



MEMORANDUM

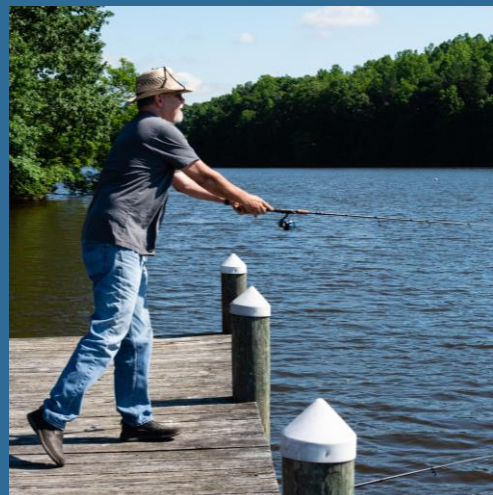
TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Additional materials
DATE: January 16, 2019

- MWCOG Legislative Priorities
- Brief Analysis of Major Roadway Impacts of the Partial Federal Government Shutdown

LEGISLATIVE PRIORITIES

Supporting the region's transportation funding, housing, water quality, climate and energy innovation, air quality, human services, emergency preparedness, infrastructure investment and local government input across all sectors

January 2019



LEGISLATIVE PRIORITIES

Prepared by the COG Legislative Committee for the COG Board of Directors
January 2019

ABOUT COG

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

CREDITS

Editor: Monica Beyrouti Nunez

Contributing Editors: Heidi Bonnaffon, Hilary Chapman, Lyn Erickson, Christina Garrard, Timothy Masters, Lindsay Smith, Kanti Srikanth, Stephen Walz, and members of the 2019 COG Board Legislative Committee

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TRANSPORTATION FUNDING, PLANNING, AND CONNECTIVITY

Support Federal Funding for the Region's Metrorail System

The Metrorail system is the centerpiece of the metropolitan Washington region's transportation system and the backbone of its economy. Almost half of all federal employees use the Metrorail and bus system to commute to work. The federal government should act to provide its share of operating and capital funding for the Metrorail system that its employees and the region depend on. Specifically, support the reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA) beyond FY2019 to fund the federal government's annual appropriations for Metro's capital improvement budget at or greater than \$150 million a year.

Support Fixing the Deficit in the Federal Transportation Trust Fund (TTF)

For several years, there has been a gap between the TTF's revenue and expenditure needs – these shortfalls have been closed primarily with short-term measures. The FAST Act only provides funding through 2020 and covers those shortfalls through short-term measures. This structural deficit has not been fixed and will return after 2020 with a continued growing deficit if not treated as a top priority.

Support Additional, Reliable, and Recurring Federal Transportation Infrastructure Funding

The National Capital Region's transportation infrastructure serves not just the region, but the nation's federal government and its international partners. The funding needed to maintain the National Capital Region's transit, railroad, and highway infrastructure in a state of good repair is chronically underfunded and must be enhanced. Recurring and reliable funding to maintain and enhance operations on all federal facilities is a priority.

Support Funding for Next Generation Transportation Systems

The need for a more efficient and safer means of transportation is imperative to help achieve the nation's energy, efficiency, and environmental quality goals. The private sector has made significant investments to advance the use of vehicles using alternative modes of energy, and technology assisted vehicle operations. Public sector investments are needed to prepare transportation infrastructure to be able to utilize and support the new technology to build the next generation of transportation systems where travel is more efficient and safe.

Support the Visualize 2045 Long-Range Transportation Plan

Advance efforts to implement projects, programs, and policies that promote the aspirational initiatives endorsed by the region's Transportation Planning Board as part of Visualize 2045: Bring jobs and housing closer together; Expand bus rapid transit and transit ways; Move more people on Metrorail; Provide more telecommuting and other options for telecommuting; Expand express highway network; Improve walk and bike access to transit; and Complete the National Capital Trail. Support actions at the state and federal level to fund projects and programs and support enactment of policies that help advance the potential improvements of these initiatives.

Support Traffic Incident Management Improvements

Support state and federal policy changes to improve regional traffic incident management by updating regional agreements to increase the consistency of traffic incident management laws. Specifically, support legal and policy changes to designate transportation incident responders as emergency responders, allowing the use of flashing lights and sirens to get to incident scenes across state lines more quickly. Encourage federal, state, and local governments to negotiate an agreement for funding and deployment of roadway service patrols on federal parkways and other critical major roads not currently benefiting from such patrols.

WATER QUALITY PROTECTION

Support Investments in Water Infrastructure

Support sustained and expanded funding for federal water quality programs, including the Water Infrastructure Finance and Innovation Act (WIFIA) funding, state revolving funds (SRFs), and the Chesapeake Bay Program. Ensure that local water infrastructure investments to meet water quality permit load allocations and handle future population and economic growth are protected. Invest in workforce training and development to ensure the availability of skilled workers to fill water sector jobs.

Ensure Stormwater Regulatory Feasibility

Support legislative and regulatory actions that provide for a feasible pace for MS4 stormwater permits and applies the “Maximum Extent Practicable” standard. Support flexible local funding for stormwater management. Ensure reporting requirements are reasonable.

Support Climate and Flood Resiliency Initiatives

Support funding to address robust climate change analysis, adaptation and resiliency planning, flood control and management, and development and coordinated implementation of local best practices.

Ensure Local Government Input

Ensure that local governments and wastewater and drinking water utilities are given opportunities to provide timely and meaningful input on management decisions about the Chesapeake Bay and local water quality.

Support Affordability and Regulatory Flexibility

Support cost-effective scheduling and financing of water quality programs, including streamlining permits, flexibility to achieve nutrient and sediment reduction across wastewater, stormwater, and other sectors, and full funding for agricultural conservation programs.

Support Water Supply Security

Support water quality security and resiliency through research, planning, and programs and drinking water source protection policies and programs to ensure a reliable and clean drinking water supply for the region.

CLIMATE AND ENERGY INNOVATION & AIR QUALITY PROTECTION

Support Deployment of Clean Energy Innovation and Technology

Encourage and support investment in energy-sector innovation across sectors to increase energy efficiency and transition to clean energy sources. Support and protect regulatory and policy frameworks that foster new partnerships to effectively implement clean energy solutions. Enable business model innovation and encourage and expand the adoption of energy efficiency and clean, distributed energy generation technologies and infrastructure, and support for low and zero-emission vehicles and infrastructure.

Expand Clean Energy Finance

Expand options for and improve access to clean energy finance at the state and local levels. Foster cost effective and efficient market frameworks and reasonable regulatory frameworks that support clean energy investment across all sectors and enhance investment certainty. Establish and enable key partnerships, institutions, agencies, plans, and programs to support sustainable clean energy incentives and lower the cost of doing business in the clean energy sector.

Enhance Energy Security and Resilience

Prioritize and protect funding for energy-sector infrastructure to improve resilience and reliability. Support policies and funding for energy improvements such as energy efficiency, cyber security, microgrids, district energy systems, and storage technology, especially when coupled with clean energy generation. Support community-based efforts and public-private partnerships to improve climate and energy resilience at the local level.

Support Policies that Preserve and Protect Regional Air Quality and Public Health

Support strong policies, regulations, and funding necessary to preserve improvements in air quality and strengthen the region's ability to meet current and future air quality standards that are protective of public health and welfare. Expand efforts to increase and speed adoption of low-emitting technology solutions.

Support Policies to Meet the Region's Climate Goals

Expand funding and legislation at federal, state, and local levels to help meet the region's medium- and long-term climate change goals. Ensure that local governments are recognized and given opportunities to provide timely and meaningful input on climate and clean energy programs.

HOUSING AND ECONOMIC RESOURCES

Census 2020

Allocate funds at the federal and state level to adequately support local governments in developing census communication and mobilization plans to conduct a complete and accurate count of our region with increased outreach to hard-to-count populations. Encourage the U.S. Census Bureau to pursue policies that will produce a fair and accurate population count in a timely manner.

Support Efforts to Increase the Supply of Housing and Promote Housing Affordability

Support legislation and programs to preserve and increase the supply of housing and housing choices to address the full spectrum of needs in our region. Ensure that a sufficient supply of housing is preserved and created that provides a diverse range of housing units, including size and price point that is affordable for our region's residents.

Support Efforts to End the Experience of Homelessness

Work with federal, state, and local Continuums of Care throughout the region to ensure that the experience of homelessness is rare, brief, and nonrecurring through implementation of a "Housing First" approach. Increasing the supply of supportive housing provides opportunities for wrap-around services that promote housing stability and independent living. Voice the need for additional HUD funding for Housing Choice Vouchers to prevent and end the experience of homelessness.

Support Alignment of Workforce Development and Job Creation

Support federal legislation to focus on workforce development and job creation at the local level, and efforts to develop industry standard credentialing and skills programs for sectors experiencing job growth in the region. Support legislation and programs that fund local job development, career and technical education, and overall more closely align education and job creation.

Support Local Governments and Activity Centers

Work with local governments to support sound land use planning which focuses on employer retention and new job growth in the region's mixed-use Activity Centers.

HEALTH & HUMAN SERVICES

Support Efforts to Combat Substance Use Disorders

Work with local, state, and federal partners to increase resources to combat substance use disorders, including opioids, throughout the region which may include: improving access to treatment and recovery services, promoting prevention education, reducing the stigma of drug disorders, supporting research on pain management, and ensuring awareness of overdose-reversing drugs.

Increase Availability of and Access to Mental Health Services

Work with local, state, and federal partners to increase access to and availability of mental health services throughout the region to include psychiatric hospital beds, counseling, and other outpatient services; continued expansion of crisis intervention, mental health courts, and diversion programs, where treatment is indicated rather than incarceration; and re-entry programs to reduce recidivism rates of mental health consumers.

Support Healthy Food Access and the Region's Farm and Food Economy

With the recent reauthorization of the Farm Bill and uncertainty about when the Childhood Nutrition Reauthorization Act may be taken up again, support maintaining, fully funding, and improving access to programs within these bills including the Supplemental Nutritional Assistance Program (SNAP), the Women Infants and Children (WIC) Program, and the National School Lunch Program that serve vulnerable low-income individuals and families in the region. Support strengthening programs that advance on-farm conservation and connections between farmers and consumers of all income levels.

EMERGENCY PREPAREDNESS

Support Regional Emergency Preparedness

Continue to support emergency response preparedness programs that advance and improve response preparedness to existing and emerging threats. Work with local and state partners to maximize the region's share of federal grant funds and use these funds to promote value added outcomes that continue to increase capacity, capability, and developed standards for regional response in the National Capital Region.

Urban Area Security Initiative (UASI) Funding

The National Capital Region (NCR) receives UASI funding for efforts to address the multi-discipline planning, organization, equipment, training, and exercise needs of high-threat, high-density urban areas, and to assist in building and sustaining capabilities to prevent, protect against, mitigate, respond to, and recover from threats or acts of terrorism using the whole community approach. As funding allocations are assessed, policy makers should recognize the complexity of challenges in the NCR that directly impact Federal government operations and security and support an increase in UASI funding to our region to effectively address the unique nexus of U.S. Federal, state, local, and international operations.

STAFF CONTACT INFORMATION

Legislative Priorities: Monica Beyrouti, mbeyrouti@mwkog.org, (202) 962-3212

Transportation: Kanti Srikanth, ksrikanth@mwkog.org, (202) 962-3257

Environment: Stephen Walz, swalz@mwkog.org, (202) 962-3205

Housing and Human Services: Paul DesJardin, pdesjardin@mwkog.org, (202) 962-3293

Emergency Preparedness: Scott Boggs, sboggs@mwkog.org, (202) 962-3268



Metropolitan Washington
Council of Governments

777 North Capitol Street NE, Suite 300
Washington, DC 20002

mwcog.org



MEMORANDUM

TO: Kanti Srikanth, TPB Staff Director
FROM: Andrew Meese, TPB Systems Performance Planning Director, Daivamani Sivasailam, TPB Systems Performance Analysis Manager, and C. Patrick Zilliacus, TPB Transportation Engineer
SUBJECT: Brief Analysis of Major Roadway Impacts of the Partial Federal Government Shutdown
DATE: January 15, 2019

This memorandum summarizes the findings of a brief analysis of selected transportation impacts of the current partial federal government shutdown.

FINDINGS

Overall the analysis indicates that there has been a considerable reduction in congestion on the region's major roadways during the morning commuter period this year on account of the partial shutdown of the federal government agencies and the impacted private sector (federal contractors) businesses.

The following were noteworthy findings of this analysis:

- The most significant differences were seen in the morning peak periods, for “inbound” directions. The tables and graphics below show examples of the increase of speeds and decreases in travel times along these example corridors.
- Speeds and congestion for other times of day, including evening rush hours, and for non-peak directions, were not found to be significantly different from historic conditions. (Graphics/tables for times/routes not significantly changed have not been included at this time.)
- These observed conditions have similarities to typical “summertime” (July/August) conditions, with reduced morning peak demand, but similar or even increased evening demand – but morning speed increases during the partial federal government shutdown period have been more dramatic.

It should be noted that the above findings could be affected by other factors:

- Some school districts were not in session on January 3 and 4, 2019, but were understood to be back in session by January 9; whether schools are in session impacts traffic patterns.
- Other changing factors, not just the partial government shutdown, could affect year-to-year variations in traffic, such as weather, incidents, construction zones, and fuel prices. These factors were not analyzed.

**Table 1: Travel Time (Minutes) at Approximately 7:00 AM
Selected January 2019 Dates* During Partial Government Shutdown Compared to 2018
Major Commuter Routes “Inbound” Only**

Route	Distance miles	January 2018	January 2019	Improvement	Improvement
I-270 from I-70 to I-370	23.7	49	29	20 min	41 %
I-270 from I-370 to I-495	11.7	20	17	3 min	15 %
BW Pkwy from MD 198 to US 50	16.2	25	21	4 min	16 %
I-66 from VA 28 to I-495	12.7	19	19	0 min	0%
I-66 from I-495 to TR Bridge	11.3	13	12	1 min	8%
I-495 from I-270 to I-66	10.9	21	12	9 min	43%
I-95 from VA 234 to Franconia Rd.	21.7	31	27	4 min	13%
I-395 from I-495 to New York Ave.	12.1	26	23	3 min	12%

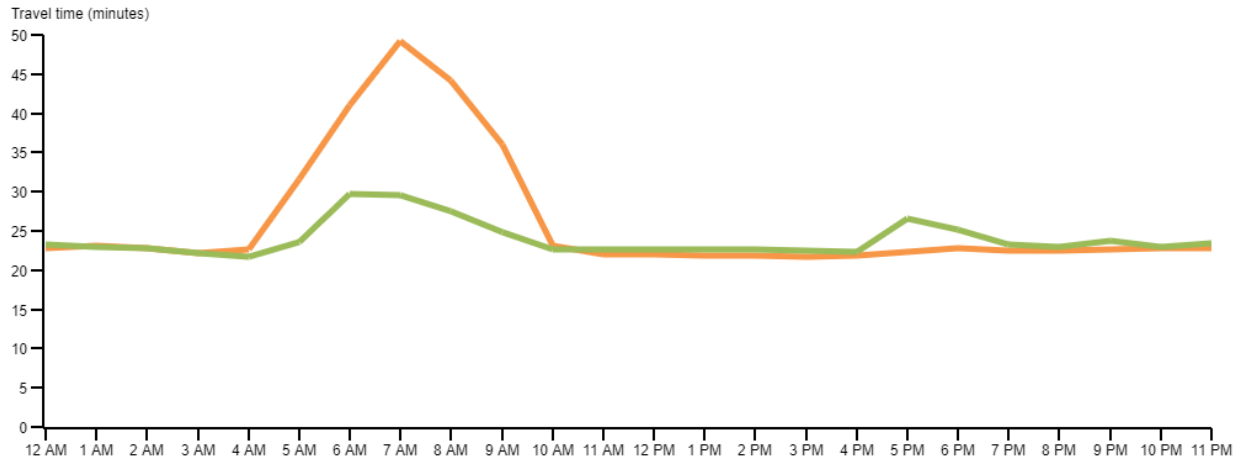
* January 3, 4, 10, and 11, 2018; January 2, 3, 9, and 10, 2019. All dates are Wednesdays and Thursdays.

**Table 2: Speeds (Miles per Hour) at Approximately 7:00 AM
Selected January 2019 Dates* During Partial Government Shutdown Compared to 2018
Major Commuter Routes “Inbound” Only**

Route	Distance miles	January 2018	January 2019	Improvement	Improvement
I-270 from I-70 to I-370	23.7	29	49	20 mph	68%
I-270 from I-370 to I-495	11.7	35	45	10 mph	29%
BW Pkwy from MD 175 to US 50	16.2	39	47	8 mph	20%
I-66 from VA 28 to I-495	12.7	40	40	0 mph	0%
I-66 from I-495 to TR Bridge	11.3	52	54	2 mph	4%
I-495 from I-270 to I-66	10.9	31	56	25 mph	65%
I-95 from VA 234 to Franconia Rd.	21.7	42	47	5 mph	12%
I-395 from I-495 to New York Ave.	12.1	28	37	9 mph	32%

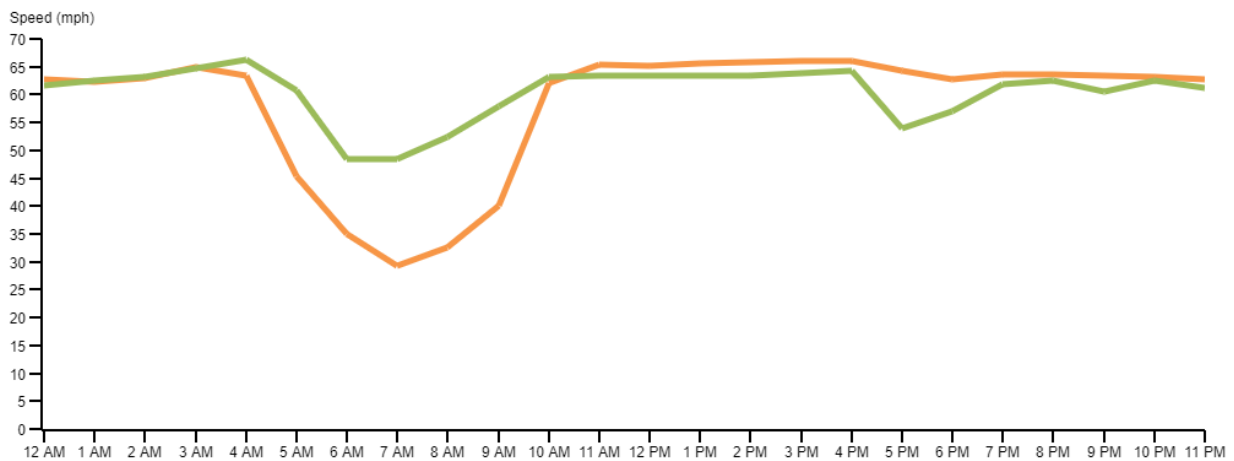
* January 3, 4, 10, and 11, 2018; January 2, 3, 9, and 10, 2019. All dates are Wednesdays and Thursdays.

Figure 1:
Travel Time for Southbound I-270 between I-70/US 40 (Frederick) and I-370
 Selected 2019 dates (green line) versus comparable 2018 dates (orange line)*



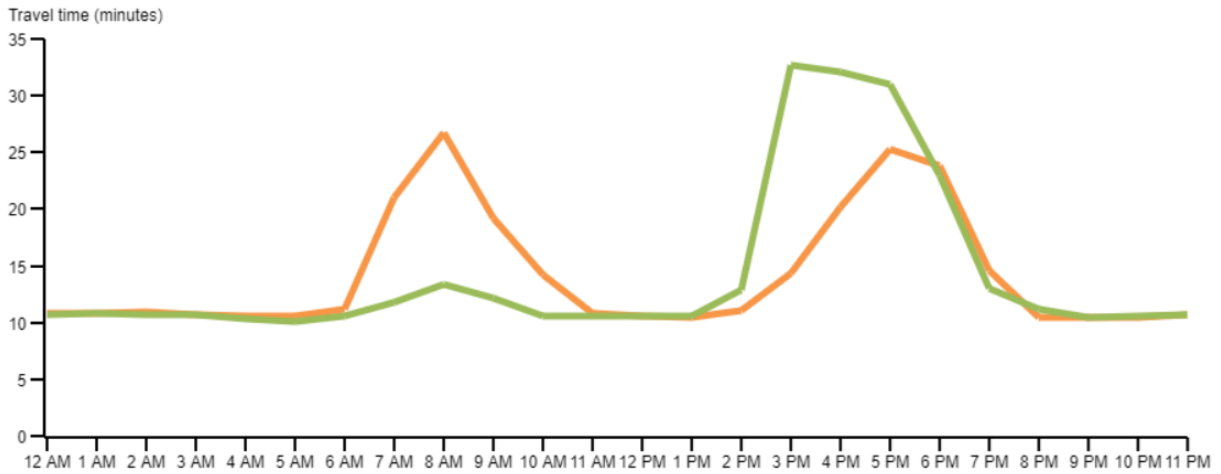
* January 3, 4, 10, and 11, 2018; January 2, 3, 9, and 10, 2019. All dates are Wednesdays and Thursdays.

Figure 2:
Example Graphic: Speeds for Southbound I-270 between I-70/US 40 (Frederick) and I-370
 Selected 2019 dates (green line) versus comparable 2018 dates (orange line)*



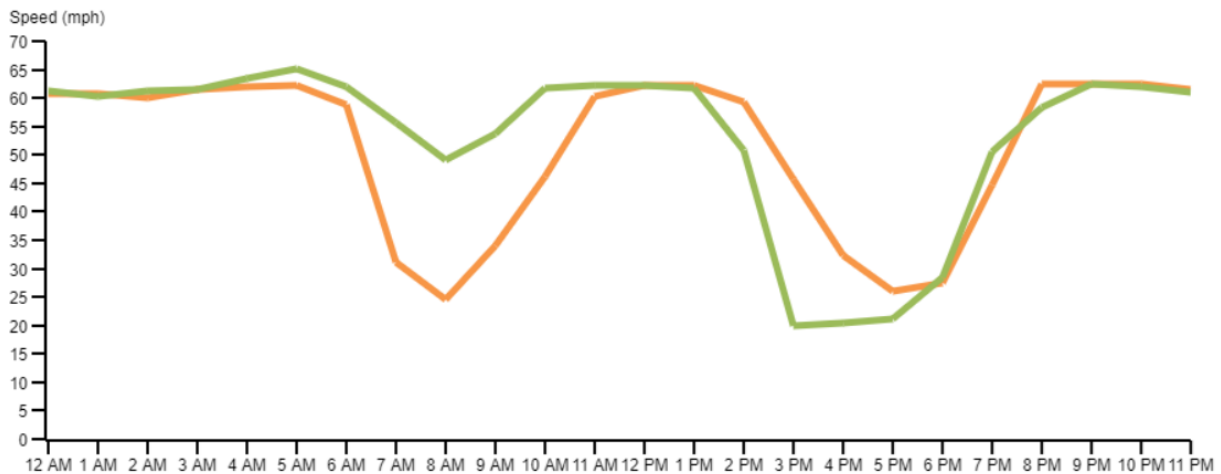
* January 3, 4, 10, and 11, 2018; January 2, 3, 9, and 10, 2019. All dates are Wednesdays and Thursdays.

Figure 3:
Example Graphic: Travel Times for Inner Loop (clockwise) I-495 between I-66 and I-270
 Selected 2019 dates (green line) versus comparable 2018 dates (orange line)*



* January 3, 4, 10, and 11, 2018; January 2, 3, 9, and 10, 2019. All dates are Wednesdays and Thursdays.

Figure 4:
Example Graphic: Speeds for Inner Loop (clockwise) I-495 between I-66 and I-270
 Selected 2019 dates (green line) versus comparable 2018 dates (orange line)*



* January 3, 4, 10, and 11, 2018; January 2, 3, 9, and 10, 2019. All dates are Wednesdays and Thursdays.

DATA SOURCE

Staff performed analyses of vehicle probe data made available to COG/TPB through the University of Maryland's Probe Data Analytics (PDA) Suite. The PDA provides reliable and verified data, plus tools that facilitate its analysis on a quick-turnaround basis. Caveats are noted that data are subject to change via future error-checking, and that any instantaneous or short-term trends are not assumed to indicate a long-term trend.

METHODOLOGY

Staff selected several representative corridors along major highways of the National Capital Region. The PDA Suite makes available travel speeds as measured from probe vehicles, for given time segments. This allows comparison of travel conditions on different days. For this selected analysis, staff chose four days during the partial federal shutdown: Wednesday, January 2, Thursday, January 3, Wednesday, January 9, and Thursday, January 10, 2019, and compared results on these dates to their closest equivalents in January 2018.

This limited analysis is considered to be a "sensitivity test" for magnitude of speed and congestion impacts. A more detailed analysis would consider other factors, such as traffic volumes, weather, other modes of travel, and results over a longer period of time. Such an analysis is not planned at this time.

Other MWCOG data extracts on partial federal government shutdown:

- There are 361,000 federal workers in the region.
- A partial shutdown affects 40 percent of these workers, approximately 145,000 people.
- There are more than 400,000 federally contracted employees in the region.

Jurisdiction	% of Regional Federal Workforce
District of Columbia	15.4%
Charles County	3.8%
Frederick County	2.8%
Montgomery County	18.2%
Prince George's County	17.1%
Suburban Maryland	41.9%
Alexandria	4.3%
Arlington County	6.4%
Fairfax	0.3%
Fairfax County	19.5%
Falls Church	0.4%
Loudoun County	4.1%
Manassas	0.3%
Manassas Park	0.2%
Prince William County	7.2%
Northern Virginia	42.7%
Region	100.0%

(COG analysis of 2013-2017 American Community Survey Data)

MORE: [View more resources about the federal government shutdown impact on the region.](#)