale Blvd. /I-95 toward Tysons via I-495).

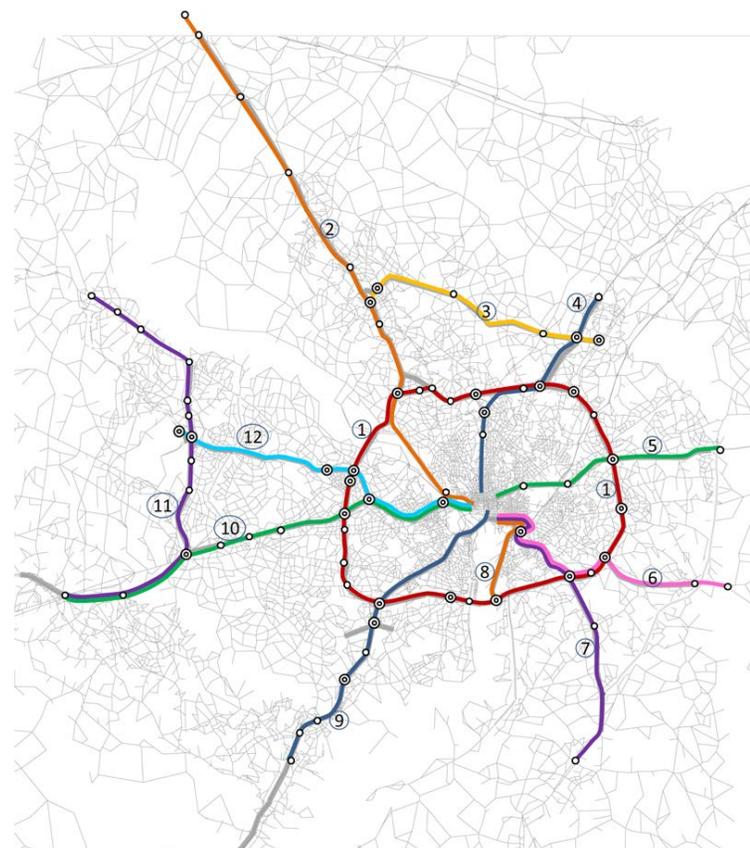


Figure 3. Express Bus Network

**Land Use** – 2040 CLRP Round 9.0 Cooperative land Use Forecasts are being used without any change

**Analysis Approach** – The express lanes and express buses is being coded in the 2040 CLRP network to assess mode choice and traffic assignment effects (using the 2040 CLRP person trip tables as inputs). Tolls are assumed on the newly coded facilities with no toll for HOV-3.

## Initiative 2: Regional Roadway Congestion Hotspot Relief

**Hotspot Relief** – Maximize available capacity using technological and operations management strategies at locations with top congestion hotspots in the region, and supplemental lane capacity in limited locations where potentially warranted. The hotspots selected were based upon the Congestion Management Process list of top bottlenecks plus selected spots from the 2040 CLRP where the forecast volume to capacity ratio was greater than 1.

	Location	Addressed In 2040 CLRP?
From Congestion Management Process Report	I-495 IL between VA-267 and I-270 Spur	X
	I-495 OL between I-95 and MD-193	
	I-66 EB at VA-267	X
	I-270 SPUR SB	
	I-95 SB at VA-123	X
	VA-28 SB between US-50 and I-66	X
	US-15 NB between VA-7 and N. King St.	
	I-495 OL between I-270 and MD-190	
	I-495 IL between MD-355 and MD-185	
	I-66 WB at Vaden Dr./Exit 62	X
	I-495 IL between I-95 and US-1	
	I-495 OL at Telegraph Rd.	X
	I-495 OL at MD-202/Landover Rd.	
	Constitution Ave WB between 12th St. and 17th St.	X
	New York Ave. WB between N. Capitol St. and I-395	X
	DC-295 NB at Pennsylvania Ave	X
	DC-295 SB at Benning Rd.	X
	I-395 NB between US-1 and GW Pkwy	X
VA-123 between GW Pkwy and Canal Rd		
Canal Rd NW between M St and Foxhall Rd		
US 301 between Berry Rd and McKendree Rd		
I 695 between Anacostia Fwy and M St		

Note: Locations addressed in the CLRP will not be analyzed as a part of this effort.

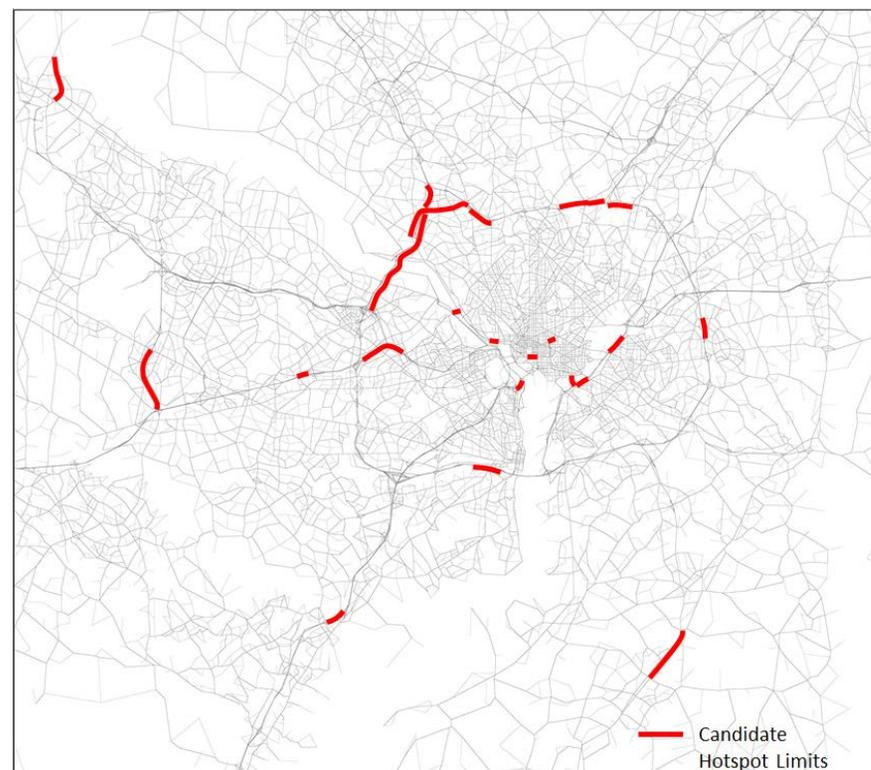


Figure 4. Targeted Hotspot Relief Locations (Source: Sabra Wang and Associates)

**Reversible Lanes** – Non-expressway segments with 3+ lanes and with high volume/capacity ratios in the peak direction and relatively low volume/capacity ratios in the off peak direction in the 2040 CLRP forecast were selected.

Facility	Limits		Divided	Undivided	2040 CLRP Total # Lanes
	A	B			
MD-355	MD-124	Montrose Pkwy			
Connecticut Ave	Georgia Ave	Knowles Ave	X		6
Connecticut Ave	I-495	Calvert St	in MD	in DC	6
Georgia Ave	Randolph Road	I-495	X		6
Georgia Ave	Colesville Road	Arkansas Ave		X	6
New Hampshire Ave	Eastern Ave NE	Metzerott Road	X		6
Rhode Island Ave	Eastern Ave NE	Logan Circle	X		6
New York Ave	South Dakota Ave	H Street	X		6
Bladensburg Road	South Dakota Ave	Benning Road	X		6
Benning Road	Bladensburg Road	Minnesota Ave	X		8
Pennsylvania Ave	Minnesota Ave	Independence Ave	X		8
Martin Luther King Jr Hw	Eastern Ave NE	Glen Dale Road	X		6
Central Ave	Harry Truman Drive	Hill Road	X		6
Crian Hwy	Smallwood Drive	Accokeek Road	X		6
US 1	Curtis Drive	Backlick Road	X		6
Minnieville Rd	Dale Blvd	Caton Hill Road	X		6
US-50	Watson Road	Sully Road	X		6

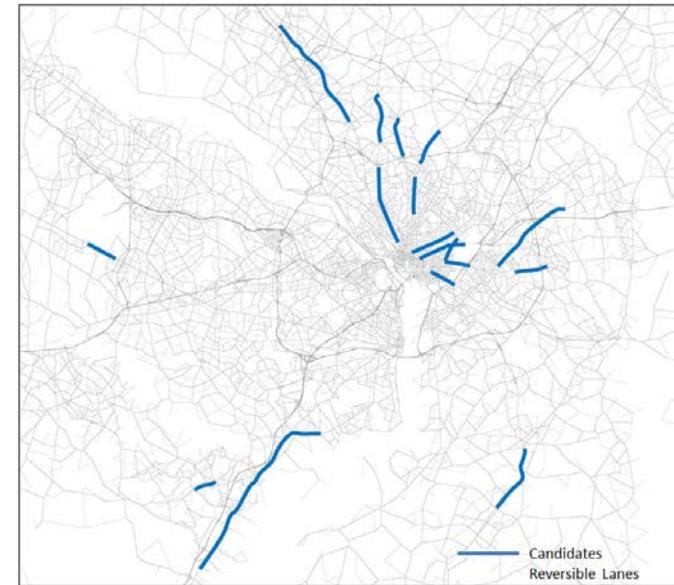


Figure 5. Candidate Facilities for Reversible Lanes (Source: Sabra Wang and Associates)

**Demand-Responsive Services** – for persons with limited mobility and general population.

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts are being used without any change.

**Analysis Approach** – Estimated benefits by application of the strategies described above are being coded in the regional model by increasing the effective capacities of the segments on the selected corridors. The increased capacity will reflect the cumulative operational improvements expected to accrue from the strategies applied, based on available literature/studies. A post mode choice assignment will then be carried out using the 2040 CLRP vehicle trip tables as inputs. Improvements to Demand Responsive Services for persons with disabilities are being explored and its potential impacts to targeted markets will be done with a separate off model data and analysis

**Enhanced Incident Management, Active Traffic Management (ATM) & Integrated Corridor Management (ICM) –**

Increased effective capacity on selected major arterials, expressways, and parkways, including:

- I 495
- I 270
- ICC
- Baltimore Washington Parkway
- George Washington Parkway
- US 50, VA 7, MD-355, MD-210 and VA 28.

## Initiative 3: Additional Northern Bridge Crossing /Corridor

**New Northern Bridge Crossing** – New toll road (about 14 miles long) between VA28/VA 7 junction and I 270/I-370 junction (MD-200/Intercounty Connector) across Potomac River, 3-lanes each direction (to connect with existing 3-lane per direction facilities). Parkway-style facility (similar to Intercounty Connector) with no interchanges between the above terminal points. The per-mile toll rates from MD-200 is assumed on the new toll road connection.

**New Express Bus Service** – New express bus services connecting activity centers along the corridor (Rockville-King Farm-Research Center-Shady Grove to/from Dulles Town Center, Route 28 Central/South, Innovation Center at 20 minute peak, 30 minute off-peak headways. Existing fare pricing is assumed for the new express bus service.

**Land Use** – 2040 CLRP Round 9.0 Cooperative land Use Forecasts were altered by assuming modest increase in households and jobs in areas with existing development areas within Montgomery and Loudoun Counties impacted by the new facility. About 8,900 households and 16,200 jobs (about 0.4% and 0.3% of TPB Planning Region totals, respectively) will be added to these areas with reduction in other parts of the planning area proportionate to anticipated growth in the CLRP Round 9.0 Cooperative Land Use Forecasts. The new households and jobs in the corridor will be added based on accessibility across the bridge using an initial model run, as below:

- 5% increase in households and employment in Traffic Analysis Zones (TAZs) with a 55-minute or less travel time between Loudoun and Montgomery County
- 3.5% increase in households and employment in TAZs with a 56- to 60-minute travel time between Loudoun and Montgomery County
- Proportional reductions in all other TAZs (approximately 0.3%) to maintain normalized regional totals

Approximately 60% of the job shift and 30% of the household shift are to activity centers in the corridor.

**Analysis Approach** – Add new 6-lane toll corridor and express bus service, along with modified land use, to the regional model; run the model analysis.

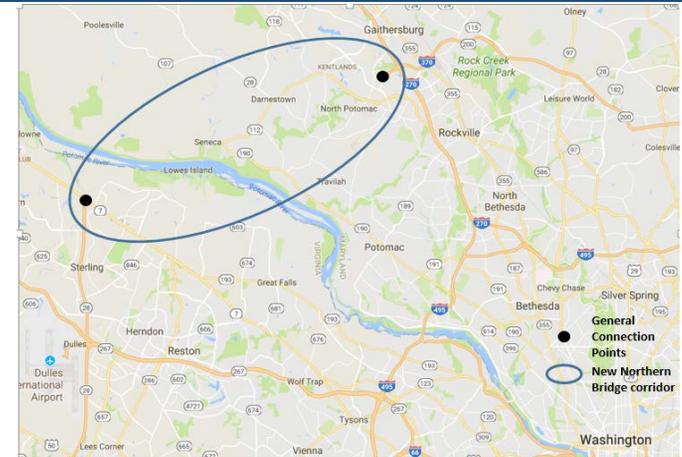


Figure 6. General Connection Points for New Corridor

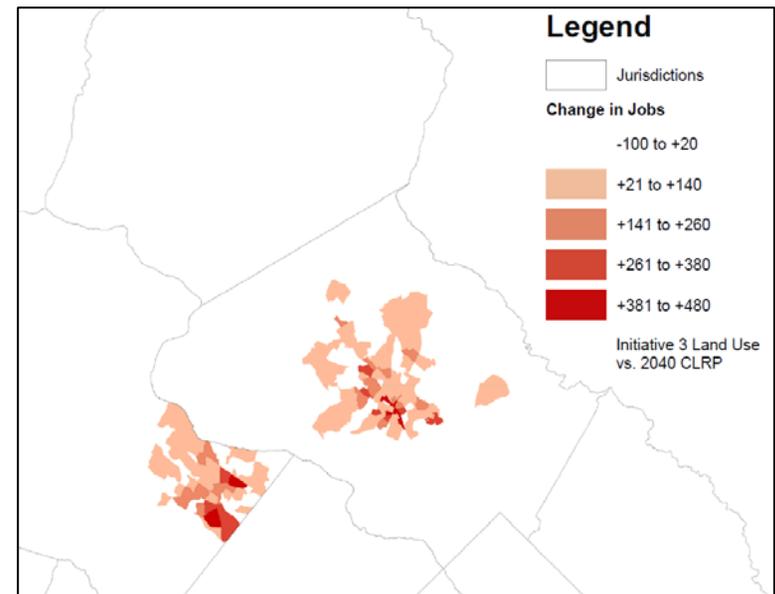


Figure 7. Location of Assumed Increase in Jobs in the Corridor (Source: Fehr & Peers)

## Initiative 4: Regionwide Bus Rapid Transit and Transitways

**Bus Rapid Transit/Transitway Networks** – Additional bus rapid transit (BRT)/transitway networks in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC, and a transitway from Branch Ave to Waldorf. *These lines are in addition to those already in the CLRP, which include: DC streetcar (Union Station-Georgetown), Corridor Cities Transitway, Crystal City Transitway Northern Extension, US-1 BRT (Huntington Metro to Woodbridge), West End Transitway (Van Dorn Metro to Pentagon Metro), and Tiger Grant Bus Priority Improvements.*

**DC:**

- Georgia Ave/9th St (Takoma Park-Buzzard Pt)
- Waterfront- Capitol South Metro
- 16th St (Silver Spring-McPherson Sq)
- Minnesota Ave/11 St (E. Capitol St-Eastern Mkt),
- Nebraska/Military Rd/Missouri Ave/S. Dakota (Tenleytown-Michigan Park)
- U Street/ Florida Ave/ 8th Street (Woodley Park-Navy Yard)
- Wisconsin Ave (Tenleytown-Georgetown)
- N. Capitol (McMillan-Union Station)

**Maryland:**

- Georgia Avenue North / Georgia Avenue South
- MD-355 North / MD-355 South
- Randolph Road (US-29 to White Flint)
- New Hampshire Avenue
- North Bethesda Transitway (White Flint Metro - Montgomery Mall)
- University Blvd (Wheaton – Takoma/ Langley Transit Center)
- US-29 (Columbia-Silver Spring)

- Veirs Mill Rd (Rockville-Wheaton)
- US-1 (Arundel Mills-College Park)
- US-1 (Greenbelt-Konterra)
- MD-5 / US-301 (White Plains-Branch Ave)
- US-50 (Bowie-New Carrollton)
- University Blvd/Riggs Rd/MD-410/MD-201/MD-450 (Bladensburg-Takoma-Langley)

**Virginia:**

- VA-28 (Manassas to Dulles Town Center)
- US-29 (Fair Oaks Mall to Rosslyn)
- US-50 (Dunn Loring Metro to Rosslyn)
- VA-236/US-50 (King Street Metro to Fair Oaks Mall)
- VA-7 (Spring Hill Metro to West End Transitway)
- Gallows Rd/Annandale Rd (Tysons - Annandale)
- Columbia Pike (Pentagon City - Annandale)

**Multi-State:**

- MD-4/Penn Ave (Upper Marlboro-Eastern Market),
- MD-210/S. Capitol SW (Byan’s Rd-Navy Yard),
- MD-5/Nat’l Harbor/King Street Metro

Existing local bus/streetcar fare pricing is assumed for the new BRT/ Transitways. Initiative also includes improved bicycle and pedestrian access.

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts were adjusted to have modest increase in employment and household densities in zones with new services, relocating employment and housing from outside activity centers within jurisdictions. Increase densities in TAZs with new BRT to 5 households/acre and 30 jobs/acre while maintaining the regional control totals

**Analysis Approach** – The new BRT/ Transitways with the stops are being coded in the MWCOG Model. The bicycle/pedestrian boarding mode shares to the BRT were altered in the MWCOG model to represent increased bike/ped accessibility to the BRT. A post distribution mode choice and assignment will be carried out using the person trip tables from the 2040 CLRP model.

## Initiative 5: Regional Commuter Rail Enhancements

**Improvements to MARC and VRE Commuter Rail Systems** – Expand upon commuter rail enhancements already in 2040 CLRP (which includes an increase in MARC and VRE capacity, frequency, and additional reverse peak service, as well as 3 new stations on an extended Haymarket branch of the Manassas VRE line (Although this extension is not planned to be included in the updated CLRP, it is part of the 2040 CLRP that is forming the base for this analysis).

### Additional Improvements on top of CLRP:

Improvement	Notes
Upgrading all 60-min, peak-time headways in the CLRP to 30-min headways.	Applies to both MARC and VRE systems.
Upgrading all 30-min headways in the CLRP to 20-min headways.	Applies to both MARC and VRE systems.
Establishing off-peak service on all MARC and VRE lines, if not already in CLRP.	All off-peak service will run every 60 minutes.
Run-through services of the MARC Camden and Penn lines with VRE to extend to Alexandria.	These two lines have the most potential for run-through service
Improved bicycle and pedestrian connections and access improvements to rail stations	N/A

Note: Existing fare structures and pricing are assumed

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts are being without any change.

**Approach** – The increased services and run-through service into network is being coded to estimate potential ridership increase and mode shifts. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model. Utilize estimating ridership increased forecast figures from MARC and VRE to validate/adjust the results. The additional trips due to interlining will be incorporated into the VRE and MARC totals.

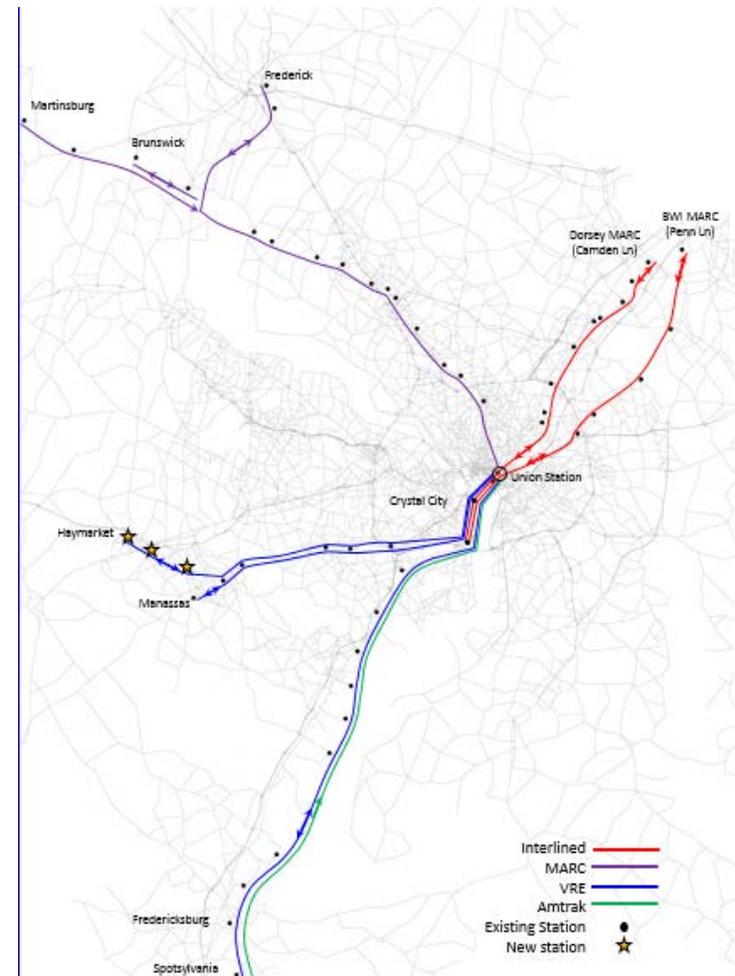


Figure 8. Commuter Rail System being Analyzed

## Initiative 6: Metrorail Regional Core Capacity Improvements

**Core Capacity Improvements** – 100% 8-car trains, and additional stations and station improvements to increase core system capacity

### Improvements to the Existing System

- 100% 8-car trains
- Metrorail station improvements at high-volume stations in system core
- Improved bicycle and pedestrian connections and access improvements to rail stations.

**Additional Stations and Routes-** In addition to the general core system improvements listed above, this initiative also expands the Metrorail system:

- Second Rosslyn station to reduce interlining and increase frequency
- New Metrorail core line to add capacity across Potomac River (New Rosslyn tunnel between Virginia and DC through Georgetown to Union Station toward Waterfront as loop, based on WMATA Momentum 2040).

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts will be used without any change.

**Fares** – Existing fare structures and pricing are assumed.

**Analysis Approach** – The new stations and new lines are being added to the MWCOCG model network with a simplified approach. Core capacity constraint in the model were removed. Further, walking and automotive access are assumed at stations. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model.

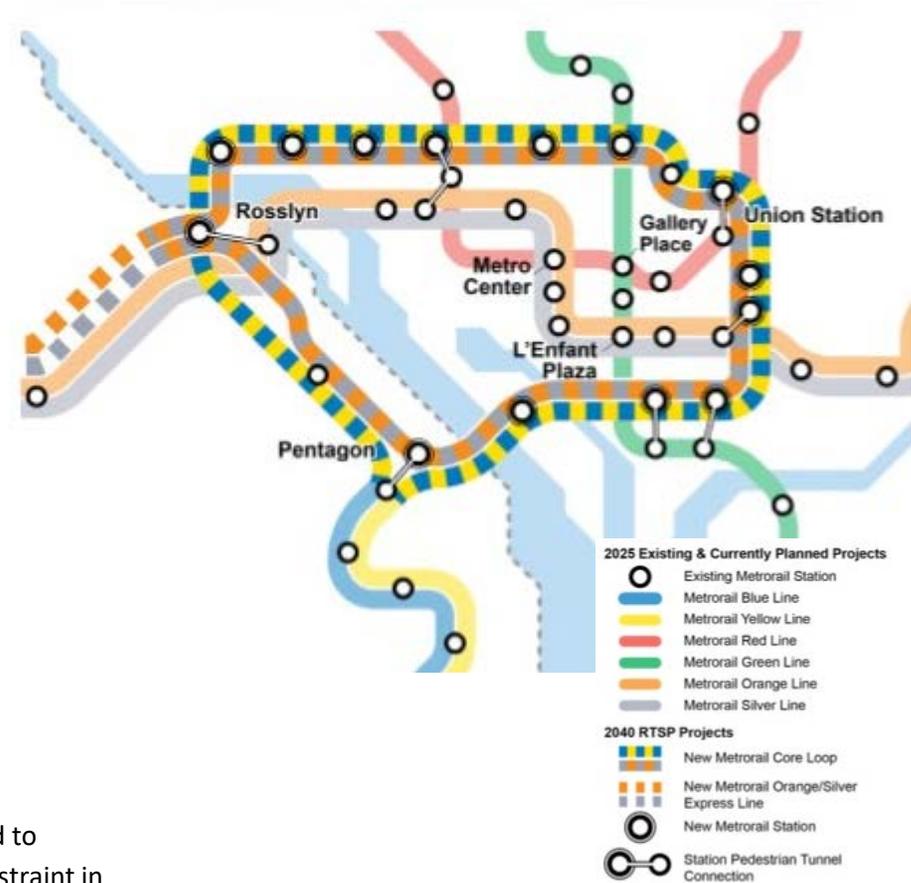


Figure 9. Metrorail Core Capacity Improvements

## Initiative 7: Transit Rail Extensions

**Metrorail Extensions** – Extensions to all existing Metro lines (except Silver), plus Purple Line Light Rail extensions. Improved bicycle and pedestrian connections and access improvements to rail stations.

Metrorail / Light Rail Line	Proposed Extension
Orange Line	Extend West-bound rails beyond Vienna-Fairfax to Centreville
Blue Line	Extend South-bound rails beyond Franconia-Springfield to Potomac Mills
Yellow Line	Extend South-bound rails beyond Huntington to Hybla Valley
Red Line	Extend Northwest-bound rails beyond Shady Grove to Germantown
Green Line	Extend North-bound rails beyond Greenbelt to South Laurel
	Add new South-bound light rail from Branch Ave to Waldorf
Purple Line Light Rail	Extend West-bound rails beyond Bethesda to Tysons (running north toward Montgomery Mall then along Beltway)
	Extend East-bound rails beyond New Carrollton to Eisenhower Avenue (with stops at Branch Avenue and National Harbor)

Note: Existing fare pricing for transit rail will be used for the extended lines with a cap on the maximum fare

### Land Use Assumptions

Assume some shift of land use to Activity Centers in these corridors.

- Increase densities in TAZs with new LRT to 7 households/acre and 45 jobs/acre
- Increase densities in TAZs with new Metrorail to 15 households/acre and 90 jobs/acre
- Maintain regional control totals, shift within jurisdictions

**Analysis Approach** – The new extended lines and new stations are being added to the transit network of the MWCOG model. Auto access and walk access were added to the new stations. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model.

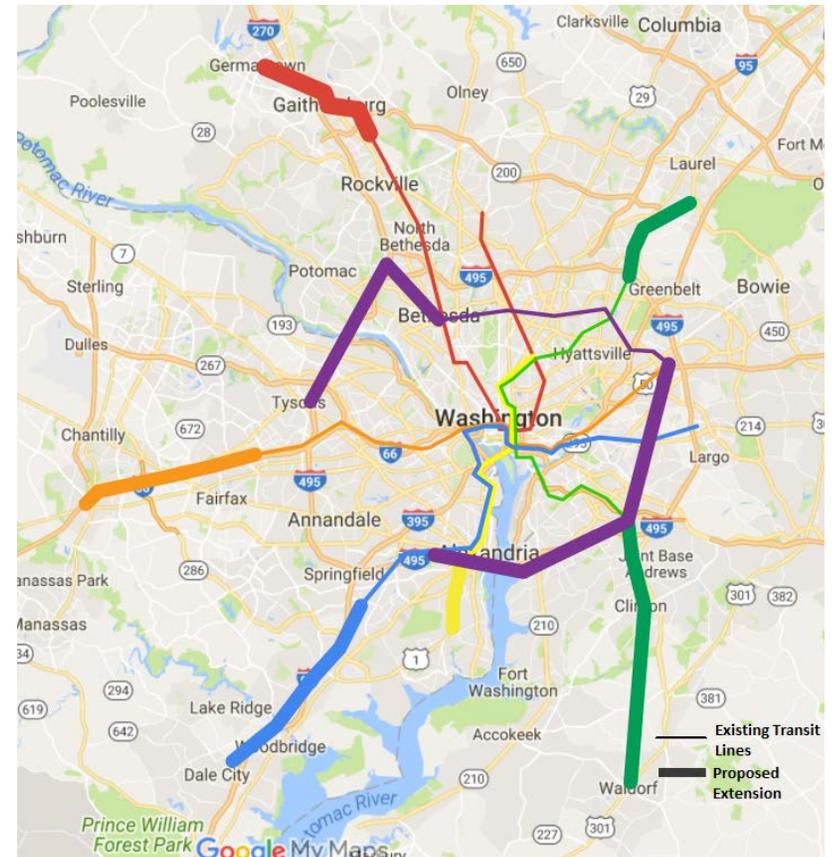
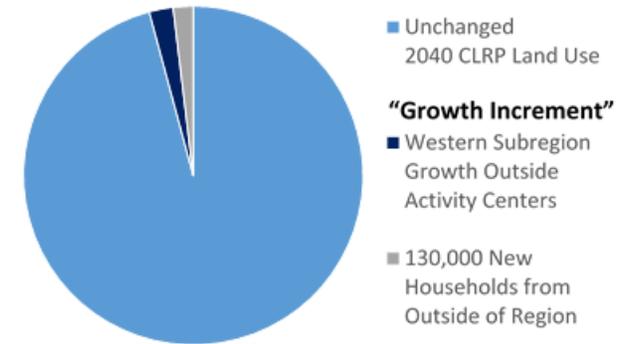


Figure 8. Existing Metrorail and Proposed Rail Extensions

## Initiative 8: Optimize Regional Land-Use Balance

**Land Use Assumptions** – The focus of this initiative is to achieve better jobs-housing balance in the region. This initiative encourages development near and around underutilized premium transit stations. A better jobs/housing ratio is achieved in the region by increasing the increment of future employment growth in the eastern portion of the region and reducing this increment of future growth in the western portion of region. (Note that the eastern subregion includes the eastern portions of the City of Alexandria, Arlington County, Fairfax County, Prince William County, the District of Columbia, and Montgomery County, in addition to Charles County and most of Prince George’s County). Additionally, more housing is added to the region (130,000 households) to reduce the need for daily long-distance “in-commuters” living beyond the region’s outer boundaries. Jobs and housing in this optimization process are reallocated to underutilized rail stations and Activity Centers with high capacity transit. Only the increment of growth between 2025 and 2040 outside of Activity Centers (“Growth Increment”; 2.3% of 2040 CLRP total) is reallocated in this Initiative.



The increment of land use growth between 2025 and 2040 (“growth increment”) in the Round 9.0 Cooperative Forecast is adjusted in the following way:

1. Including the 130,000 additional households from outside the region, the regional job/household ratio in 2040 is 1.54 (including corresponding adjustments in external travel in the region).
2. The job and household growth increment is allocated between the eastern and western subregions such that both subregions reach a job/household ratio of 1.54.
3. Within each subregion, the job and household growth increment is allocated to individual jurisdictions in an iterative process with the goal of each jurisdiction approaching the regional job/household ratio of 1.54. The allocated growth increment for each jurisdiction is assigned to Transportation Analysis Zones (TAZs) to favor Activity Centers with high-capacity transit (underutilized rail stations).

Jurisdiction	2040 CLRP			Initiative 8 Land Use		
	Households	Jobs	Ratio	Households	Jobs	Ratio
Alexandria	92,898	142,735	1.54	92,898	142,735	1.54
Arlington	131,149	267,641	2.04	165,427	266,422	1.61
Charles	83,426	58,762	0.70	83,426	71,019	0.85
District of Columbia	396,233	1,011,806	2.55	485,486	1,007,702	2.08
Fairfax	530,118	908,430	1.71	578,515	903,797	1.56
Fauquier	10,806	25,296	2.34	13,140	20,961	1.60
Frederick	126,539	133,934	1.06	113,522	127,507	1.12
Loudoun	167,588	273,910	1.63	162,387	249,798	1.54
Montgomery	450,922	653,917	1.45	438,110	644,989	1.47
Prince George's	370,023	393,336	1.06	370,011	453,943	1.23
Prince William	209,020	280,546	1.34	195,800	261,440	1.34
<b>Eastern Subregion</b>	<b>1,054,764</b>	<b>1,604,039</b>	<b>1.52</b>	<b>1,107,094</b>	<b>1,702,578</b>	<b>1.54</b>
<b>Western Subregion</b>	<b>1,513,958</b>	<b>2,546,274</b>	<b>1.68</b>	<b>1,591,628</b>	<b>2,447,735</b>	<b>1.54</b>
<b>TPB Planning Region Total</b>	<b>2,568,722</b>	<b>4,150,313</b>	<b>1.62</b>	<b>2,698,722</b>	<b>4,150,313</b>	<b>1.54</b>

**Analysis Approach** – Run model analysis with modified land use and unmodified 2040 CLRP transportation network. Adjust external travel to reflect reduced regional in-flow associated with 130,000 households moved from outside the region.

## Initiative 9: Transit Fare Policy Changes

**Reduced Off-Peak Fares** – Metrorail fares were reduced for off-peak direction during peak period and on underutilized segments. Fares were set to the non-peak rates for the off-peak direction, even during peak travel times.

**Reduced Fares for Low-Income Residents** – Metrorail fares for low-income residents were reduced to zero. The low-income group is assumed to be the lowest income quartile from the MWCOG model.

*2040 CLRP network will be assumed for this Initiative.*

**Land Use** – 2040 CLRP Round 9.0 Cooperative Forecasts were used without any change.

**Analysis Approach** – Low-income trips fares were reduced to zero in the model, and non-peak fares will be used for peak trips in the off-peak direction. A post distribution mode choice and assignment will be carried out using the person trips from the 2040 CLRP model. An alternative comparison is to use transit price elasticities to estimate change in off-peak ridership and literature to estimate change low-income ridership, and incorporate into network assignment.

## Initiative 10: Amplified Employer-based Travel Demand Management

**Expansion of Existing and Planned TDM Programs** – This initiative assumes significant expansion beyond current TDM programs in the region, and includes new policies to expand them further at a regional scale. Policies that were included in this initiative are listed below:

- Expanded employer-based transit/vanpool benefits
  - Transit/vanpool subsidies averaging \$50 per month are provided by 80% of employers
- Increase in priced parking in major activity centers.
  - 90% of parking for work-trips in activity centers is priced, with parking costs assumed to range from \$4/day minimum (could reflect employer-provided parking cash out).
- Substantial increase in telework and flexible schedule adoption
  - 20% telework share (from current 10% share; this equates to an average of about 2 days per week [40% telework] for “office” employees, given overall share of office workers). Teleworkers come proportionately from other modes (drive alone, carpool, transit, etc.)

*2040 CLRP network is assumed for this Initiative.*

**Land Use** – 2040 CLRP Round 9.0 Cooperative Land Use Forecasts is used without any change.

**Analysis Approach** – Use sketch planning analysis (TRIMMS, spreadsheet tools) to estimate mode shifts; apply to network assignment.



## Memorandum

**To:** TPB Long-Range Plan Task Force  
**From:** ICF Team and TPB staff  
**Date:** October 12, 2017  
**Re:** Selected Measures of Effectiveness for Long-Range Plan Task Force Study

---

This memo includes revisions and updates to the recommended MOEs in response to feedback received at the task force's September meeting. In instances where the input could not be addressed as part of the MOE, the memo describes how we plan to respond to the suggestion.

### Desired MOE Characteristics

It is useful to recall the characteristics of the MOEs that are being sought on several desired outcomes:

1. The MOEs should address the regional goals and challenges that the task force hopes these initiatives will address, which articulate the specifics of the task force's dissatisfaction with the anticipated long-term performance of the transportation system in the CLRP.
2. The same MOEs will be reported for each initiative and will be reported at the regional level, and no MOEs will be reported at a jurisdictional or sub-regional level.
3. The MOEs should reflect best practices in measuring what matters to the public and transportation system performance outcomes.
4. The number of MOEs should be manageable (ideally no more than about 12-16) to facilitate comparisons and clearly communicate the most important issues to the region. The number of MOEs currently shown may be more than is appropriate for final reporting, and the ICF team seeks the task force's input on whether to prioritize or eliminate any.
5. For some MOEs, it may be more meaningful to present the final results as a percentage change from the CLRP rather than reporting raw numbers.
6. Finally, the MOEs must be assessable within the context of the rapid sketch planning-level analysis being conducted. Quantifiable measures that would take significant

time to develop or calculate cannot be used in the context of this study timeframe, and qualitative ratings will be used where quantified figures cannot be developed.

## MOEs Selected For Use

The table below lists the selected MOEs which reflect regional goals and challenges, as well as best practices. They also represent what can be generated under the sketch planning framework and schedule adopted for the analysis. As discussed during the task force's September meeting, a combination of quantitative and qualitative assessments of the MOEs will be provided to compare how each initiative performs relative to the others. Additionally, details on how each MOE is calculated will be discussed in the final report.

### Measures of Effectiveness

1. Travel time (average travel time per trip for each mode)
2. Traditional congestion (vehicle hours of delay)
3. Accessibility by transit (% change in # of jobs accessible within 45 min transit commute)
4. Accessibility by auto (% change in # of jobs accessible within 45 min car commute)
5. Mode share for work trips (non-single occupant vehicle, transit)
6. Daily vehicle miles traveled (VMT) or VMT per capita
7. Rail transit crowding (qualitative)
8. Transit options for households (share of households in high capacity transit zones)
9. Transit options for employment (share of jobs in high capacity transit zones)
10. Reliable trips (share of trips on reliable modes – express lanes, BRT and transit)
11. Access/reliability to interregional hubs (major airports and Union Station, qualitative)
12. Mobile/on-road emissions (VOC, NOx, and CO2)
13. Water quality/habitat (qualitative)
14. Open space development (qualitative)
15. Safe walking and biking options (qualitative)
16. Metrorail repair needs (qualitative)
17. Roadway repair needs (qualitative)

The following section summarizes the response to specific questions/suggestions received during the task force's September 18, 2017 meeting.

- Travel times: The analysis will focus on work purpose trips on a typical weekday. The report will describe how each MOE is being measured.

- Reliable trips: This measure is a surrogate for a more direct measurement of travel reliability that is not possible with sketch planning tools. The measure will represent the proportion of typical weekday work trips that will be made on a relatively reliable mode of travel such as transit on a dedicated travelway or vehicles using express toll facilities.
- Mode share: This measure will provide the share of a typical weekday work trips as single occupant vehicles, rideshare (carpool/vanpool) and transit (bus and rail).
- Airport reliability/access: This was proposed as an experimental measure intended to represent reliable intercity travel into and out of the region's airports. Reliable access to airports is explicitly identified as one of the challenges the region faces. As discussed during the September meeting, the team acknowledges that Union Station would be another key facility that facilitates intercity travel. The team believes that this measure could more aptly be titled Access/reliability to interregional hubs and include the major airports and Union Station. After considering the options for developing a quantitative assessment for this measure, the team has concluded that analytical options available will not be viable within the project timeframe. Instead, we will present a qualitative assessment of how each initiative would change access and reliability to the airports and Union Station.
- Rail transit crowding: At the last task force meeting, it was noted that increasing transit ridership is one of the priorities of the TPB, in addition to reducing transit crowding. Therefore, reducing transit crowding should not come at the expense of transit ridership but through enhancements to transit capacity in areas facing crowded conditions. After further examination of analytical options for developing a quantitative estimate of crowding within transit vehicles (particularly Metrorail) the team has concluded that it will not be viable within the project timeframe to develop a quantitative measure of transit crowding impacts for all ten of the initiatives. Instead, the team will present a qualitative assessment of how each initiative will affect rail transit crowding.
- Transit options: These measures will capture the improvement in access to high-capacity transit by households and by jobs. For this analysis, high-capacity transit will include Metrorail, Commuter rail, BRT and Light rail, as is standard in COG's other studies. The list of MOEs distributed to the task force during its September meeting had erroneously referred to high-capacity transit as "high-quality" transit, and this has been corrected.
- Right-of-way needs: Given the conceptual nature of the various infrastructure improvement initiatives and the lack of specific alignment and engineering information, we will not have specific enough information to produce estimates of right-of-way needs and potential community and environmental impacts as a performance measure. In recognition of the importance of these issues, however,

right-of-way needs and associated community/environmental impacts is proposed as one of the additional factors to be considered (in addition to costs and other feasibility factors) as the task force and the Board evaluates which of the initiatives the TPB may wish to endorse for future concerted action (see memo on process recommendations). For that evaluation, we will provide a general statement as to whether or not each initiative will require additional right of way.

- User costs: At the September task force meeting, several members expressed an interest in understanding how each initiative might affect user's transportation costs and transportation affordability. Although the sketch-level of this analysis will not allow us to quantitatively assess the changes in user costs as a performance measure, user costs is proposed as one of the additional factors to be considered as the task force and the Board evaluates the initiatives to endorse for future concerted action (see memo on process recommendations). We will provide a qualitative assessment of whether each initiative might tend to increase or decrease users' transportation costs.



## Memorandum

To: Long-Range Plan Task Force  
From: ICF Team and TPB Staff  
Date: October 12, 2017  
Re: Potential Processes for LRPTF and TPB to Select Among Initiatives and Factors to Consider

---

Resolution R16-2017, which established the Long-Range Plan Task Force, charges the task force to “develop a process by which the TPB will later endorse a final selection from among these [ten initiatives] for future concerted TPB action.” In its October 18th meeting, the task force will discuss and finalize the process by which it will select initiatives from among the ten analyzed to recommend for TPB’s endorsement. After completion of the sketch planning analysis of the initiatives, the task force will use this process in its December 6th meeting to select the initiatives to put forward for endorsement by the TPB. Both the process used and the recommendations will be presented to the TPB at its December 20th meeting for action.

This memo contains three components:

1. Definition of the intended outcomes of this process;
2. Factors to consider in selecting among initiatives; and
3. A recommended process for selecting initiatives.

## Outcomes of this Process

While the TPB will determine what its endorsement means, we anticipate that it would mean that the concepts represented by the endorsed initiatives have the potential to improve the performance of the region's transportation system beyond what is anticipated by its current long-range transportation plan and deserve to be comprehensively examined for implementation. We believe that the endorsement would allow including the concepts represented by these improvement initiatives in the aspirational element of the 2018 update of the TPB’s long-range plan, *Visualize 2045*.

While the TPB will determine what constitutes future concerted action, we believe that at a minimum it would involve a commitment by all TPB member jurisdictions and agencies to collaborate and undertake a further examination of the concepts represented by the endorsed initiatives to identify short- and long-term implementation actions. The intent of

such an effort is that these actions are pursued with the goal of ultimately including them in future updates to the region's long-range transportation plan.

## Factors to Consider in Selecting Among Initiatives

Each task force member and the task force body as a whole will consider many factors as they compare and evaluate the initiatives. We anticipate that the members will use the measures of effectiveness (MOEs), which relate to each of the region's identified challenges, as important factors for comparing how each initiative performs relative to the others. In addition, other factors not captured in the MOEs will also be important considerations. The technical analysis will not be providing any quantitative estimates for these other factors. Staff will provide some qualitative information, where possible and as noted below, that could inform the members' consideration of the initiatives worthy of TPB's endorsement.

### Measures of Effectiveness

As noted earlier, MOEs that are being analyzed (listed below) include both quantitative and qualitative measures and will reflect the regional goals and challenges.

#### Measures of Effectiveness

1. Travel time (average travel time per trip for each mode)
2. Traditional congestion (vehicle hours of delay)
3. Accessibility by transit (% change in # of jobs accessible within 45 min transit commute)
4. Accessibility by auto (% change in # of jobs accessible within 45 min car commute)
5. Mode share for work trips (non-single occupant vehicle, transit)
6. Daily vehicle miles traveled (VMT) or VMT per capita
7. Rail transit crowding (qualitative)
8. Transit options for households (share of households in high capacity transit zones)
9. Transit options for employment (share of jobs in high capacity transit zones)
10. Reliable trips (share of trips on reliable modes – express lanes, BRT and transit)
11. Access/reliability to interregional hubs (major airports and Union Station, qualitative)
12. Mobile/on-road emissions (VOC, NOx, and CO2)
13. Water quality/habitat (qualitative)
14. Open space development (qualitative)
15. Safe walking and biking options (qualitative)
16. Metrorail repair needs (qualitative)
17. Roadway repair needs (qualitative)

## Other Factors beyond the MOEs

In addition to the MOEs, several other factors that members may wish to consider are identified below:

- *Costs of Implementation.* Public sector costs for implementing the initiatives – including potential capital and on-going operating costs – may be an important factor to consider in relation to the ability of the region to advance the initiative. The ICF team/TPB staff will provide qualitative (high-medium-low) estimates for comparing the rough order of magnitude of implementation costs. More detailed cost estimates would depend on project details that are more specific than are available at this time, including phasing, alignment, and right of way costs.
- *Affordability and User Costs.* Some of the initiatives will reduce users' transportation costs (e.g., transit fare reductions) while others will increase some costs or create options (e.g., toll roads) that might be unaffordable for low and moderate income households. In addition, congestion relief and shifts to transit can reduce vehicle operating costs. While these costs are difficult to compare and will not be quantified, the team will identify what aspects of each initiative might tend to increase or decrease users' transportation costs.
- *East-West Divide and Equitable Distribution of Benefits.* Only one initiative explicitly addresses the East-West divide, but some may appear to benefit one portion of the region over the other. Although this will not be assessed quantitatively, this may be a factor for some members to consider.
- *Right-of-Way and Community and Other Environmental Impacts.* Due to the coarse representation upon which these initiatives are being studied – which, for example, do not define specific alignments – the project team is unable to estimate detailed right-of-way costs and potential threats to environmentally sensitive areas. However, some initiatives will require new right-of-way, which may cause displacements of homes or businesses, create community impacts (e.g., noise, barrier effects), or affect environmentally sensitive areas. These and other considerations would need to be explored more in later stages, but these can be important considerations. To assist with their consideration, the team will identify whether each initiative will or will not require the acquisition of new right of way.
- *Placemaking.* In addition to effects on transportation system performance, the initiatives differ in terms of likely effectiveness in supporting transit-oriented development, mixed use development, and placemaking. To assist with this consideration, the team can identify likely positive or neutral/negative impacts.
- *Public Support and Implementation Feasibility.* Each of the members represents different constituents with different priorities. The members may want to consider whether the projects will receive support or staunch opposition from any of the jurisdictions that the project would need support from to be implementable. They may also want to consider the likelihood of passing any required supporting legislation or policies.

## Relationship of Initiatives

In addition to the impacts of initiatives and other factors identified above, it may be valuable for the members to consider the relationship of initiatives to each other. For instance, some initiatives may have *synergistic effects* – meaning that some initiatives (particularly those focused on policies and programs) can help to support and enhance the effectiveness of others. In contrast, some initiatives may have *antagonistic effects* or *overlap* in ways such that implementing multiple initiatives would not generate greater benefits. For instance, this may be the case for rail and express bus services, which may serve the same or similar markets, and so combining an additional major transit service on the same corridor may tend to take ridership from the other.

Within the constraints of this effort, the team will not be able to analyze initiatives in combination, but could potentially provide a qualitative assessment of those that are mutually supportive and those that are not as part of the discussion deliberation.

## Recommended Process for Selecting Initiatives

There are multiple processes available by which the task force could select from among the 10 initiatives, and for the TPB to endorse a final selection. The process below is recommended as a workable solution to come to consensus within the constraints of the time-frame of this effort.

### Rules, Guidelines, and Definitions

Before finalizing the process, it will be useful for the task force to agree upon some rules, guidelines, and definitions so that the members have a common understanding.

Specifically:

- **Endorsing a concept (not all individual components)** – It will be important for the TPB to keep in mind that endorsement of any of the initiatives does not mean endorsing every individual component of that initiative (for instance, it would not necessarily mean endorsement of each individual transitway facility, rail extension, or express lane facility within an initiative concept) or specific alignments. It would mean that the members believe the broad initiative concept (e.g., regional transitway expansion, a regional express lane network, etc.) is worthy of additional exploration and regional efforts to advance the concepts through further detailed project studies, program development, or policy initiatives. The meaning of TPB's endorsement would not be a mandate from the TPB for its member jurisdictions to alter their own plans, programs, or policies or to design, fund, and implement these initiatives without further study.
- **Meaning of “future concerted TPB action”** – The task force should have a common view of what endorsement for future concerted TPB action means. For instance, we recommend that endorsement means that the TPB finds the concepts/ideas in the endorsed improvement initiatives hold promise to make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents and the TPB urges its member jurisdictions to commit to undertaking a more thorough and detailed examination of these improvement concepts/ideas.

- **What constitutes sufficient support for initiatives to recommend to the TPB** – As part of developing a process to select improvement initiatives to recommend, the task force should determine what constitutes sufficient support for inclusion in the set to be recommended to the TPB. For instance, it will be important to consider whether majority support of the task force is sufficient to recommend an initiative or whether a higher standard of “consensus” is desired. (Should a majority that supports an initiative hold sway even if there is opposition, or should the goal be consensus among all members in the value of advancing an initiative?) We recommend that a higher standard than simple majority be used to ensure a reasonable degree of consensus on priority projects, programs, and policies for future action. Consequently, a 2/3 minimum threshold for support is proposed.
- **How many of the ten initiatives should the TPB endorse** – It will be valuable for the task force to consider how many initiatives to recommend, recognizing that including all ten or nearly all ten would make it challenging for the region to focus on priority projects, programs, and policies for future concerted action. That said, we do not recommend that the task force set a specific limit to the number of initiatives to move forward for TPB endorsement. Using a threshold, such as minimum 2/3 support, will likely limit the number of initiatives that result from this process, and we believe that the task force should have flexibility to advance those initiatives that the task force consensus believes should be endorsed.

### Task Force Process for Selection

One option for selecting initiatives would involve the task force developing a single quantitative system where each MOE, along with other evaluation factors, would be weighted and scored, and then use that system as a means of prioritizing the initiatives. Although we considered this option, we believe that developing a common weighting system would be challenging for members with disparate interests develop. There likely would be a lot of difficulty and considerable time involved in determining and agreeing upon the weights associated with each factor and the score to assign to each measure based on the combination of qualitative and quantitative assessments.

Therefore, we recommend a simpler process building on a straw poll, in which members use their own judgment to consider each of the factors discussed above. This process would involve the following steps:

1. The task force will begin with a straw poll in which each member votes for the initiatives he/she wishes to advance. Each member would not be limited to voting for a specific number of initiatives, but could choose to support as many as he/she believes would be valuable to advance (from zero to all ten).
2. As part of the voting for initiatives, the members would assign a priority to each initiative based on their assessment of the MOEs and other factors. For instance, a member who votes to advance initiatives 10, 9 and 4 would mark which of the three initiatives would be his/her first, second and third priority. This supplemental information will be used later when determining the degree of support for the initiative to be part of the package recommended to the TPB. Voting would occur by putting numbered votes in “buckets” for each initiative, rather than a “hands up” or

visible recorded vote for each member.

3. The TPB staff will tabulate the votes to determine: a) the overall level of support to advance each initiative and identify how many of them reach a 2/3 votes threshold. Additionally, TPB staff will develop an overall score for each initiative which will be calculated by assigning 10 points for 1<sup>st</sup> priority, 9 points for 2<sup>nd</sup> priority, etc. This overall score totals will not be used as a threshold but simply to provide supplemental information for how members have prioritized the initiatives.
4. The task force will then engage in a discussion to debate the pros and cons of the various initiatives, starting with the set that reached the 2/3 threshold to determine whether all of these should be advanced, should it be whittled down, or if there may be others to add. Significant time will be provided for discussion, in which there can be a robust exchange of ideas on the perspectives and priorities of members.
5. Members can then make a motion to remove initiatives from those passing the 2/3 threshold or adding initiatives from those that did not pass the 2/3 threshold. These motions will be debated and discussed in order to come to agreement on a final set that is moved forward to the TPB as the task force's consensus recommendation.
6. The task force then may choose to hold a second round of voting to support the final list of initiatives recommended for TPB endorsement as a way to formalize the results (this could also offer an opportunity for a member to abstain or be on record against the consensus, if that is desired).

### TPB Process for Endorsement

We recommend that a resolution be drafted for the TPB to endorse the consensus set of initiatives recommended by the task force. Discussion on the resolution can reflect the various considerations brought forth by the task force, as well as other perspectives that may wish to be addressed by the TPB members. The TPB's voting process will govern its action on this resolution including providing members of the Board an opportunity to make changes to the recommended set of initiatives that the full body will vote on.