

ITEM 7 – Action
February 21, 2018

Visualize 2045: Review of Comments Received
And Approval of the Additional Montgomery County Project
Submission into the Constrained Element for the
Air Quality Conformity Analysis for Visualize 2045
And the FY 2019-2024 Transportation Improvement Program

Staff

Recommendation: Adopt Resolution R13-2018 to approve the additional Montgomery County project submission for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 TIP.

Issues: None

Background: The constrained element of Visualize 2045 identifies all regionally significant transportation investments the region can demonstrate to 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.

At the January 17 meeting, the board approved the project submissions and the Air Quality Conformity analysis scope of work. After the public comment period closed, Montgomery County requested the

addition of the New Hampshire Avenue Bus Rapid Transit Project. The board opened an additional public comment period for this project which closed on February 17. The board will be briefed on the comments received and recommended responses, and asked to approve the additional project submission from Montgomery County for inclusion in the air quality conformity analysis for Visualize 2045 and the FY 2019-2024 TIP.

TPB R13-2018
February 21, 2018

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

RESOLUTION ON INCLUSION OF AN ADDITIONAL PROJECT SUBMISSION IN THE AIR QUALITY CONFORMITY ANALYSIS FOR THE CONSTRAINED ELEMENT OF VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MDCOT)

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

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) requires that the long-range transportation plan be reviewed and updated at least every four years; and

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

WHEREAS, on October 15, 2014 the TPB adopted resolution R6-2015 to approve the last quadrennial update to the Financially Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

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

WHEREAS, on October 18, 2017 the TPB issued the Technical Inputs Solicitation document for the constrained element and conformity analysis of the updated plan called Visualize 2045; and

WHEREAS, on the evening of December 14, 2017, the submissions for the constrained element of Visualize 2045 were released for a 30-day public comment and interagency consultation period which ended January 13, 2018; and

WHEREAS, after the public comment period closed and in response to comments received, the Montgomery County Department of Transportation (MCDOT), in the attached letter of January 16, 2018, requested that the New Hampshire Avenue Bus Rapid Transit (BRT) project be

included in the air quality conformity analysis for the constrained element of Visualize 2045 and the FY 2019-2024 TIP, and MCDOT submitted a project description and inputs for the air quality conformity analysis; and

WHEREAS, on January 17, 2018, concurrently, the TPB agreed to release the additional MCDOT project submission for the constrained element of Visualize 2045 for a 30-day public comment period, and the TPB adopted resolution R9-2018 approving projects submitted for inclusion in, and the scope of work for, the air quality conformity analysis for the constrained element of Visualize 2045 and the FY 2019-2024 TIP; and

WHEREAS, on January 19, 2018, the additional project submission for the constrained element of Visualize 2045 was released for a 30-day public comment and interagency consultation period which ended February 17; and

WHEREAS, the TPB was briefed on the additional submission to the constrained element of Visualize 2045 at its January 17, 2018 meeting, the Technical Committee was briefed on this project submission at the February 2 meeting, and the TPB was briefed at the February 21 meeting on the public comments received on the additional submission for the constrained element of Visualize 2045, and the responses provided to the public comments; and

WHEREAS, the adoption of Visualize 2045 and the FY 2019-2024 TIP by the TPB is scheduled for the October 17, 2018 meeting upon completion of a 30-day public comment and interagency consultation on the results of the regional air quality conformity analysis for Visualize 2045 beginning on September 7, 2018; and

WHEREAS, the additional project submission for the constrained element Visualize 2045 has been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the constrained element of Visualize 2045 and the FY 2019-2024 TIP, the additional project submission as described in the attached memorandum.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Proposed Additional Project Input – Montgomery County New Hampshire Bus Rapid Transit Project
DATE: January 17, 2018

The public comment period for projects for inclusion in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program closed on January 13, 2018. Since then, Montgomery County has requested that an additional project input be added to the constrained element of Visualize 2045. Since the scope of the project is regionally significant, and since the request was made after the public comment period closed, staff recommends that an additional 30-day public comment period be initiated for this project. Staff can accommodate this request and maintain the schedule with an October approval of Visualize 2045 as long as the TPB approves Resolution R9-2018 as scheduled. The TPB can then act to include this project at the February 21 meeting, after a satisfactory conclusion of the additional public comment period.

Montgomery County requests the addition of the New Hampshire Bus Rapid Transit Project to the Montgomery County inputs to the constrained element of Visualize 2045. The New Hampshire BRT project travels through Montgomery County, Prince George's County and the District of Columbia. This project provides for the design and construction related to a Bus Rapid Transit (BRT) line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue. The supporting documentation is attached for your review.

OPPORTUNITY FOR PUBLIC COMMENT

All projects included in a conformity determination are subject to public review. On January 17, 2018, the TPB released this project information for a 30-day public comment period which will conclude at 11:59 P.M. on February 15. The attached materials contain the project information. Comments may be submitted:

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

The TPB will be asked to approve this project for inclusion in the Air Quality Conformity Analysis of the constrained element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program at the February 21 meeting. A second comment period will be held in September 2018 after the

results of the Air Quality Conformity Analysis have been finalized. The TPB will then be asked to approve Visualize 2045 and the Air Quality Conformity Analysis on October 17, 2018.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

January 16, 2018

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE
Suite 300
Washington, D.C. 20002

Dear Chairman Allen:

Montgomery County would like to request the addition of the New Hampshire Bus Rapid Transit (BRT) Project to the Montgomery County inputs for the constrained element of Visualize 2045. This addition is in response to comments received by the Transportation Planning Board related to project submissions for the air quality conformity analysis required for Visualize 2045.

The New Hampshire BRT Project was originally submitted as a project to be considered as a “study” in the constrained element of Visualize 2045. Montgomery County is requesting to change the project status from “study” to “construction”, which would enable the project to be modeled for air quality conformity. Montgomery County has also determined that there is enough funding in the financial forecast to support this project for inclusion. The project is a priority BRT project for the County and is in the Countywide Transit Corridors Functional Master Plan.

The New Hampshire BRT project travels through Montgomery County, Prince George’s County and the District of Columbia. This project provides for the design and construction of a BRT line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue and continuing on to the Takoma Metro Station in the District of Columbia. New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma/Langley Crossroads and the emerging mixed-use center at White Oak. Corridor recommendations, from north to south, include a mixed traffic transitway from Colesville park-and-ride to Lockwood Drive, and dedicated lane(s) from Lockwood Drive to the District line. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013.

Office of the Director

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montgomerycountymd.gov/311



301-251-4850 TTY

Charles Allen, Chair
January 16, 2018
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The Project Description Form for Visualize 2045 is attached.

Please contact me if you have any questions.

Sincerely,



Al Roshdieh
Director

PROJECT SUBMISSION FORM

Basic Project Information

CEID 3672

1. **Submitting Agency:** Montgomery County Department of Transportation
2. **Secondary Agency:**
3. **Agency Project ID:** CIP 501318
4. **Project Type:** Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. **Category:** System Expansion System Maintenance Operational Program Study Other
6. **Project Name:** **New Hampshire Avenue Corridor Bus Rapid Transit (BRT)**
7. **Facility:**

Prefix	Route	Name	Modifier
MD	650	New Hampshire Avenue	
		Colesville Park-and-Ride Lot	
		Eastern Avenue	
8. **From** (**at**):
9. **To:**
10. **Description:** This project provides for the design and construction related to a Bus Rapid Transit (BRT) line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue. New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma/Langley Crossroads and the emerging mixed-use center at White Oak. Corridor recommendations, from north to south, include a mixed traffic transitway from Colesville park-and-ride to Lockwood Drive, and dedicated lane(s) from Lockwood Drive to the District line. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013.
11. **Projected Completion Year:** 2045
12. **Project Manager:** Joana Conklin
13. **Project Manager E-Mail:** Joana.Conklin@montgomerycountymd.gov
14. **Project Information URL:** <http://montgomeryplanning.org/transportation/highways/brt.shtm>
15. **Total Miles:** 8.4 miles
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:** Montgomery County
19. **2018 Baseline Cost (in Thousands):** \$285,000 cost estimate as of 10/25/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** Federal State Local Private Bonds Other

Regional Policy Framework

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

22. Provide a Comprehensive Range of Transportation Options

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

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

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

23. Promote Regional Activity Centers

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

24. Ensure System Maintenance, Preservation, and Safety

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

25. Maximize Operational Effectiveness and Safety

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

26. Protect and Enhance the Natural Environment

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

27. Support Interregional and International Travel and Commerce

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

- Long-Haul Truck Local Delivery Rail Air

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

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

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

Advances goals of Master Plans in White Oak and Silver Spring.

Federal Planning Factors

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

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

- k. Enhance travel and **tourism**.

Environmental Mitigation

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

Congestion Management Information

31. Congested Conditions

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

32. Capacity

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

Record Management

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