

ITEM 7 – Action
October 17, 2018

Review of all Comments Received During the 30-Day Public Comment Period and Acceptance of Recommended Responses For Visualize 2045, the FY 2019-2024 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis

Staff Recommendation: Accept recommended responses to comments received for Visualize 2045, the FY 2019-2024 TIP, and the Air Quality Conformity Analysis.

Issues: None

Background: The board will be briefed on the comments received from the public and from the TPB's Access for All Committee and asked to accept the recommended responses for Visualize 2045, the FY 2019-2024 TIP, and the Air Quality Conformity Analysis. The public comment period was opened September 7 and closed on October 7. The final version of the comments and responses memorandum will be incorporated into the documents scheduled for consideration under agenda items 8, 9 and 10.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Summary of Comments Received and Proposed Responses on Visualize 2045, the FY 2019-2024 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis
DATE: October 11, 2018

On September 7, 2018, the draft Visualize 2045 long-range transportation plan, the draft FY 2019-2024 Transportation Improvement Program (TIP), and the draft Air Quality Conformity Analysis were released for a 30-day public comment and inter-agency review period. The board was briefed on Visualize 2045, the FY 2019-2024 TIP, and the Air Quality Conformity Analysis at its September 21 meeting. The comment period closed on October 7. The board will be briefed on the comments received and recommended responses and asked to accept the comments for inclusion in the documentation of Visualize 2045, the FY 2019-2024 TIP, and the Air Quality Conformity Analysis at the October 17 meeting.

This memorandum provides a summary of the comments and feedback received on Visualize 2045, the TIP, and the draft Air Quality Conformity Analysis, and provides recommended responses for the board's consideration. This memo presents this summary in three parts.

Part A summarizes comments and feedback received on Visualize 2045 and the TIP from the following: TPB members including Fairfax County, the City of Falls Church, and the National Capital Planning Commission; the TPB's Access for All Advisory Committee (AFA); 97 individuals; and 8 advocacy organizations. Where appropriate, responses to comments are provided.

Part B summarizes the comments received from the Metropolitan Washington Air Quality Committee (MWAQC) on the Air Quality Conformity Analysis and provides a response from TPB staff.

Part C provides responses to questions posed and comments made by board members during the presentation of Visualize 2045 at the board meeting and work session held on September 21.

All comments received have been made available for review online at mwcog.org/TPBcomment. While this memo contains a summary of the comments, a separate compilation of every comment received has been made available to TPB members in both hardcopy and online formats.

PART A: COMMENTS RECEIVED ON VISUALIZE 2045 AND THE FY 2019-2024 TIP

In a departure from comments received on previous TPB-approved plans, many of the comments received on Visualize 2045 were not project-specific and did not focus on the Visualize 2045 Constrained Element. Instead, commenters focused on other elements of the plan, including the long-range planning process itself and the aspirational initiatives.

Comments were received from TPB members including Fairfax County, the City of Falls Church, and the National Capital Planning Commission; the TPB's Access for All Advisory Committee (AFA); 97 individuals; and 8 advocacy organizations. The letters from Fairfax County, the City of Falls Church, and the National Capital Planning Commission and the memo provided by the TPB's Access for All Advisory Committee (AFA) are found in Appendix A of this memo.

Staff have summarized comments received into two categories: those that provide general feedback on the plan and TIP; and those comments that focus on specific projects, locations, or issues. Category 1 comments do not warrant a response, rather this information is being provided on behalf of the commenters to the TPB members. Category 2 comments refer to specific projects, the need for improvements in specific locations, or to specific issues. TPB staff have prepared a set of draft responses to these comments, consulting with staff from member agencies where necessary. In both categories, the comments are summarized and grouped together by topic area.

CATEGORY 1: General Comments and Feedback on Visualize 2045, the TIP, and the TPB's Long-Range Transportation Planning Process (no response needed)

Comments on Bus Rapid Transit (BRT)

1. Comments emphasized the importance of dedicated lanes for BRT and that BRT provides the opportunity for innovative solutions to be implemented in areas.
2. There will not be enough usage of BRT to make up for the loss of travel lanes for vehicular traffic.

Comments on Commuter Rail and Metro

1. Service levels on the region's commuter rail systems should be increased.
2. Express lines for both Metrorail and commuter rail should be implemented.
3. The Purple Line should be extended into Virginia or a circumferential Metrorail line should be added near the Capital Beltway.
4. Rather than a new Metro station in Rosslyn, a new Silver/Orange line transfer station at East Falls Church should be built.
5. Metrorail should be extended to Prince William County (Haymarket, Manassas).

Comments on Toll Facilities

1. Support was indicated for the I-270 and I-495 Managed Lanes projects in Maryland and the I-495 HOT Lanes expansion project in Virginia.
2. Toll facilities can be a burden to low and even middle-income populations.
3. Comments opposed tolling outright.

4. Comments supported tolling, but on existing facilities only and were opposed to additional capacity.

Comments on Bicycle and Pedestrian Infrastructure

1. Visualize 2045 doesn't do enough to provide options for bicyclists and pedestrians.
2. TPB planning efforts should be cognizant of new and emerging technologies such as electric bikes and powered scooters.
3. A dedicated funding source should be established for bicycle and pedestrian projects.
4. There is a need to prioritize funding for accessible bicycle and pedestrian options.
5. Barrier or parking-separations are essential for the success of bicycle lanes. Implementing agencies should consider separate facilities each for vehicles, pedestrians, and bicycles and scooters.
6. The funding in the Maryland portion of the TIP for bicycle and pedestrian improvements should be redirected to badly needed road and transit projects.

Comments on the TPB's Role in Land Use Planning

1. The region is not only divided by race and income but by access to jobs.
2. The TPB should play a bigger role in land-use planning.
3. The TPB should do more to encourage people to live close to their jobs, increasing the job-housing proximity rate.
4. Concentrating residential development in Regional Activity Centers will increase housing prices and force more people to move outside of those centers.
5. The data assumptions made in COG's Regional Employment Monitoring System have produced a jobs-to-population ratio that seems high.
6. A socio-economic analysis should be conducted to make sure that development in regional activity centers does not have adverse impacts.
7. Development should be incentivized in underutilized activity centers and around underutilized Metrorail and transit stations, particularly on the eastern side of the region, and greenfield development should be limited.
8. Corridors should be identified that are appropriate for housing.
9. Following the 2020 U.S. Census, the definitions of the region's activity centers should be revisited.
10. The TPB should work with COG and others to develop regional housing programs and address the need for affordable housing.

General Comments on Visualize 2045 and the FY 2019-2024 TIP

1. Comments were received both in favor of and in opposition to expanding capacity on the region's highways.
2. The TPB should make assessments of progress on the seven Aspirational Initiatives whenever the plan is updated.
3. The TPB should strive to promote increased service and provide more affordable options on the region's public transportation systems.
4. Visualize 2045 should allocate resources for investments that may be required to accommodate Amazon's new headquarters.
5. The plan should give greater consideration to the impacts of emerging technologies and automation.
6. Visualize 2045 should show planned improvements mapped against large traffic-generators (military bases, campuses, etc.).

CATEGORY 2: Comments on Specific Projects, Locations or Issues (response provided)

Comments on Bus Rapid Transit (BRT)

1. BRT should be implemented on Virginia's Route 7.

Response: According to the Northern Virginia Transportation Commission, the Envision Route 7 has completed the Phase II Study and determined that BRT from Mark Center to Tysons via the East Falls Church Metro Station is a viable transit solution for the corridor. The next step is a Phase III Conceptual Engineering Study to refine the project cost and identify right-of-way that could be utilized by the BRT and guide jurisdictions on how to preserve that right-of-way. This study is expected to continue through 2019. Once funding for construction of the project has been established, the project will be eligible to be submitted for inclusion in the constrained element of the TPB's long-range plan.

2. BRT should be implemented between the Branch Avenue Metro Station and Charles County in Maryland.

Response: Transit accommodations along the US 301 corridor in portions of Prince George's County and Charles County have been under consideration for some time. As part of MDOT MTA's Southern Maryland Rapid Transit (SMRT) study, MDOT MTA has worked with MDOT SHA to develop transit alternatives that are compatible with planned MDOT SHA projects along the US 301 and MD 5 corridors in Prince George's County and Charles County. The completed SMRT Alternatives Report included a summary of LRT and BRT alternatives that were developed. MDOT MTA recommended a specific BRT alternative, and any further advancement to 30% design would require a preferred alternative, available and dedicated funding, and a funding partnership with the participating counties. Currently, MDOT SHA has been focusing on a subset of the larger US 301 Transportation Corridor project; the MD 5 (Mattawoman-Beantown Road) and US 301/MD 228/MD 5 Business intersections. Since early 2018, MDOT SHA has been engaged in the ongoing re-evaluation of the US 301/MD 5 intersection to further develop flyover concepts for that location. For both the US 301/MD 5 Flyover and US 301/MD 228/MD 5 Business Interchange, MDOT SHA anticipates hosting a public workshop in December 2018 to present refined options to stakeholders. Advancing design and subsequent phases for these projects as funds become available will happen after a preferred alternative is selected.

Comments on Commuter Rail and Metro

1. Commuter rail routes should be expanded in both Maryland and Virginia and service levels should be increased, including more run-through service.

Response: Visualize 2045 includes the MARC Growth and Investment Plan and the VRE System Plan which both plan for increases in service and expanded stations.

2. Visualize 2045 should include the construction of a second entrance to the East Falls Church Metro Station.

Response: Implementation of this project has been delayed by Arlington County due to a reduction in funding.

3. WMATA should expand the number of routes and improve service levels on all routes. Where possible, buses should run in dedicated lanes.

Response: WMATA's Regional Bus Transportation Project Study is currently underway to examine some of these issues and more. Dedicated bus lanes are planned and implemented at the discretion of each jurisdiction.

Comments on Potomac River Crossings

1. A number of comments were received both in favor of (13) and in opposition to (8) new Potomac River bridge crossings.

Response: No project of this nature is included in the constrained or aspirational elements of Visualize 2045.

Comments on Specific Roadway Projects

1. The completion date of the Battlefield Bypass in Prince William County should be advanced earlier than the current estimate of 2040.
2. Virginia Route 28 in Loudoun County should not be widened.
3. Maryland Route 5 in Prince George's and Charles counties should not be widened.

Response: These comments have been shared with the TPB members and the respective implementing agencies.

Comments on Bicycle and Pedestrian Infrastructure

1. The Capital Trails Network should be included in lieu of the National Capital Trail in the Aspirational Element. The views in this comment were echoed by more than 50 commenters.

Response: The National Capital Trail included in Visualize 2045 is the initiative approved by the Long-Range Plan Task Force and subsequently by the TPB. TPB member agencies have been called upon to develop and implement projects to advance the endorsed initiatives. Consistent with this call to action, one request is to expand the National Capital Trail strategically to include trails from all member jurisdictions. The TPB staff anticipates this work activity to be completed and to be included in the next update of Visualize 2045. It is to be noted that the TPB has a regional bicycle and pedestrian plan which includes all of the bicycle and pedestrian improvements within the member jurisdictions. It will be updated in FY 2019. The strategic expansion of the National Capital Trail could draw from projects in this regional bicycle and pedestrian plan.

General Comments on Visualize 2045 and the FY 2019-2024 TIP

1. The TPB should employ a scoring system to prioritize projects in the TIP and to discourage bad investments and promote its goals.

Response: The TPB acknowledges that the region's major implementing agencies each have their own project scoring, selection, and prioritization systems. The TPB has been briefed on many of these systems (such as Virginia DOT's SMART SCALE) and believes them to be consistent with its own goals.

2. Visualize 2045 should provide a breakdown of transportation infrastructure investment by the core, inner, and outer jurisdictions.

Response: Visualize 2045 is a regional plan and is intended to look at regional mobility and accessibility. Decisions on where to invest in infrastructure are made based on demonstrated needs for movement, not on population distribution.

PART B: COMMENT AND RESPONSE ON THE AIR QUALITY CONFORMITY ANALYSIS OF THE VISUALIZE 2045 PLAN AND FY 2019-2024 TIP

The Metropolitan Washington Air Quality Committee (MWAQC) provided comments to TPB in its October 1, 2018 letter, which is included in this memo as Attachment B.

MWAQC Comments Summary:

1. Concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (Tier 2) in the 2008 Ozone National Ambient Air Quality Standard Maintenance Plan.
2. Expresses concerns about the use of the Tier 2 emissions budgets and wishes to stress that the future transportation plans should account for air emissions so that future conformity analyses would not need to use Tier 2 MVEB buffers.
3. Acknowledges that the Tier 2 emissions budgets were provided to account for conditions where the conformity analysis is based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, than were used to create the emissions budgets in the maintenance plan.
4. Mentions that the region has made significant progress in reducing emissions but emphasizes the need to continue its efforts to further reduce emissions to meet the 2015 ozone NAAQS, in particular from on-road mobile sources.
5. Notes that the emissions graphics in the Visualize 2045 plan document only include the Tier 2 budget lines and suggests that the Tier 1 budget lines should also be shown.
6. Pledges to work with TPB to help members implement new measures to further reduce air pollution. Comments that since on-road emissions play a significant role in the overall ozone problem in this region, it is important that the transportation sector plays its role in resolving this problem.
7. Is encouraged to learn that the region is achieving reductions in VMT per capita, but urges the TPB's continued investment in public transit, ride-sharing, bike and pedestrian infrastructure, and other alternative modes.

8. Appreciates the joint TPB/MWAQC/CEEPAC comment letter regarding the federal proposal to modify the emissions standards for model year 2021-2026 light-duty vehicles.

TPB Response:

The TPB appreciates MWAQC's review and concurrence that the regional emissions estimates from the Visualize 2045 Plan and FY2019-2024 TIP conform to the motor vehicle emissions budgets contained in the 2008 Ozone National Ambient Air Quality Standard Maintenance Plan and found adequate for use in air quality conformity analyses by the US EPA.

The Board notes MWAQC's concern about the use of Tier 2 emissions budgets. The TPB appreciates MWAQC's acknowledgment that the Maintenance Plan provided two tiers of emissions budgets for use in transportation conformity analyses. The EPA's determination of adequacy of the emissions budgets for use in conformity, published in Federal Register on August 6, 2018, explicitly noted the ability to use the Tier 2 emissions budgets and the conditions for their use. Tier 2 emissions budgets are to be used when a conformity analysis is "based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, than were used to create the MVEBs in the maintenance plan", and if estimated emissions are higher than Tier 1 levels.

The air quality conformity analysis of the Visualize 2045 plan and FY2019-2024 TIP is based on different data, models and planning assumptions than were used to create the MVEBs. Specifically, the conformity analysis contains a new round of land activity forecasts, updated vehicle fleet data, a modified travel demand model, and new project inputs. These changes are documented in the conformity report and were discussed in briefings provided throughout the consultation and comment period. Additionally, the TPB's sensitivity analysis on the changes in inputs, also documented in the conformity report (Appendix C of the Visualize 2045 Plan document), indicates that the changes in the vehicle fleet data are a significant contributor to emissions exceeding Tier 1 levels.

The TPB notes that transportation emissions from the Visualize 2045 plan and FY2019-2024 TIP are below the Tier 2 budget levels and are significantly below the levels needed to attain the 2008 ozone standards in 2014. The Visualize 2045 plan analysis estimates that by 2019, mobile source VOC emissions at 42.5 tons/day and NOx emissions at 72.9 tons/day are already significantly below the 2014 levels of 61.3 tons/day for VOC and 136.8 tons/day for NOx.

The TPB agrees with MWAQC regarding the significant progress the region has made in reducing emissions. It is worth noting the substantial reduction in mobile source emissions projected for the 2014-2030 timeframe (the 2008 Ozone standards maintenance period). Estimates of NOx emissions are 70% lower in 2025 and 80% lower in 2030 relative to the mobile source emissions levels in 2014. Similarly, estimates of mobile source VOC emissions, relative to 2014 levels, are 46% lower in 2025 and 61% lower in 2030.

In addition to federal emissions control programs, the projects, programs, and policies reflected in the Visualize 2045 plan contribute to reducing emissions by decreasing levels of congestion forecast in the previous plan and promoting alternative modes of travel. Examples of congestion reducing projects include doubling the amount of tolled facilities in the region, an almost 50% increase in high capacity transit miles, and concentrating about three fourths of job and two thirds of household growth in regional activity centers. The Visualize 2045 plan forecasts transit, walk/bicycle, and

ridesharing modes of travel to all increase at a higher rate than single driver trips. Additionally, relative to the 2016 CLRP, the Visualize 2045 plan is forecast to reduce future (2045) daily vehicle hours of delay and congested lane miles by about 33% while reducing the amount of VMT per capita.

MWAQC noted that the emissions graphics used in the in the Visualize 2045 plan document do not depict the two tiers of emission budgets and suggested that both tiers be shown. The TPB has updated the graphics in the main Visualize 2045 plan document to include both tiers. The graphics showing both mobile budget tiers, as well as detailed information about the use of the Tier 2 budgets have always been a part of the primary air quality conformity report.

The TPB agrees with MWAQC on the need for continued investment in public transit, ridesharing, and other programs to reduce emissions. In support of this, Visualize 2045 includes an additional \$5.4 Billion in dedicated funding for the region's Metro system. Additionally, the TPB remains committed to transportation emission reduction measures and travel demand management (TDM) strategies. The TPB continues to implement and enhance its regional Commuter Connections (TDM) program. The TPB has made enhancing TDM strategies one of its top endorsed initiatives to reduce congestion, increase mobility, and reduce emissions.

The TPB agrees that there should be a continued effort in the region to reduce emissions across all sectors to be able to meet the tougher 2015 Ozone standards. The TPB appreciates MWAQC's pledge to work together to help implement new measures to further reduce air pollution. The Board looks forward to continuing its collaboration and cooperation with its member agencies and those of MWAQC in the development of plans and actions to reduce emissions from all sources to improve the region's air quality and protect public health.

PART C: RESPONSES TO WORK SESSION AND BOARD MEETING QUESTIONS

Part C provides responses to questions posed and comments made by board members during the presentation of the Visualize 2045 long-range plan at the board meeting and work session held on September 21.

1. The title of the 2nd endorsed initiative has been narrowed to only include BRT. It should be broadened "back to the way it was adopted by the board".

Response: The text in the Draft Visualize 2045 Plan document has been revised as "Regionwide Bus Rapid Transit (BRT) and Transitways" to account for others forms of rapid transit and match the text from TPB's December 2017 resolution.

2. How has the proportional allocation of system expansion funding between highway system and transit system changed over the past several long-range transportation plans?

Response: Prior to 2014, the long-range plan financial plan did not distinguish between capital funding for system expansion and capital funding for state of good repair. However, information is available that allows a reasonable estimate of system expansion funding. Table 1, below, summarizes the available information for Visualize 2045 and the preceding three long-range plans, completed in the years specified. Note that dollar amounts are not

comparable, as the year of expenditure and the period of each long-range plan differs. However, relative modal allocation is comparable.

Table 1. Long Range Plan - Expansion Funding by Mode (Millions \$ YOY)

	2006	2010	2014	Visualize 2045 2018
Highway	\$27,082	\$24,736	\$26,137	\$40,085
<i>Percentage of all Expansion Dollars</i>	76%	67%	63%	62%
Transit	\$8,705	\$12,386	\$15,486	\$24,200
<i>Percentage of all Expansion Dollars</i>	24%	33%	37%	38%

- How does the planned Visualize 2045 investments quantitatively reflect each of the endorsed aspirational initiatives?

Response: Table 2, below, shows the result of an assessment of project funding in the Visualize 2045 project database, for the applicable endorsed asportation initiatives. Overall, close to half of the funding proposed for capacity expansion can be identified as directly supporting the initiatives, and this figure certainly undercounts the total funds being invested by the region’s transportation agencies. This is so since the projects included in Visualize 2045 Plan are limited to those that are programmed to receive federal funds and / or federal approval. Transportation agencies implements projects and programs that support one or more endorsed initiatives which do not use federal funds and/or need federal approval and are thus not reflected in the Visualize 2045 Plan.

It is also important to note that the following analysis looks only at funding for highway and transit expansion projects. Two of the initiatives, Optimize Regional Land-Use Balance and Employer-Based Travel Demand Management Policies are not included, as they are not funded through expansion projects in the Visualize 2045 Plan. Furthermore, many of the larger multi-modal projects in Visualize 2045 that would support the initiatives for Improve Access to Transit Stations and Improve the Trail Network do not discretely identify the funding for those components in the long-range plan.

Table 2. Visualize 2045 Expansion funding for the Endorsed Aspirational Initiatives

Endorsed Aspirational Initiatives	Visualize 2045 Funding for Expansion (\$ Millions)
Expand Bus Rapid Transit (BRT) and Transitways	\$4.541
Move More People on Metrorail	\$8.736
Expand the Express Highway Network	\$14,448
Improve Walk and Bike Access to Transit	\$1,404
Complete the National Capital Trail	\$212
Expansion Funding Supporting Endorsed Initiatives	\$29,341
<i>Proportion of Total Expansion funding (\$64.3 B)</i>	<i>45.6%</i>



SHARON BULOVA
CHAIRMAN

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October 5, 2018

Mr. Kanathur Srikanth
Executive Director
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Reference: Comments on Visualize 2045

Dear Mr. Srikanth:

Thank you for providing an opportunity to comment on the draft Visualize 2045 Plan. On behalf of the Fairfax County Board of Supervisors, I am writing to provide the Transportation Planning Board (TPB) comments regarding the Draft Plan that were discussed by the Board on October 2, 2018.

Overall, the Board supports the plan and recommends the Transportation Planning Board adopt Visualize 2045 on October 17, 2018. The Board supports and encourages this new kind of long-range planning effort by the TPB, which now includes aspirational projects, programs, and policies that go beyond financial constraints. The Board appreciates the multi-modal approach to accommodate anticipated growth in population and employment. Also, the Board is pleased that Visualize 2045 highlights bicycle and pedestrian projects, freight planning, and other transportation programs aimed at reducing congestion and improving air quality, as well as, presenting and analyzing key land-use issues facing the region, including the links between land-use, economic vitality, and transportation.

The Board is especially pleased to see two highway projects in the Plan that will greatly benefit the region: 1) Maryland's I-95/495 Traffic Relief Plan, and 2) Virginia's I-495 – construct 4 HOT lanes project. Together, these two projects will address one of the region's major congested bottlenecks – the American Legion Bridge. The County believes that the capacity needs across the Potomac River must be addressed to alleviate the existing congestion and to ensure that the region remains economically vibrant.

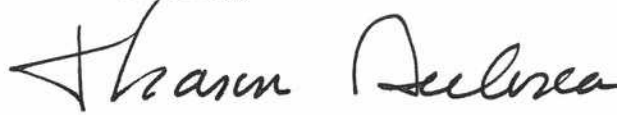
The Board also appreciates the inclusion of the Washington Metropolitan Area Transit Authority's plans for expanding capacity on Metrorail by running all eight-car trains during peak hours, making capacity improvements to stations in the system core, and planning to construct a new Rosslyn tunnel under the Potomac River.

The Board requests that this letter be made a part of the public comments record, and that full consideration be given to these comments in adopting the Final Visualize 2045 Long-Range Transportation Plan at the TPB's October 17, 2018, meeting.

Mr. Kanathur Srikanth
October 5, 2018
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Thank you for the opportunity to provide comments on the Draft Plan. If you need any clarification or further information, please call Mike Lake at (703) 877-5666 or me at (703) 324-2321.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon Bulova". The signature is written in a cursive style with a large initial "S" and "B".

Sharon Bulova
Chairman

cc: Members, Fairfax County Board of Supervisors
Bryan J. Hill, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Tom Biesiadny, Director, Department of Transportation



October 5, 2018

Mr. Charles Allen
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

Transmitted via email: TPBcomment@mwkog.org

RE: Visualize 2045 Plan Update Community Plan

Dear Mr. Allen:

The City of Falls Church is pleased to continue our partnership with COG and our regional partners in the development of the vital regional long-range transportation plan. Thank you for the strong regional staff planning efforts and community input opportunity. This letter serves as the City's comments for the 30-day public comment period. We request that the following core principles and key projects be included in the final Visualize 2045 plan:

Core Principles Integrated into Plan Update (not in priority order):

- City supports continued investment that supports economic development and the needs of tomorrow's economy
- City supports continued investment in regional activity centers, as called for in the Region Forward plan
- City supports the vision of a multimodal transportation network, as that has been demonstrated to be equitable and sustainable
- Continue monitoring advances in technology for innovation and cybersecurity and advise on policies as well as requirements that enhance quality of life

Key Projects Integrated into Plan Update (not in priority order):

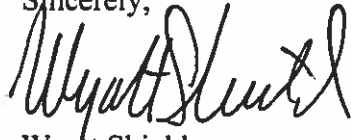
- Continued investment in regional bike and pedestrian network – both within and among activity centers
- Invest in underutilized transit stations, such as West Falls Church Metro
- Route 7 high-capacity transit, i.e., Rapid Bus Transit
- East Falls Church Metro Station second entrance

October 5, 2018

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Please do not hesitate to contact Cindy Mester, Deputy City Manager, at cmester@fallschurchva.gov if you have any questions or if we can provide additional details.

Sincerely,

A handwritten signature in black ink, appearing to read "Wyatt Shields". The signature is written in a cursive style with a large initial "W".

Wyatt Shields
City Manager

IN REPLY REFER TO:
NCPC FILE No. 8025

October 10, 2018

Chairman Charles Allen
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

RE: NCPC Comments on draft TPB Visualize 2045 Plan: A Long-Range Transportation Plan for the National Capital Region

Dear Mr. Allen:

Thank you for the opportunity to comment on the Visualize 2045 plan. As the federal government's central planning agency for the National Capital Region, the National Capital Planning Commission (NCPC) has a shared interest in a multi-modal regional transportation system that meets the travel needs of the region's workers, residents, and visitors. NCPC prepares a comprehensive plan that guides federal development, and reviews federal master plans and projects in the region based on the comprehensive plan's policies. Our interest in Visualize 2045, and the comments in this letter, reflect the plan's use as a helpful resource for developing our policies and in our review of regional federal development.

First, we commend you on creating a plan that combines the aspirational, feasible, and required aspects of a long-range regional transportation document. The draft plan reflects the significant work of the Transportation Planning Board (TPB) to adopt aspirational projects, programs and policies that reflect the region's shared development goals, as well as the projects that are financially feasible.

In addition, the plan takes a technical, complicated subject and makes it clear and easy to understand. The plan and related documents provide useful, well-researched contextual information that links transportation to the region's demographic and land use characteristics, as well as trends and emerging issues. It is also clear that the TPB made a serious commitment to connect with the public in this process.

NCPC supports the aspirational ideas of Visualize 2045 and notes that they are generally consistent with the policies in the *Comprehensive Plan for the National Capital: Federal Elements*. Regional federal facilities, and the workers and visitors that travel to them, rely on an efficient, inter-connected, and sustainable transportation system. The Comprehensive Plan supports a multimodal transportation system and maintaining the region's transportation assets in good repair. Many federal workplaces and campuses are located in or in close proximity to Regional Activity Centers and Metro stations, reflecting the shared development history and continued recognition of the importance of transit in getting federal employees to work. Listed below are summaries of select policies that support the aspirational initiatives identified in Visualize 2045.

Chairman Charles Allen

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Transportation Element:

- Support an integrated network of complementary regional transit services.
- Support the efforts of local jurisdictions to design and implement new, expanded, and innovative transit services that supplement existing transit and fill unmet transit needs
- Create partnerships with federal agencies and local governments that support multi-modal commuting and shorter commute times through federal facility location decisions and Live-Near-Your-Work programs.
- Work with local jurisdiction bike coordinators, the Metropolitan Washington Council of Governments, Commuter Connections, cycling organizations, such as the Washington Area Bicyclist Association, and others, to promote bicycle commuting among federal employees.
- Support transit-oriented development at Metrorail stations, within Regional Activity Centers, and at other transit nodes.
- Support multimodal connections and transportation alternatives in the regional system
- Encourage ridesharing, biking, walking, transit, and other non-SOV modes of transportation for federal commuters and visitors

Workplace Element Policies:

- Locate federal facilities within walking distance of existing or planned fixed route transit services.
- Locate new federal facilities to support regional and local agency objectives that encourage compact forms of growth and development and support local and federal goals to increase local and regional transit system ridership.
- Locate federal workplaces near a variety of housing options to benefit employees.
- Encourage telework and Alternate Work Schedules for federal employees where it benefits the federal government and the public.
- Support local agency efforts to create new housing options where federal workplaces exist, or area planned.
- Promote Live-Near-Your-Work initiatives for a variety of housing options close to public transit and/or federal facilities.

NCPC is currently working on updates to the Comprehensive Plan Transportation and the Federal Workplace policy elements. Visualize 2045 will serve as an important resource to help us understand how these policies, which guide federal development in the region, can leverage and support the region's transportation objectives.

Many federal installations and campuses in the region have mission and security needs that can affect public access and other transportation issues. NCPC is committed to working with federal and regional stakeholders to identify strategies that successfully address security and promote access, mobility and connectivity.

Chairman Charles Allen
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Pursuant to our authorities, NCPC also reviews transportation projects on federally managed lands and other areas of federal interest, and participates in other reviews, including NEPA and Section 106 compliance. NCPC has or may participate in the future review of a number of Visualize 2045 projects. Examples include the Purple Line, Corridor Cities Transit-way, the Arlington Bridge rehabilitation, and Long Bridge capacity improvements. NCPC may also review projects occurring at Ronald Reagan Washington National Airport, Washington Dulles International Airport, Metrorail, stream valley parks acquired through the Capper-Cramton Act, and development within the Central Area in the District of Columbia, among others. For example, the I-270/495 Managed Lane Study could impact federal facilities including the Beltsville Agricultural Research Center, NSA – Bethesda, and National Park Service and Capper Crampton parks. We look forward to working with regional project proponents on these important projects.

NCPC works closely with federal applicant agencies during our review of master plans and projects to consider and address transportation-related issues. NCPC requires Transportation Management Plans for federal campuses and installations as part of the master planning process that establish transportation goals consistent with the comprehensive plan policies and agency missions. The information in Visualize 2045, regarding proposed projects, as well as aspirational goals, will be helpful for NCPC and applicants during the review process.

Several federal agencies manage regional transportation assets, most notably the National Park Service (NPS). NPS will shortly release its National Capital Region Long Range Transportation Plan. This document sets a 20-year vision for the important transportation assets NPS manages that provide access to the region's iconic destinations, including several parkways, major bridges, and highly used trail systems. We encourage the TPB to continue working with the NPS to understand the mission, issues, and opportunities that guide these federally managed resources, and how best to incorporate them into larger regional plans.

Again, thank you for the opportunity to comment on Visualize 2045. We look forward to our continued participation on the TPB, and working together to improve the region's mobility and sustainability. Please contact Julia Koster at julia.koster@ncpc.gov for any further information.

Sincerely,



Marcel Acosta
Executive Director



MEMORANDUM

TO: Charles Allen, Chair, Transportation Planning Board
FROM: Kacy Kostiuk, Chair, Access for All Advisory Committee
SUBJECT: AFA Comments on the Visualize 2045 Draft
DATE: October 5, 2018

At the September 13, 2018 Access for All Advisory (AFA) Committee meeting, the committee received a series of presentations on the region's long-range metropolitan transportation plan, Visualize 2045. The committee discussed the plan elements and provided comments on transportation-related concerns for the populations the AFA represents. The AFA comments are organized in two categories: comments specific to Visualize 2045 draft and other general transportation concerns.

Overall, the AFA stressed the importance of affordable, reliable, and accessible rail, bus, and paratransit for people with disabilities, those with limited incomes, minority communities, people with limited English skills, and older adults. The AFA had eight summary comments with additional detail under each comment provided in the following pages.

- The AFA recommends that Visualize 2045
 - include additional and more affordable public transportation options throughout the region;
 - prioritize transportation funding for accessible pedestrian and bicycle options critical for people with disabilities' and older adults' safety, access, and mobility;
 - consider and accommodate the impact of technology and automation;
 - recognize the additional burdens that managed lanes may place on low-income populations; and
 - note that the "Access to Jobs" measure shows an East-West divide, and that the region is not only divided by race and income, but also by access to jobs.
- The AFA wanted to stress to the TPB that
 - accessibility for people with disabilities and those with limited-English skills should be considered throughout the planning, design, construction, and implementation stages of transportation projects or services;
 - front-line transit employees and transportation network company drivers, such as Uber and Lyft drivers need diversity and sensitivity training; and
 - the region should ensure MetroAccess has the resources to serve additional demand while maintaining service quality and provide more alternative options.

COMMENTS SPECIFIC TO THE VISUALIZE 2045 DRAFT

THE AFA RECOMMENDS THAT VISUALIZE 2045 INCLUDE ADDITIONAL AND MORE AFFORDABLE PUBLIC TRANSPORTATION OPTIONS THROUGHOUT THE REGION.

- The committee noted a need for expansion of bus service, including more interjurisdictional service and restoring bus service cuts made in the last few years.
- The AFA is concerned about Metrorail remaining both affordable and available to residents and low-income workers. It continues to be concerned about reductions in rail and bus service and the impact on those who are transit-dependent. The committee supports incentives for people with limited incomes; incentives could include user-side subsidies or reduced fare programs.
- The AFA also recognizes Metro's current challenges and expressed strong support for it to continue efforts to improve safety, maintenance, and service quality.
- The AFA is concerned about transit-dependent populations being priced out of high-density areas, such as activity centers and near Metrorail stations. Some people are unable to live in these areas well served by transit and other public services because the housing costs are out of reach, so they are forced to find housing that is farther away from these critical services.

THE AFA RECOMMENDS PRIORITIZING TRANSPORTATION FUNDING FOR ACCESSIBLE PEDESTRIAN AND BICYCLE OPTIONS IN VISUALIZE 2045, WHICH IS CRITICAL FOR PEOPLE WITH DISABILITIES' AND OLDER ADULTS' SAFETY, ACCESS, AND MOBILITY.

- Implementation agencies should consider the safety concerns of people with disabilities and the need for education and awareness of pedestrians, bicyclists, and drivers as these agencies maintain, build, and propose bike lanes.
- The AFA recommends greater coordination between jurisdictions on creating standards for a high-quality, uniform enhanced auditory signaling system for visually-impaired pedestrian travel.
- Bikeshare programs should increase the availability of accessible bikes (e.g. hand bikes, side-by-side bikes, electric bikes and tricycles) to promote adaptive cycling in the region.

VISUALIZE 2045 SHOULD CONSIDER AND ACCOMMODATE THE IMPACT OF TECHNOLOGY IN REGIONAL TRANSPORTATION.

- The TPB should more explicitly plan to accommodate the expected increase in electric and autonomous vehicles and estimate impact on regional air quality.
- The plan should be flexible and consider how to accommodate the expected increase in app-based services (and associated accessibility challenges), technology-oriented jobs, teleworking and the impact on regional congestion. Solutions include supporting policies for federal, state and local governments on app-based and automated vehicle accessibility standards and improved telework policies for both public and private sector employees.

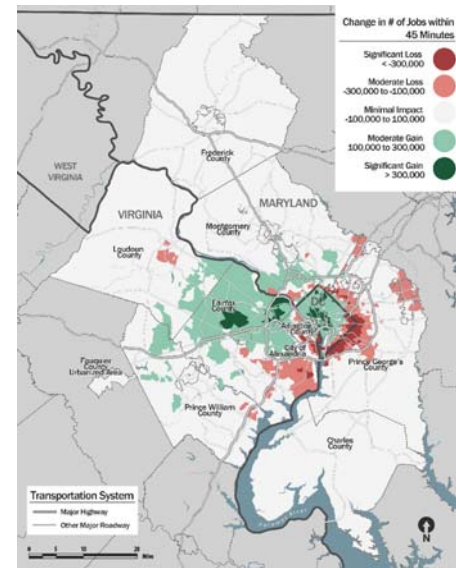
THE AFA EXPRESSED CONCERN ABOUT THE ADDITIONAL BURDENS THAT MANAGED LANES MAY PLACE ON LOW-INCOME POPULATIONS.

- The plan includes managed lane facilities on I-495 and I-270 which require users to pay fees for use of the facilities when driving alone. The AFA commented that tolled facilities tend to place additional burdens on low-income workers, people with disabilities, and those with limited English skills, and asked if the project would have affordability and accessibility provisions.
- The AFA committee questioned if low-income populations can fully participate in the benefits of these new facilities and from the benefits of purchasing a transponder as well as pre-paying tolls with a credit card.

THE AFA EXPRESSED CONCERN THAT THE REGION IS NOT ONLY DIVIDED BY RACE AND INCOME, BUT ALSO BY ACCESS TO JOBS.

- The AFA received a presentation on the performance analysis of the Visualize 2045 draft, including Figure 1 showing changes in “access to jobs by auto” with the greatest losses on the eastern side of the region and that the greatest gains are on the western side of the region.
- The AFA supports actions to address the East-West divide, such as an increase in all modes of transportation to connect the eastern part of the region to the job-rich western portion.

Figure 1: Changes to Access to Jobs by Auto in 45 Minutes, 2019 to 2045



COMMENTS ON OTHER TRANSPORTATION CONCERNS

ACCESSIBILITY FOR PEOPLE WITH DISABILITIES AND THOSE WITH LIMITED-ENGLISH SKILLS SHOULD BE CONSIDERED THROUGHOUT THE PLANNING, DESIGN, CONSTRUCTION, AND IMPLEMENTATION STAGES OF TRANSPORTATION PROJECTS OR SERVICES.

- When implementing agencies consider the needs of people with disabilities early on, as well as throughout the planning stages of a project, the accessibility and usability of the transportation improvement can be greatly improved for everyone.
- The AFA noted that people using mobility devices have difficulty in finding accessible parking options in D.C. as well as the need for more accessible transportation options in general.
- Regarding language access, the AFA recommends that WMATA as well as the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) provide greater language access to limited English speakers to ensure that they can comment on proposed service changes and/or transportation projects. WMATA's efforts to build partnerships with language access advocacy organizations should continue.

FRONT-LINE TRANSIT EMPLOYEES AND RIDE-SHARING COMPANY DRIVERS NEED DIVERSITY AND SENSITIVITY TRAINING.

- The committee recommends that transportation providers augment sensitivity training of front-line employees and transportation network company drivers so that they know how to appropriately communicate and assist all customers; such training should include awareness of and sensitivity to different types of disabilities, the lesbian, gay, bisexual, and transgender (LGBT) community, and a diverse set of cultural and ethnic backgrounds.

THE REGION SHOULD ENSURE METROACCESS HAS THE RESOURCES TO SERVE ADDITIONAL DEMAND WHILE MAINTAINING SERVICE QUALITY AND PROVIDE MORE ALTERNATIVE OPTIONS.

- Demand for ADA paratransit will increase due to the aging population and requirements to transition people with intellectual and developmental disabilities to community-based independent living. AFA members expressed concerns that MetroAccess may not have the resources to serve this additional demand and maintain service quality at the same time; not all human service agencies will be able to afford to provide the transportation for the people they expect to serve, as many have done in the past.
- The AFA noted that some people with severe disabilities need a greater level of service than what ADA paratransit can provide. Pilot programs directly funding human service agencies to provide transportation to their clients rather than using MetroAccess have shown good results and resulted in cost-savings for jurisdictions.
- The AFA recommends that the region continue to support alternatives to MetroAccess, such as taxi pilots, and the use of transportation network companies or other providers, to the extent that these options can provide fully accessible service for people with a wide range of disabilities and are less expensive to the jurisdictions than MetroAccess.

October 1, 2018

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

Dear Chair Allen:

Thank you for providing an opportunity to comment on the air quality conformity analysis in the draft Visualize 2045 plan. MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard Maintenance Plan.

However, the Visualize 2045 plan results in having to use Tier 2 transportation buffers for some of the future years, so MWAQC urges TPB to redouble efforts to reduce air pollution emissions from the transportation sector so that future mobile emission budgets remain within Tier 1 MVEBs to fully protect the health of our residents.

The Washington region has made significant progress in reducing emissions of ozone precursors such as, volatile organic compounds (VOC) and nitrogen oxides (NO_x) from both transportation and non-transportation sectors over the years. As a result, the region has been able to meet all but the 2015 ozone National Ambient Air Quality Standard (NAAQS). The region has met the 2008 ozone standard of 75 parts per billion (ppb) since 2014 and submitted a request in early 2018 to EPA to redesignate the area to attainment for the 2008 ozone standard along with a required demonstration to maintain compliance in the future (maintenance plan).

The Washington region developed two sets of MVEBs (Tier 1 and Tier 2) for VOC and NO_x as part of the maintenance plan for the 2008 ozone standard using EPA's latest MOVES2014a model. The Tier 1 MVEBs together with Tier 2 MVEBs, which included a conformity buffer, were developed for 2025 and beyond. These MVEBs replaced the previously used MVEBs, which were developed earlier using Mobile6.2 model based on the 1997 ozone NAAQS. EPA, on August 21, 2018, found these budgets were adequate for transportation conformity purposes.

MWAQC notes that the air quality conformity assessment shows that transportation emissions are below the Tier 1 MVEBs for most of the analysis period. However, transportation emissions are above the Tier 1 MVEBs for 2025 and 2030. Therefore, TPB had to use the Tier 2 MVEBs buffers for demonstrating conformity in those two years.

The Tier 2 MVEBs buffers were provided for in the 2008 ozone NAAQS maintenance plan to account for conditions where the conformity analysis is based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, then were used to create the MVEBs in the maintenance plan. Nevertheless, MWAQC is concerned about the use of the Tier 2 MVEBs buffers and wishes to stress that the future transportation plans should account for air emissions so that future conformity analyses would not need to use Tier 2 MVEBs buffers.

The Honorable Charles Allen
October 1, 2018

MWAQC notes that the draft Visualize 2045 plan document does not address the reliance on the Tier 2 buffers in 2025 and 2030. On pages 54 and 55, the Tier 1 MVEBs for NO_x and VOCs are not included and the budget is shown to reflect solely the Tier 2 buffer. Any acknowledgement of the Tier 1 MVEBs and why emissions are projected to be above the Tier 1 MVEBs should be addressed specifically in the primary document and not relegated only to an Appendix.

This is particularly important as the Washington region faces continuing challenges related to air quality. The region needs to attain the 2015 ozone standard of 70 ppb by August 2021. The draft data for the period 2016 through 2018 shows the region's design value for ozone at 72 ppb. Additionally, the region's design value has been above the current standard since 2016. Also, the region had its first Code Red air quality day this summer since 2012. Source apportionment modeling conducted separately by the United States Environmental Protection Agency and the Ozone Transport Commission has shown that on-road mobile sources are a primary driver of ozone formation in the region. This evidence shows that even though the region has made significant progress in reducing emissions, it needs to continue its efforts to further reduce emissions to meet the 2015 ozone NAAQS, in particular from on-road mobile sources.

MWAQC is working on the "What We Can Do" scenario project to identify local actions that will help the region both attain the above ozone standard and eliminate future unhealthy air days. We pledge to work with TPB to help our members implement new measures to further reduce air pollution. Since on-road emissions play a significant role in the overall ozone problem in this region, it is important that the transportation sector plays its role in resolving this problem.

MWAQC is encouraged to learn that the region is achieving reductions in per capita VMT, even with an increase in employment. However, due to population and job growth, the region is experiencing an increase in total VMT. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

Our local and state efforts in the Washington region may become even more important in the future if less stringent emission standards for light-duty motor vehicles for the model years 2021-2026 are enacted as proposed, especially since the region is experiencing an increase in the market share of light and heavy-duty trucks. If these standards are approved, there will be further increase in emissions of ozone precursors which would lead to even higher ozone levels in the region, resulting in more difficult emissions reduction efforts for the region in the future. MWAQC appreciates TPB joining MWAQC in requesting continuation of the existing light-duty vehicle emission standards.

Thank you again for the opportunity to comment on the draft conformity analysis in the Visualize 2045 plan.

Sincerely,



Hon. Hans Riemer
Chair, Metropolitan Washington Air Quality Committee

Visualize 2045

Approval of Visualize 2045, the FY 2019-2024 TIP, and Air Quality Conformity

Transportation Planning Board
October 17, 2018

Items #7, 8, 9, 10, 11



National Capital Region
Transportation Planning Board



TPB Actions today

- The core of the TPB's federal responsibilities
- The order of the actions is deliberate
- After approval today, TPB staff will package and submit these items for Federal review and approval



TPB Actions today

- Item 7 – Public Comments
- Item 8 – Air Quality Conformity
- Item 9 – Visualize 2045
- Item 10 – FY 2019-2024 TIP
- Item 11 – Certification of the transportation planning process



3

Item 7 – Public Comments

- Item 7
Accept recommended responses to comments received for the Air Quality Conformity Analysis, Visualize 2045, and the FY 2019-2024 TIP



4

Item 8 – Air Quality Conformity

- The conformity analysis found that forecasts of mobile emissions for VOC and NOx are within required budgets for all analysis years of the plan.
- Item 8
Adopt Resolution R4-2019 finding that Visualize 2045 and the FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990.



5

Item 9 – Visualize 2045

- Item 9
Adopt Resolution R5-2019 approving Visualize 2045, the long-range transportation plan for the National Capital Region



6

Item 10 – FY 2019-2024 TIP

- Item 10

Adopt Resolution R6-2019 approving the FY 2019-2024 Transportation Improvement Program



7

Item 11 – Statement of Certification

- Federal requirement for every TIP and STIP update
- Basically describes how all federal regulations are being followed
- Item 11

Adopt Resolution R7-2019 endorsing the appended Statement of Certification



8

Next Steps

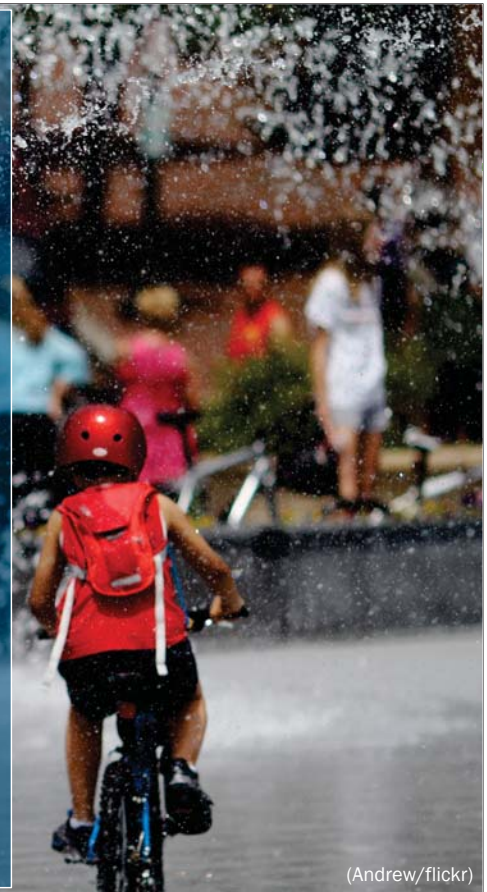
- TPB staff will package and submit these items for Federal review and approval, January 5, 2019 deadline
- Document available November 16
- Staff are creating a Visualize 2045 interactive story map



10

Andrew Austin
Tim Canan
Lyn Erickson
Michael Farrell
Matthew Gaskin
Charlene Howard
Wendy Klancher
Arianna Koudounas
Andrew Meese
Jane Posey
Nicholas Ramfos
Eric Randall
Sergio Ritacco
Jon Scherman
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Abigail Zenner

Visualize2045.org



(Andrew/flickr)

