



MEMORANDUM

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

The attached materials include:

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



MEMORANDUM

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

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

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

The committee reviewed a draft amendment to the FY 2017-2022 TIP that has been requested by the District Department of Transportation (DDOT) to update project and funding information for FY 2017 in order to match the District's updated Obligation Plan. The amendment will add \$179 million in new funding to FY 2017, including a \$106 million GSA Earmark for the St. Elizabeth's Campus Access Improvement project. All projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, or are exempt from the air quality conformity requirement. The Steering Committee recommended that the TIP amendment be approved by the TPB with resolution R25-2017 under Item 8 of the June 21 meeting.

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

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

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.”

Attachments

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP), THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT, TO INCLUDE FUNDING FOR THE ROUTE 7/GEORGE
WASHINGTON BOULEVARD OVERPASS AND LOUDOUN COUNTY PARKWAY
INTERCHANGE AT OLD OX ROAD/ARCOLA BOULEVARD PROJECTS,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

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

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

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

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

May 24, 2017

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

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

Dear Ms. Newton:

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

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

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

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Helen Cuervo".

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

CC:

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

Ms. Wendy Thomas, VDOT

Ms. Maria Sinner, P.E., VDOT-NoVA

Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

May 25, 2017

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

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

Dear Ms. Newton:

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

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

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

Thank you for your consideration of this request.

Sincerely,

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

cc:

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

Ms. Wendy Thomas, VDOT

Ms. Maria Sinner, P.E., VDOT-NoVA

Mr. Norman Whitaker, AICP, VDOT-NoVA

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Route 7 George Washington Boulevard Overpass										
TIP ID: 6553	Agency ID: 105584	Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS				Project Cost: \$28,030		Complete:		
Facility: VA 7 Harry Bird Highway	AC	100/0/0				3,661 c				3,661
From: Overpass @ G.W. Blvd	AC 1	80/20/0		1,901 b						1,901
To:	RSTP	80/20/0	1,367 a	4,244 b	3,500 b	2,723 c	8,223 c	2,381 c		21,071
Total Funds:										26,633

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

Amendment: Add and Adjust Funding **Approved on: 6/2/2017**
Update project funding per current estimate and obligations: add \$1.901 million AC funding for RW in FY 17; add \$4.244 million RSTP funding for RW in FY 17; adjust Previous Funding to include \$1.367 million in RSTP funding for PE in FY 15; reduce RSTP CN funding in FY 21 to \$2.381 million. All funding amounts include matching.

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

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

Amendment: Add New Project **Approved on: 6/2/2017**
Add new project. add \$11.470 Million in NVTA funds to the CN phase in FY 2017. UPC 107953 is a "child" project of UPC 97529.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP), THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT, TO INCLUDE FUNDING FOR THE MD97 HIGHWAY
RECONSTRUCTION AND AREAWIDE CONGESTION MANAGEMENT PROJECTS,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

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

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

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

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



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 25, 2017

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

Dear Chairman Newton:

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

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

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

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

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

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

Sincerely,



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

Attachment

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

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



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

**STATE HIGHWAY
ADMINISTRATION**

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

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

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

DATE: May 18, 2017

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

ANALYSIS

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

**Maryland Department of Transportation
State Highway Administration**

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

Ms. Heather Murphy
Page Two

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

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

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

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

ATTACHMENTS

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

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

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

FY 2017 - 2022

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

Secondary

MD 97 Highway Reconstruction

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

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

Amendment: Adding Planning/Design Funding

Approved on: 6/2/2017

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

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Other										
System Preservation Projects										
TIP ID: 3085	Agency ID: AWCM	Title: Areawide Congestion Management				Complete:		Total Cost:		
Facility:	CMAQ	100/0/0		433 a	433 a	516 a	400 a	383 a	366 a	6,841
From:				12 b	12 b	14 b	11 b	10 b	10 b	
To:				725 c	725 c	865 c	670 c	642 c	614 c	
	NHPP	100/0/0		160 a	173 a	200 a	147 a	147 a	133 a	4,034
				4 b	5 b	5 b	4 b	4 b	4 b	
				268 c	770 c	815 c	726 c	246 c	223 c	
	State	0/100/0		680 a	690 a	713 a	420 a	433 a	107 a	9,139
				3 b	4 b	4 b	3 b	3 b	3 b	
				1,018 c	1,554 c	1,714 c	1,421 c	190 c	179 c	
	STBG	100/0/0		2,560 a	2,586 a	2,653 a	1,533 a	1,586 a	293 a	32,519
				10 b	10 b	12 b	9 b	8 b	8 b	
				3,803 c	5,447 c	6,039 c	4,958 c	513 c	491 c	
Total Funds:										52,533

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

Amendment: Adding Planning/Design and Construction Funding

Approved on: 2/3/2017

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

Amendment: Adding Planning/Design and Construction Funding

Approved on: 6/2/2017

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



MEMORANDUM

TO: TPB Steering Committee
TPB Technical Committee

FROM: Jon Schermann, TPB Transportation Planner

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

DATE: June 2, 2017

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

BACKGROUND

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

The NHFN consists of four components:

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

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

Table 1: Role in Designating CUFCs and CRFCs

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

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

REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

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

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

MILEAGE LIMITATIONS

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

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

Table 2: Critical Urban Freight Corridor Mileage

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

Table 3: Maryland Critical Urban Freight Corridor Mileage

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

MARYLAND CRITICAL URBAN FREIGHT CORRIDORS

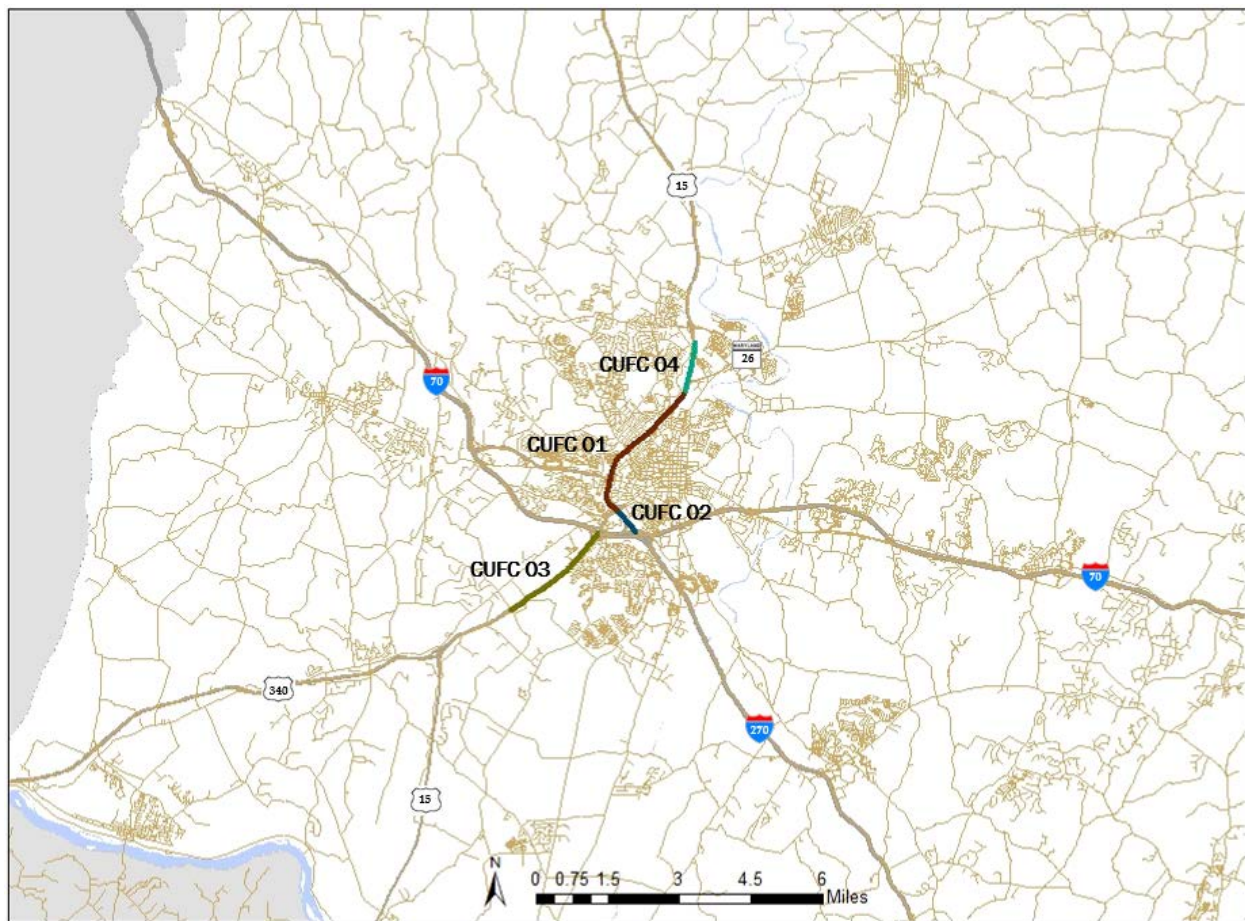
The TPB will be asked to designate a full set of CUFCs for the National Capital Region, including Maryland, Virginia, and District of Columbia routes, later this year. In the meantime, MDOT has requested an expedited process for the approval of provisional CUFCs within Maryland to enable completion of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

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

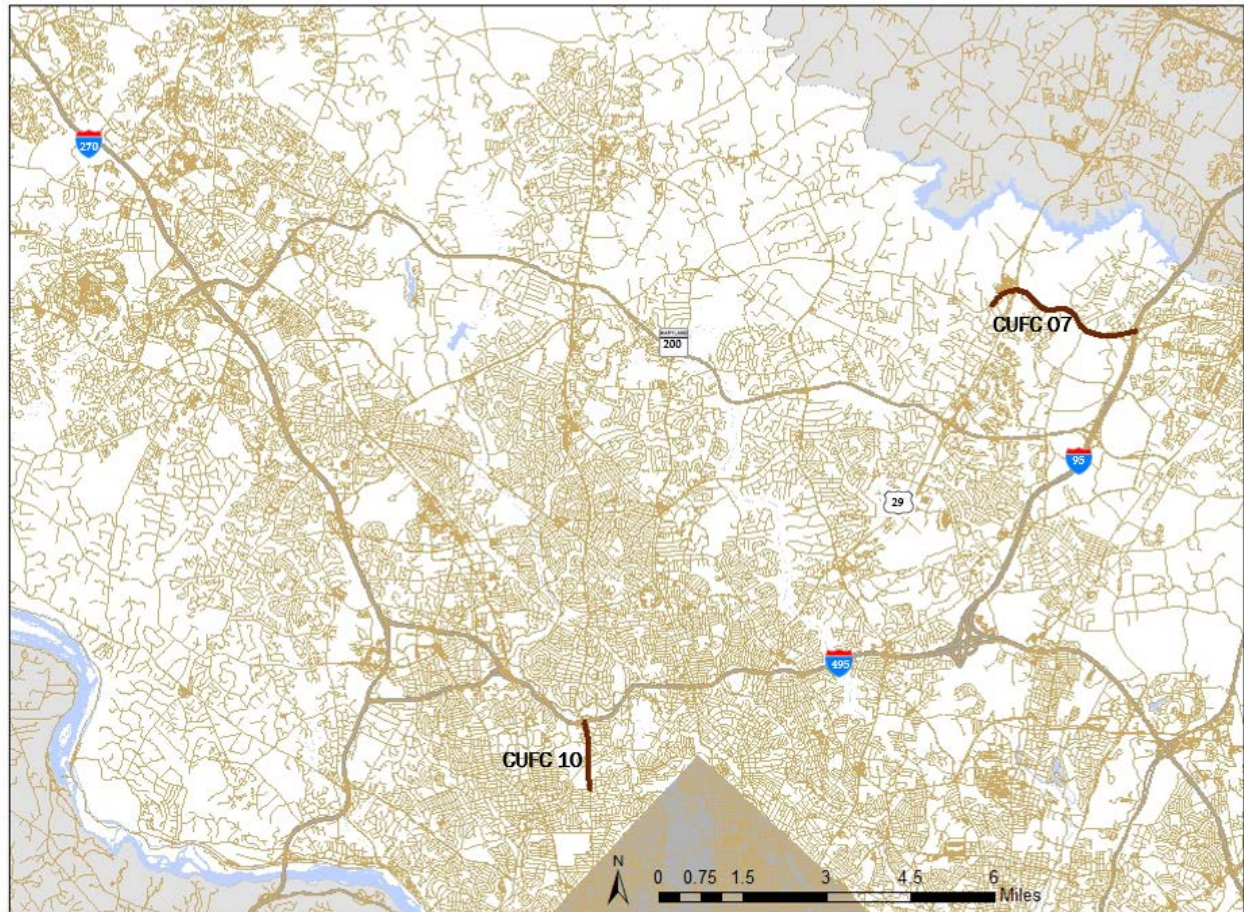
ID	Route Number	Start Point	End Point	Length (miles)
CUFC 01	US 15	MD 26	US 40 / S. Jefferson St.	3.21
CUFC 02	US 40	US 15	I-70 / I-270	0.62
CUFC 03	US 15	I-70	Mt. Zion Rd.	2.47
CUFC 04	US 15	Hayward Rd.	MD 26	1.05
CUFC 05	US 301	Prince George's / Charles County line	Smallwood Dr.	4.26
CUFC 06	US 50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

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

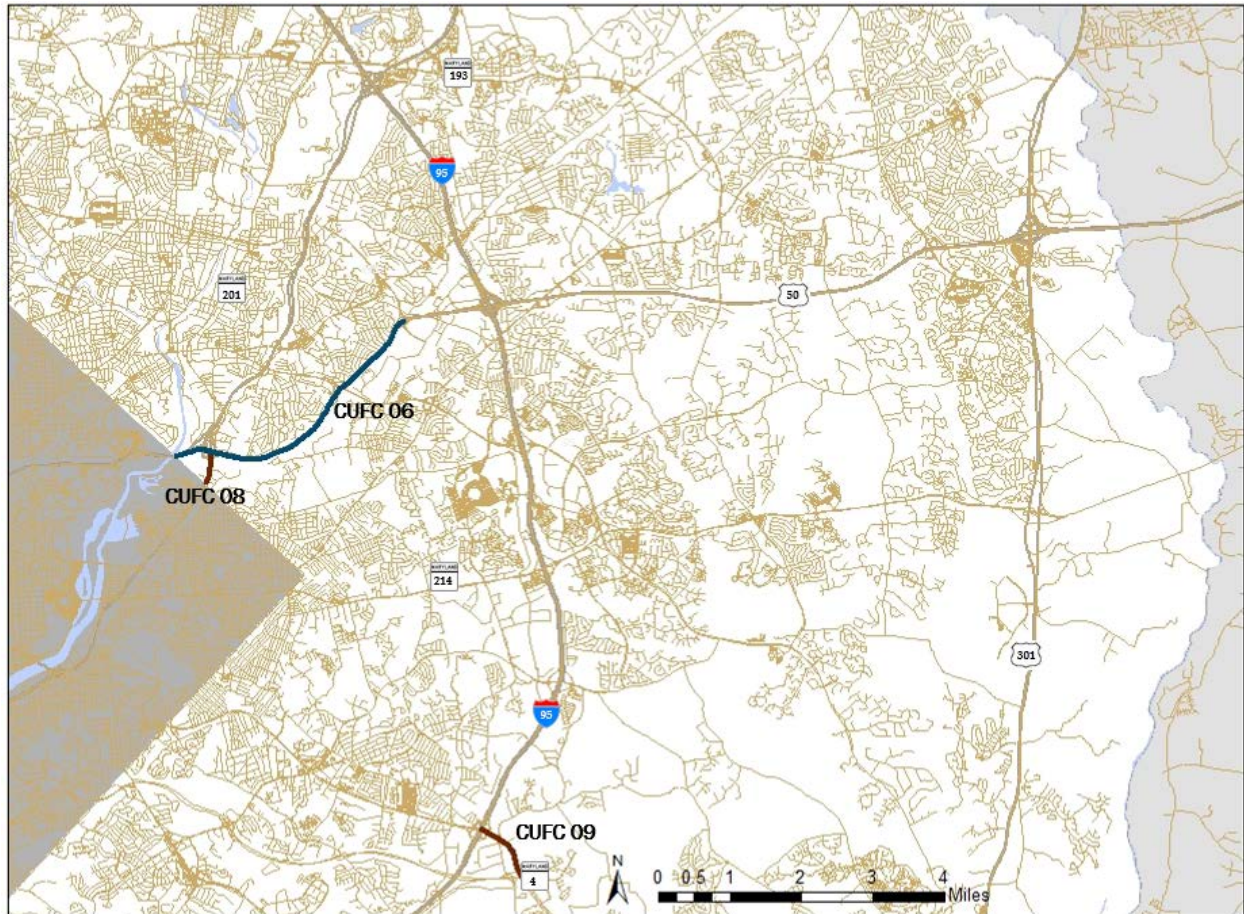
Figure 1: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region – Frederick County area detail



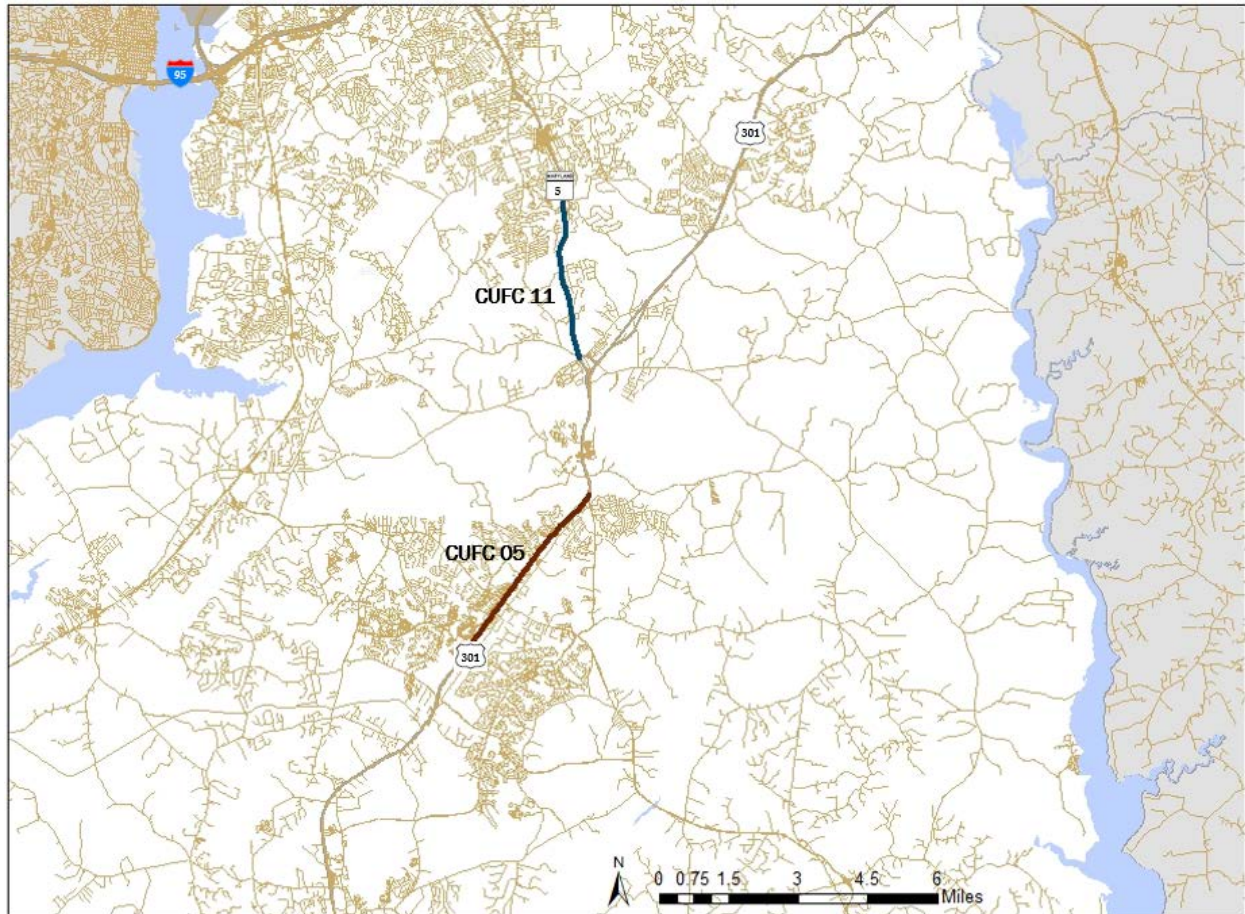
**Figure 2: Critical Urban Freight Corridors in the Maryland Portion of the Washington Region
– Montgomery County area detail**



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



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



METHODOLOGY

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

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

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

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

NEXT STEPS

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

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



MEMORANDUM

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

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

SUMMARY

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

DETAILS

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

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

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

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

NEXT STEPS

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



National Capital Region
Transportation Planning Board

March 9, 2017

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

Corrected: June 2, 2017

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

June 2, 2017

Lyn Erickson

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

Dear Mr. Riddle:

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

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

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

Sent on behalf of Kanti Srikanth by:

Lyn Erickson

Lyn Erickson, AICP

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

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

Dear Kanti and Lyn:

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

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

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

Thanks in advance for your assistance with this request.

Brent

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

UNIFIED PLANNING WORK PROGRAM FY 2017

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

March 2016

Amended March 29, 2017

Figure 5 (continued)

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

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

UNIFIED PLANNING WORK PROGRAM

FY 2018

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

March 2017

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

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

Lyn Erickson

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

Dear Mr. Rawlings:

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

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

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

Sent on behalf of Kanti Srikanth by:

Lyn Erickson

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

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

Good Morning Kanti/Lyn:

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

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

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

Thanks in advance for your assistance with this request.

Mark

Mark Rawlings

Regional Planner

Policy, Planning and Sustainability Administration
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

o. 202.671.2234
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UNIFIED PLANNING WORK PROGRAM FY 2017

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

March 2016

Amended March 29, 2017

Figure 5 (continued)

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

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

UNIFIED PLANNING WORK PROGRAM

FY 2018

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

March 2017

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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 15, 2017

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



U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1990 K Street, N.W., Suite 510
Washington, DC 20006
202-219-3570
202-219-3545 (fax)

JUN 14 2017

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

Re: Approval of FY 2018 Final Unified Planning Work Program

Dear Chairwoman Newton:

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

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

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

Sincerely,

Terry Garcia Crews
Region III Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

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



National Capital Region
Transportation Planning Board

June 6, 2017

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

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

Dear Mr. Gustafson:

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

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

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

Sincerely,

Kanathur N. Srikanth
TPB Staff Director



National Capital Region
Transportation Planning Board

May 26, 2017

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

To Whom It May Concern:

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

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

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

Sincerely,

A handwritten signature in blue ink, reading "Bridget Donnell Newton", is positioned below the "Sincerely," text.

Bridget Donnell Newton
TPB Chairman



MEMORANDUM

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

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

Bike to Work Day breaks records in metropolitan Washington

May 19, 2017

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

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

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

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

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

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

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

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

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

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

Related News



NEWS

#BTWD2017 in pictures and tweets!

May 23, 2017

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

NEWS

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

May 18, 2017

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

NEWS

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

May 5, 2017

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

P: 202.962.3200 | F: 202.962.3201

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Enhanced Mobility grantees share the secrets to their success

Posted by TPB NEWS on JUNE 13, 2017

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



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

Federal JARC, New Freedom, and Enhanced Mobility programs

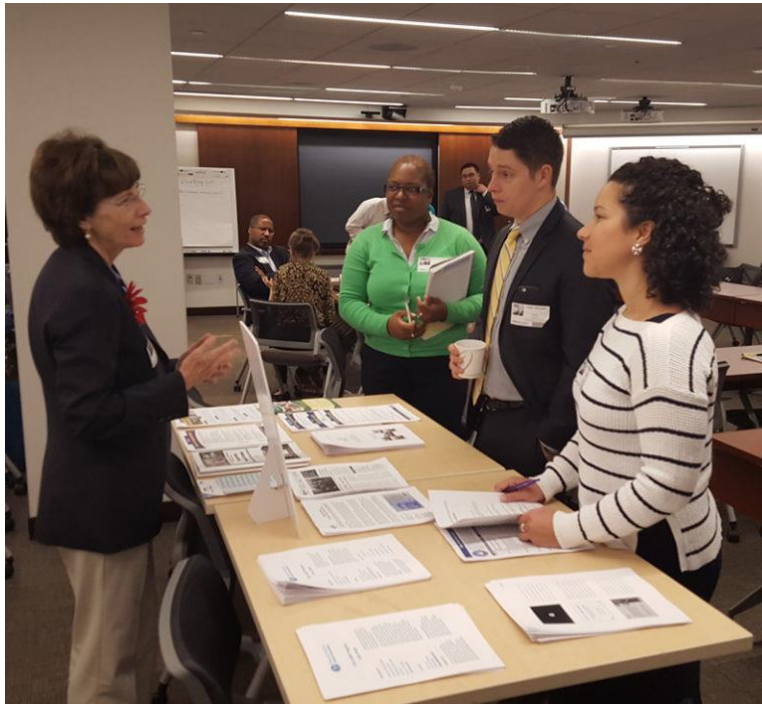
The grantees in attendance at the May 30 forum have received funding through two former and one current Federal Transit Administration program. The two former programs are the Job Access Reverse Commute (JARC) and New Freedom programs, which have since been incorporated into the current Enhanced Mobility

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

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

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

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



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

A grantee fair and networking session

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

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

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



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

Planning for projects—procurement, inspections, and more

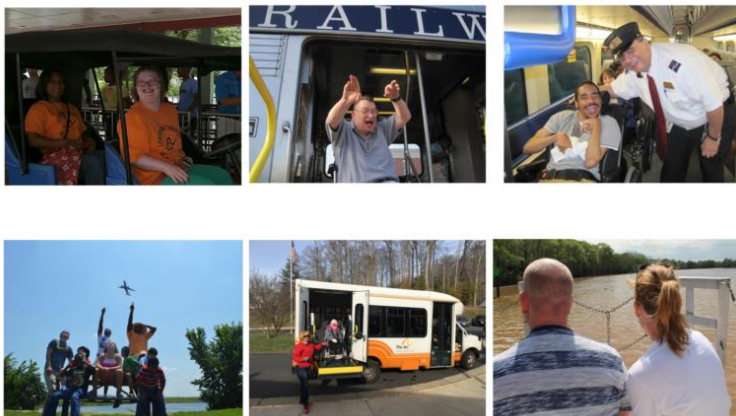
After the grantee fair, a series of formal presentations highlighted the importance of working with multiple partners and members of the community. The speakers demonstrated the value of working across departments within the local jurisdictions. They covered the procurement process, how to bring new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

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

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

Great voyages start here

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



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

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

Working together and establishing partnerships

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



Seven Tips for a Successful Mobility Management Project

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

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

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

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

Save the Date: Vision Zero Workshop

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

June 23rd, 2017
10 a.m. – 1 p.m.

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



State and Local DOT and Planning Staff will discuss:

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

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



Image: NYC DOT



Image: Government Offices of Sweden