

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD**

July 18, 2012

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Andrew Beacher, Loudoun County
Kerry Donley, City of Alexandria
Marc Elrich, Montgomery County Council
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
John Jenkins, Prince William County
Emmett V. Jordan, City of Greenbelt
Mark Kellogg, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Michael May, Prince William County
Peter May, NPS
Mark Rawlings, DC-DOT
Ken Reid, Loudoun County
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Kanti Srikanth, VDOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County DPW&T
Tommy Wells, DC Council

Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Andrew Meese
Robert Griffiths
Nicholas Ramfos
Elena Constantine
Wendy Klancher
Eric Randall
John Swanson
Jane Posey
Martha Kile
Michael Farrell
Daivamani Sivasailam
Rich Roisman
Andrew Austin
Deborah Kerson Bilek
Daniel Sonenklar
Ben Hampton
John Kent
Karin Foster
Debbie Leigh
Deborah Etheridge
Jonathan Rogers
Nicole McCall
David Robertson COG/EO
Joan Rohlfs COG/DEP
Paul DesJardin COG/DCPS
Lewis Miller COG/OPA
Bill Orleans HACK
Randy Carroll MDE
Judi Gold Councilmember Bowser's Office
Nick Alexandrow PRTC
Alexis Verzosa City of Fairfax
Patrick Durany PWC
Anthony Foster DDOT
Pierre Holloman City of Alexandria
Matthew Killian NCPC
Christine Green Safe Routes to School National Partnership
Tim Davis City of Frederick
Haleemah Qureshi CSG

David Dililson	Sierra Club
Mike Lake	Fairfax City DOT
Mike Boone	VDOT
Tina Slater	CAC Chair
Stewart Schwartz	Coaliton for Smarter Growth
Allen Muchnick	Arlington Coalition for Sensible Transportation
Robert S. Brown	Loudoun County
Jonathon Kass	DC Council/CM Wells

1. Public Comment

Liz Gear, Northern Virginia Transportation Alliance, spoke in support of the reinstatement of the westbound I-66 spot improvement number 2 into the FY2013-18 Transportation Improvement Program (TIP). She also listed a number of other projects the Alliance supports. Copies of her remarks were submitted for the record.

Allen Muchnick, Arlington Coalition for Sensible Transportation, spoke in opposition to the reinstatement of the westbound I-66 spot improvement number 2 into the FY2013-18 Transportation Improvement Program (TIP). Copies of his remarks were submitted for the record.

Stewart Schwartz, Coalition of Smarter Growth, said the Coalition supports the comments of Mr. Muchnick. He spoke in opposition to the margin of safety proposal for the air quality conformity budget. He recommended that the TPB not include the Manassas Battlefield Bypass project in the 2012 CLRP and FY2013-18 TIP and instead defer voting on that until the Section 106 documents are produced to verify that the National Park Service can indeed achieve binding legal commitments to close the roads through the park.

Bob Grow, Greater Washington Board of Trade, spoke in support of the reinstatement of the westbound I-66 spot improvement number 2 in the FY2013-18 TIP.

2. Approval of the Minutes from the June 20th Meeting

A motion was made to approve the minutes. Ms. Krimm seconded the motion. The motion was approved unanimously with one abstention from Mr. Snyder.

3. Report of the Technical Committee

Referring the mailout item, Mr. Rawlings said the Technical Committee met on July 6 and reviewed five items for inclusion on the TPB agenda:

- Car-Free Day, which will be held on September 22.
- The draft 2012 Constrained Long-Range Plan (CLRP), FY2013-2018 Transportation

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- Improvement Program (TIP), and associated air quality conformity findings.
 - Projects recommended for funding in FY 2013 under the TPB's Transportation/Land-Use Connections Program.
 - The results of the June 2nd Citizen Forum on the Regional Transportation Priorities Plan.
 - The process and schedule for revising the designation of the COG Regional Activity Centers.

Mr. Rawlings said the Technical Committee reviewed four items for information and discussion:

- The findings of recent sensitivity tests that compared the mobile emissions levels for the 2012 CLRP produced by the Version 6.2 model and the MOVES model.
- The activities of the Transportation Safety Subcommittee.
- The results of the multimodal coordination for bus priority hot spots study, which was conducted to identify a set of implementable bus priority improvements across the region.
- The recently completed study administered by the Association of Metropolitan Planning Organizations to better understand the experiences of MPOs that have implemented activity-based travel models in their region.

4. Report of the Citizens Advisory Committee

Referring to the handout material, Veronica Davis, CAC Vice Chair, briefed the TPB on the CAC meeting on July 12. She said the CAC meeting included three topics:

- Briefing on projects recommended for FY2013 funding under the Transportation/Land-Use Connections (TLC) Program.
- Briefing and discussion on the development of the TPB's new web-based clearinghouse, which has been tentatively titled the "Transportation Planning Information Hub for the National Capital Region."
- Update and discussion on the development of the Regional Transportation Priorities Plan, including the Citizen Forum on June 2.

Mr. Zimmerman noted that Ms. Davis had indicated that one of the highlighted comments at the June 2 forum was that citizens are concerned about the "lack of transparency" of the Metro Board. He asked what this meant.

Ms. Davis noted that this was a comment from the June 2 citizen meeting, not something identified by the CAC. Therefore she asked Mr. Kirby to comment on it. She did note, however, that concerns about transparency relate to the transportation system as a whole, not just WMATA. She said these concerns may not actually relate to transparency per se, but may actually be concerns about access to information about decision making.

Mr. Kirby said this particular notion came out of the June 2 citizen forum. He said that one of the issues that participants raised, without any prompting, was a concern about the level of transparency, confidence and trust in the WMATA Board as well as other transportation decision making bodies.

Mr. Zimmerman noted that Mr. Kirby used three different words -- transparency, confidence, and trust -- which are actually three different things. He said confidence and trust are diminished when system outcomes are poor. In contrast, he said that transparency relates to concerns about the openness of the process. He said that the WMATA board process is quite transparent and he questioned whether transparency is actually the issue that people are really concerned about.

5. Report of the Steering Committee

Referring to two handout documents, Mr. Kirby called attention to enhanced security measures to enter the COG building and to the search for a new COG executive director.

Referring to the mailout and handout material, Mr. Kirby said the Steering Committee met on July 6, and in addition to reviewing the TPB's agenda, the committee approved one resolution amending the FY 2011-2016 Transportation Improvement Program to include funding for the Branch Avenue Metro Access Phase 2 project, BRAC intersection near Joint Base Andrews, and Maryland 223 reconstruction projects, as requested by the Maryland Department of Transportation.

Mr. Kirby called attention to the letters in the mailout packet, including:

- A second letter to Chairman Mendelson of the Metropolitan Washington Air Quality Committee (MWAQC) concerning safety margins for a PM2.5 maintenance plan that MWAQC is in the process of developing;
- A write-up on the TPB's Annual Transit Forum on June 26;
- A letter of support from Chairman Turner to Eulois Cleckley of the District Department of Transportation on an application to the Federal Highway Administration for an off-hours freight delivery pilot project;
- A transmittal from DDOT of an evaluation of their downtown bike lane pilot project.
- A staff letter to the Chief of Regulations for the Maryland Department of the Environment, which concerns a proposal that MDE has for amending the Code of Maryland to include requirements for testing ways of reducing carbon dioxide and nitrogen oxide emissions from mobile sources;
- A summary of the Commuter Connections employer awards event that was held on June 25.

Mr. Kirby said the additional letters packet included:

- A second letter to the Maryland Department of the Environment commenting on a revised version of their state regulation concerning reducing the mobile source emissions from carbon dioxide and nitrogen oxides;
- A transmittal from VDOT dated June 18 of the I-66 multimodal study inside the Beltway.

Mr. Snyder commended DDOT for recent improvements in bicycle facilities. He asked about the study, which was included in the mailout packet, on the District's downtown bike lane pilot

project. He asked if DDOT is moving forward on the recommendations. He also noted that there was a consistent finding of a high degree of red light running by cyclists. He asked whether this issue might be taken up by another COG committee such as the Public Safety Committee, for example.

Mr. Zimbabwe said the study has been very helpful. Regarding red light running, he said that this was an issue that the District is working on in terms of enforcement, and it is an issue that might be addressed regionally as well.

6. Chairman's Remarks

Chairman Turner noted that the federal surface transportation legislation had finally been reauthorized. He also commended Loudoun County for their recent decision supporting the Silver Line. He recognized Supervisor Ken Reid representing Loudoun for the first time at the TPB. He thanked Mr. Reid for helping to move the project forward.

Chairman Turner said that an ad hoc meeting had been convened that morning to discuss potential policy development related to allowing buses to use shoulders on highways. He asked Ms. Krimm from the City of Frederick to give a brief update.

Ms. Krimm said that 14 people had a "pre-meeting" that morning. She requested that the TPB establish a committee to research issues related to bus use of highway shoulders.

Mr. Zimmerman said that Ms. Krimm's proposal would be a natural extension of work that has been done at the TPB, particularly in the last few years on regional bus priority and the work that led up to the successful TIGER grant application a couple of years ago. He said there are a few examples in the region where such facilities are already working and he noted that other regions in the country have more extensive systems, notably the Twin Cities, which has 250 miles of such a system. He said that our region could do this too, but it has to be coordinated on a regional level.

Mr. Kirby asked if this proposal would establish a committee of the TPB, such as was done with the Value Pricing Task Force.

Mr. Zimmerman said that yes, the proposal would use a structure similar to the Value Pricing Task Force.

Mr. Kirby said that staff would return to the Board with a proposal on how to set up such a committee.

ACTION ITEMS

7. Approval of Regional Car Free Day 2012 Proclamation

Mr. Ramfos, director of the TPB's Alternative Commute Program, briefed the Board on the 2012 Car Free Day – to take place on Saturday, September 22 – and presented a proclamation for the Board's approval. He provided some background on the origins of Car Free Day, noting that it started in Europe and went global in 2000, and that it started in the Washington region in the District of Columbia in 2007 and was rolled out on a regional basis in 2008. He said that Car Free Days elsewhere around the world typically include closing at least one major roadway in a city to vehicle traffic, granting pedestrians and bicyclists exclusive use of the road. He said that in the Washington region Car Free Day is primarily focused on encouraging citizens to use alternative forms of transportation like transit, bicycling, walking, and even "car-lite" methods like carpooling, and that no plans have been made to close any major roads.

Mr. Ramfos reminded the Board that the TPB's Commuter Connections program is responsible for promoting the event, and that posters, radio spots, bus advertisements, and social media are among the marketing strategies being employed this year. He said that a website has been set up – carfreemetrodc.org – where people can pledge to be car-free on the day of the event. He said that nearly 12,000 pledges were made last year, and that the goal for this year is to have at least 10,000 pledges.

Mr. Ramfos presented for the Board's approval a proclamation designating September 22, 2012, as Car Free Day in the Washington region, and urged Board members to promote the event in their local communities.

Chair Turner opened the floor to questions. Ms. Tregoning asked whether the marketing materials being used for this year's event were going to emphasize non-commute trips since Car Free Day falls on a Saturday. Mr. Ramfos said that the materials would be geared toward emphasizing opportunities for people to choose non-auto modes for non-commute trips.

The proclamation was moved and seconded. The proclamation was approved unanimously by the Board. Chair Turner, Vice-Chair Wells, and Mr. Ramfos participated in a public signing of the proclamation before moving on to the next item of business.

8. Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment for the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 TIP

Mr. Kirby provided a summary of the comments that were received during the public comment period for the 2012 CLRP and the FY 2013-2018 TIP, which ended on July 14, and the TPB's responses to the comments. According to Mr. Kirby, the first item of interest was 12 comments received urging the TPB to approve the projects in the TIP that were located in Ward 7 of the District of Columbia because they were important to improving accessibility, mobility, and the

quality of life in the neighborhood. The response, he said, is that the feedback was forwarded to the District Department of Transportation and the projects are included in the draft TIP.

Next, Mr. Kirby said that 157 comments were received urging the TPB to include Phase 2 of planned spot improvements to westbound I-66 inside the Capital Beltway. He said that the project is included in the draft TIP with \$18.6 million in construction funding. He said that the individual comments were not printed for the full Board, but are available by request.

The third item Mr. Kirby featured was a letter from Leo Schefer of the Washington Airports Task Force, which asserted that, while the CLRP and TIP meet necessary federal requirements, they fall short of addressing the challenges that the region's transportation system faces. Mr. Kirby said that the response pointed out that the financial constraint of the plan is the limiting factor in terms of what projects can be added, and that until the region overcomes funding challenges, not all of the region's challenges will be addressed. He noted that work currently underway on a regional transportation priorities plan, which is not financially constrained, could be an opportunity to identify strategies to address challenges not currently addressed by projects in the CLRP.

Next, Mr. Kirby described a comment expressing concern about the I-270 corridor highway expansion which is currently included in the CLRP. He said that the response to the comment is that the Corridor Cities Transitway (CCT) is actually scheduled as the first component of improvements to the corridor and that the CCT is the Maryland Department of Transportation's first priority in the corridor. He said that the highway expansion component is much further out in the future.

Mr. Kirby also pointed out a comment voicing concern that the Maryland Transit Administration's MARC growth and investment plan was not funded in the CLRP. He said that the response was that the plan is funded and that it's just not identified as a specific, individual project.

The final comment Mr. Kirby highlighted concerned the Manassas National Battlefield Bypass project. The comment suggested removing the project altogether and starting to charge a \$5 entrance fee to the park to reduce congestion. Mr. Kirby said the response to the comment was that the project was called for by Congress in 1988 and that it would take another act of Congress to remove it. He also noted, in response to concerns voiced earlier in the meeting during the public comment period that there was insufficient commitment from the Commonwealth of Virginia to close US 29 and VA 234 through the park as part of the Bypass project, that such closures had been assumed as part of the air quality conformity assessment and that neither the Federal government nor the Commonwealth could keep the roads open without coming back to the TPB to conduct a new conformity assessment. He said he thought that was a pretty solid guarantee that closure of the roads would be part of the project.

Mr. Kirby asked the Board to approve the comments and responses so that they could be included with Action Items 9, 10, and 11, immediately following this item. Chair Turner opened the floor to questions.

Mr. Zimbabwe asked for clarification as to whether the \$5 entrance fee described in the final comment referred to an entrance fee to the park itself or to a sort of toll on the road going through the park. Mr. Kirby responded that it was an entrance fee to the park itself.

Mr. Donley asked whether each of the items described by Mr. Kirby would be taken up and voted on individually. Chair Turner explained that the current vote is simply to approve the comments and responses, and that concerns regarding the specific projects in the CLRP or TIP should be addressed during those agenda items.

Chair Turner entertained a motion to approve the comments and responses. Mr. Donley moved the motion and Mr. Zimbabwe seconded it. The motion to approve the comments and responses was approved unanimously.

9. Approval of Air Quality Conformity Determination of the 2012 CLRP and FY 2013-2018 TIP

Ms. Posey drew the attention of Board members to the summary conformity report included in the packet of materials for today's meeting. She did not review the report, as it had been covered at a previous meeting, but she did point out a comment letter from the Metropolitan Washington Air Quality Committee (MWAQC). The comment letter noted that the conformity analysis meets all the mobile source emissions tests and that MWAQC appreciates that emissions reductions continue through 2030. However, Ms. Posey reported, MWAQC expressed concern that there is an uptick in emissions for volatile organic compounds (VOCs) and for fine particles beyond 2030. She said that the letter noted that because of new standards for ozone, which were recently enacted, the region would likely need additional reductions out in the future. The letter urged state and local governments to maintain their commitments to Transportation Emission Reduction Measures (TERMs).

Ms. Posey described the TPB's response to the comment letter, saying that the TPB agreed with MWAQC on the need for continued investment in public transit, ridesharing, and other programs to reduce VMT and single-occupant driver trips, and that the TPB supports maintenance of commitments to TERMS and other emission reduction measures.

Chair Turner opened the floor to questions.

Mr. Roberts asked what the effect would be on the results of the air quality conformity assessment if US 29 and VA 234 through the Manassas National Battlefield were not closed upon completion of the Bypass. Ms. Posey said that there would be some changes to travel and emissions in that specific part of the region, but that on a regional scale there would not be enough of an impact to jeopardize the region's conformity with air quality standards.

Ms. Tregoning noted that Peter May of the National Park Service (NPS) was in attendance at the meeting and might be able to comment on earlier questions concerning the commitment of the

Commonwealth of Virginia to close US 29 and VA 234 through the Manassas National Battlefield Park once a proposed park bypass was constructed.

Mr. May said that NPS has received from the Virginia Department of Transportation (VDOT) every possible commitment it can legally make that the roads will be closed upon completion of the bypass. He also said it was the full intention of NPS to see that the roads be closed.

Ms. Hamilton clarified VDOT's position, saying that the agency is committed to closing both roads and that they will make that recommendation to the Commonwealth Transportation Board.

Mr. Way pointed out that the Bypass is a road with two net miles of additional road at an average cost of \$150 million per mile. He said that, from a transportation perspective, such a project makes little sense – especially since it requires that people drive two miles farther to reach the same destination – and that the TPB should recognize that its decision to approve the Bypass for inclusion in the CLRP is more a reflection of the historic value of preserving the battlefield than it is of building a road that brings transportation-related benefits to drivers.

Mr. Donley expressed interest in including language in the resolution approving the CLRP making construction of the Bypass contingent upon a legal commitment from the Commonwealth of Virginia to close both US 29 and VA 234 upon completion of the Bypass.

Mr. May responded by saying that VDOT cannot be legally bound to close the road, that such an agreement would have to be made by the Commonwealth Transportation Board. He restated the National Park Service's intent not to build the Bypass unless NPS knows that US 29 and VA 234 are going to be closed.

Mr. Donley restated his concern that existing commitments from VDOT and reassurances from NPS were not enough to ensure that US 29 and VA 234 through the park would be closed upon completion of the Bypass.

Ms. Hamilton reiterated that the final decision rests with the Commonwealth Transportation Board, and that VDOT has made the greatest possible commitment it can at the staff level. She also said that VDOT has no intention of keeping the roads open because that would require returning to the TPB for a new air quality conformity analysis.

Mr. Donley asked whether VDOT would have a problem with making the TPB's approval of the Bypass contingent upon a commitment from the Commonwealth to close US 29 and VA 234.

Ms. Hamilton said she thought such a contingency requirement would be redundant, but said that if the Board agreed to such a requirement, VDOT would continue to be committed to closing the roads.

Mr. Donley asked Mr. Kirby about the binding nature of Resolution R2-2013 approving the 2012 CLRP, which was to be considered as Item 10 of the agenda.

Mr. Kirby said that the Plan currently states that the roads would be closed, and that the air quality conformity analysis is contingent on that assumption. He said that if, in the future, the roads weren't closed once the Bypass was complete, the conformity analysis could be challenged legally, as the conformity requirements carry the weight of the law.

Mr. Roberts expressed concern about the TPB taking action to approve the 2012 CLRP based on the commitment of VDOT staff members and not the Commonwealth. He said he thought the commitment needed to be reflected in the documents that were up for approval, and that unless that were the case the TPB would be setting a bad precedent. He expressed interest in an amendment to Resolution R2-2013 making approval of the Bypass contingent on the closure of US 29 and VA 234.

Mr. Zimmerman asked Ms. Posey which document she was reading from when she quoted the TPB's response to the comments of the Metropolitan Washington Air Quality Committee (MWAQC) concerning the results of the most recent air quality conformity analysis. Ms. Posey explained that the statement was part of the summary conformity report included in Item 9 of the mailout packet for today's meeting, noting that the statement was included on Page 4. Mr. Zimmerman asked if, by adopting Resolution R1-2013, approving the Air Quality Conformity Determination for the 2012 CLRP and FY 2013-2018 TIP, the TPB would be approving as the TPB's official position the statement read by Ms. Posey. Ms. Posey confirmed that that was the case.

Chair Turner entertained a motion to adopt Resolution R1-2013. The motion was made and seconded. Chair Turner asked Mr. Donley whether he wanted to propose any amendments. Mr. Donley said he would wait to propose amendments to Resolution R2-2013 included under the next agenda item. The motion was passed with one "no" vote from Mr. Roberts.

10. Approval of the 2012 CLRP

Mr. Kirby presented the draft 2012 Constrained Long Range Plan (CLRP) to the Board and asked the Board to adopt Resolution R2-2013 approving the 2012 CLRP. He noted that the actual language from the Manassas National Park Amendments of 1988 was attached the end of the CLRP document.

Chair Turner entertained a motion to adopt Resolution R2-2013. Mr. Donley made the motion and Mr. Snyder seconded it.

Mr. Donley proposed an amendment to the resolution stating that the TPB's approval of the CLRP and construction of the Manassas National Battlefield Bypass was based on the assumption that US 29 and VA 234 would be closed through the park, and that further evidence of the Commonwealth of Virginia's commitment to closure of the roadways should be provided to the TPB prior to the execution of any legal documents relative to construction of the Bypass.

The motion to amend the resolution was seconded by Mr. Roberts.

Mr. May sought clarification on the definition of the phrase “any legal documents” included in Mr. Donley’s amendment. He said he didn’t have any objection to the idea that the closure of the two roadways in question should be a pre-condition of the eventual project. But he expressed concern about every single legal document in the process of further planning and constructing the Bypass be subject to such a test.

Mr. Donley said he wasn’t asking that it be included in every document, but that the commitment be made prior to the execution of any documents.

Mr. May expressed concern about the kind of commitment Mr. Donley was seeking. He said that the CLRP, although it assumes closure of the roads, cannot bind either the State Legislature or the Commonwealth Transportation Board to close them.

Mr. Donley said that a resolution by the Commonwealth Transportation Board approving closure of the roads would be sufficient commitment, from his perspective, that the roads would indeed be closed.

Mr. May asked whether that meant that such a resolution would have to happen before any additional legal document regarding the Bypass could be signed, including any memoranda of understanding (MOUs) or any record of decision regarding an Environmental Impact Statement.

Mr. Donley confirmed that that’s what he meant, but said he was open to making the language as flexible as possible. He said he just wanted the closure of the roads to be more explicitly reflected in the documents set to be approved by the TPB and for any commitments from the Commonwealth Transportation Board to be transmitted to the TPB.

Ms. Hamilton brought to the attention of Chair Turner and the rest of the Board a resolution from the Commonwealth Transportation Board dated June 15, 2006, that speaks to the closure of the two roadways. She offered a copy of the resolution.

Mr. Donley asked if the resolution made a commitment to the closure of the roads.

Mr. Hamilton confirmed that it did.

Mr. Way pointed out to the Board that the Bypass project, as it is currently included in the CLRP, is slated for completion in 2035 and that the Board will have many more years to discuss it.

Mr. Roberts stated his continued concern that not enough commitment had been made so far to close the roads through the park and said he thought that the entire Bypass project should be removed from the CLRP until such formal commitment had been made.

A friendly amendment was proposed to Mr. Donley’s amendment changing the language “prior to the execution of any legal documents” to “prior to the appropriation of any funds.”

Mr. May expressed concern that some appropriation of funds would probably be required to carry out early planning activities.

Mr. Donley suggested that the language be changed to “prior to the appropriation of construction funding.”

Ms. Hamilton suggested that the Board review the resolution passed by the Commonwealth Transportation Board prior to voting on the amendment, in case it provided the assurances that some Board members were seeking. As a point of order, Chair Turner reminded Ms. Hamilton that Mr. Donley’s amendment had been properly moved and seconded and that the discussion should remain focused on that subject.

The friendly amendment to change the language to “prior to the appropriation of construction funds” was accepted by Mr. Donley and by the Board member who seconded the motion.

Mr. Snyder reminded the Board of the significance of the Battle of Manassas, where 19,000 people died, and said he thought the intention of the Board to ensure that roads through the Battlefield be closed had been expressed well by the Board through its discussion and its proposed amendments.

The Board adopted Mr. Donley’s amendment, with abstentions from Ms. Hamilton, Mr. Smith, and Supervisor Reed.

The Board adopted Resolution R2-2013, as amended, with one “no” vote from Mr. Roberts.

11. Approval of the FY 2013-2018 TIP

Mr. Kirby presented the draft FY 2013-2018 Transportation Improvement Program, outlining the first six years of funding toward the Constrained Long Range Plan, and asked that the Board approve Resolution R3-2013 adopting the FY 2013-2018 TIP.

Chair Turner entertained a motion to approve Resolution R3-2013. The motion was made and Ms. Erickson seconded it. The resolution was passed unanimously by the Board.

12. Certification of the Urban Transportation Planning Process for the National Capital Region

Mr. Kirby explained that historically, after the TIP and CLRP approval process, the TPB signs a self-certification statement, which is also subsequently signed by each state DOT. He said that Resolution R4-2013 contains this self-certification, and includes a report on the TPB’s implementation of the recommendations from the recent federal certification review that was jointly conducted by the Federal Highway Administration and Federal Transit Administration.

Referring to the mailout, he mentioned that the this review included four corrective actions associated with the Fredericksburg Area MPO (FAMPO), and that the TPB's responses to the certification review documents all that has been done to address these findings.

Chair Turner asked for confirmation that staff responded to any comments or deficiencies that arose throughout the review process.

Mr. Kirby provided confirmation.

A motion was made and seconded to adopt Resolution R4-2013 endorsing the appended Statement of Certification. Resolution R4-2013 passed unanimously.

13. Approval of Technical Assistance Recipients Under the FY 2013 Transportation/Land-Use Connections (TLC) Program

Ms. Koster thanked the jurisdictions who submitted applications to the TLC program. She said that the project applications reflected the diversity of the region. She also thanked TPB staff for supporting the work of the TLC selection panel. She added that this is the first year that the TLC program included funding for a design pilot program, which aims to move a project beyond the planning stage and towards implementation. She said that only two applications were received for consideration of the design pilot program. She also mentioned that the Selection Panel is interested in considering ways to potentially tailor the TLC program to advance specific goals and objectives of the TPB. She said that the TPB could discuss this possibility at a future point.

Ms. Bilek thanked Ms. Koster for her leadership as the Chair of the TLC Selection Panel. Referring to a PowerPoint presentation and to a memo from the mailout, she summarized highlights of the TLC program. She discussed the Regional Peer Exchange Network, which she said was introduced in 2012 with two successful events, and explained the rollout of the Design Pilot Program. She explained that the Design Pilot Program provides up to \$80,000 for conceptual design/preliminary engineering for a project, and is intended to support jurisdictions in moving projects towards implementation. She reviewed the locations on all 56 projects completed under the TLC program since the program's inception, and summarized the FY2013 solicitation process.

She summarized the nine project recommendations for FY2013, which include: A study of Affordable Housing with Access to Jobs via Transit (DC); a TOD Market Analysis (City of College Park); a Bus Stop Safety and Accessibility Study (City of Greenbelt); Establishing Parking Credits Related to Bike Sharing (Montgomery County); A Transportation Capacity Analysis (City of Rockville); New Hampshire Avenue Multi-Way Boulevard Feasibility Study (City of Takoma Park); Analysis of Transportation Demand Along the Washington Street Corridor (City of Falls Church); Washington Streetscape Improvement Program (Town of Middleburg, with the endorsement of Loudoun County); and, under the Design Pilot Program, East Street Trails Project Design (City of Frederick).

Chair Turner thanked Ms. Bilek for her presentation, and Ms. Koster for raising a discussion point about the overall direction of the TLC program. He said that the TPB could discuss this matter at some future point, and mentioned that the flexibility that member jurisdictions' experience through the TLC program in its current state allows them to think creatively.

Ms. Krimm thanked the TLC Selection Panel for recommending the City of Frederick's project as the first project to be funded under the Design Pilot Program. She added that the City is a bicycle-friendly community, and that the recommended funding would help the city complete its shared-use path system.

Mr. Zimmerman expressed enthusiasm for the program. He reflected on the completion of 56 programs since FY2006, and marveled that even a small amount of funding can bring forth a lot of creativity. He added that the size of the awarded funding matters, and expressed support for increases in the overall funding available to both planning and design projects under this program. He said that one consideration would be to award fewer projects, but awarding these projects with larger amounts of funding.

Mr. Smith said that Frederick County is projected to experience a lot of growth over the next 30 years, and stated that the awarded funding would be helpful in enhancing the transportation infrastructure to accommodate this growth.

Chair Turner said that he appreciated the efforts of the TLC Selection Panel, and said that even though his jurisdiction was not awarded funding this year, he is happy to see the recommended projects for FY2013. He expressed support that the number of recipients, as well as the nature of the projects has expanded over time.

Ms. Koster moved to approve the recommended TLC technical assistance recipients under the FY2013 TLC Program.

Mr. Zimmerman and Mr. Snyder seconded the motion.

The motion passed unanimously.

INFORMATION ITEMS

14. Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)

Mr. Kirby, referring to a PowerPoint and to the mailout item, provided an overview of The Regional Transportation Priorities Plan Second Draft Interim Report. He summarized the process and objective of the plan, as well as the activities relating to the plan that have occurred since January 2012, when the TPB was last briefed on the Plan's related activities. These activities include a series of five listening sessions with stakeholder groups, as well as a citizen forum, which was held on June 2 and was facilitated by America Speaks, a non-profit

organization that specializes in public engagement. He discussed the lessons learned and major take-aways from the citizen forum. He said that, at this point, staff is focusing on refining the materials of the Regional Transportation Priorities Plan. He summarized the refined goals, which include Options, Activity Centers, State of Good Repair, System Effectiveness and Safety, Environment, and International and Inter-regional, and provided information on ongoing and long-term strategies. He reviewed the next steps, including a more extensive public outreach effort, which he said would occur in the Fall.

Chair Turner thanked Mr. Kirby for the update.

Mr. Zimbabwe said, based on his understanding of the CLRP, WMATA ridership growth is constrained due to funding constraints. He added that the TPB Aspirations Scenario does not include core capacity improvements for WMATA. He asked if it was possible to have one of the scenarios that will be part of the public outreach activities be something similar to the original transportation system planning process.

Mr. Kirby replied that the Aspirations Scenario does remove the constraint, and that it assumes all transit ridership can be accommodated.

Mr. Way congratulated the TPB, and said that this plan is the first significant attempt at communication.

Mr. Kirby thanked Mr. Way. He added that, based on comments from the CAC and in preparation for large-scale public outreach, staff is going to continue to work to remove industry-specific jargon from the plan, which he said can be a major challenge.

Chair Turner thanked the staff for their work on the RTPP. He added that stakeholder input has been instrumental to the process, and that he looks forward to getting more public input as the process moves forward. He added that the next step after the more extensive public input would be to have the TPB provide input as well.

15. Briefing on the Process for Revising the Designation of the COG Regional Activity Centers

Due to time constraints, the briefing on the process for revising the designation of the COG Regional Activity Centers was postponed to be the first informational item for the September TPB meeting.

16. Update on Reauthorization of Federal Surface Transportation Legislation

Mr. Kirby provided a brief overview of the new transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), which was signed by the President on July 6, and will be effective October 1 after extending the existing SAFETEA-LU legislation through September

30. He added that MAP-21 funds the federal surface transportation program through September 2014. He said the law provides \$54.6 billion annually, with highway funding receiving about \$40 billion and transit funding receiving about \$10 billion annually. He added that the biggest increase in available funding is for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides Federal credit assistance through loans and loan guarantees. He summarized the funding sources in the bill, and provided an overview of metropolitan planning, including the introduction of a performance-based approach to support national goals, which he said relate to state of good repair, safety, congestion, and air quality, among others. He mentioned the Mega-Projects Program, which he likened to the earlier TIGER Program. He said the Mega-Projects Program authorizes \$500 million for projects of national and regional significance for FY 2013 only. He also provided an overview of other new components in the law, such as the Transportation Alternatives Program, parts of the Transit Program, as well as changes to tolling, and the freight program.

Chair Turner thanked Mr. Kirby for the analysis of the new legislation. He added that the TPB will be dealing with the ramifications of the bill's passage and its relationship to MPOs over the course of the next two years.

17. Other Business

There was no new business brought before the TPB.

18. Adjourn

Chair Turner reminded the TPB that there is no meeting scheduled for August, and that the next meeting will be held on September 19th.

The meeting was adjourned at 2:12pm.

TPB Technical Committee Meeting Highlights

September 7, 2012

The Technical Committee met on September 7 at COG. Six items were reviewed for inclusion on the TPB agenda on September 19.

- TPB agenda Item 7

The Committee was briefed on the COG Report: “Economy Forward- COG’s Call to Action for a More Competitive Metropolitan Washington,” which identifies five priorities for growth, including transportation investment, that the region needs to focus on to help drive local economic growth and competitiveness.

- TPB agenda Item 8

The Committee was briefed on the proposed membership and work plan for a task force to be established to identify promising locations in the region to operate buses on the shoulders of highways, as requested by the TPB at its July 18 meeting.

- TPB agenda Item 9

In 2002, the TPB and the COG Board of Directors worked cooperatively to develop regional activity centers maps as a tool to help guide land use and transportation planning decisions. New guidelines and analysis geographies for identifying regional activity centers are being established to align them with the goals of Region Forward. The Committee was briefed on the process and schedule for revising the designation of the COG Regional Activity Centers.

- TPB agenda Item10

On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region’s 2012 CLRP and FY 2013-2018 TIP that will include the region’s new 2015 attainment year. The analysis must be completed before July 20, 2013. The Committee was briefed on the draft scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP.

- TPB agenda Item 11

The Metropolitan Washington Air Quality Committee (MWAQC) is preparing a request to EPA for redesignation of the Washington DC-MD-VA nonattainment area to attainment status for Fine Particle Pollution (PM2.5), along with a maintenance plan demonstrating compliance with PM2.5 standards through 2025. At its March 21, 2012 meeting, the TPB approved a letter to MWAQC recommending the incorporation of safety margins of 20 percent and 30 percent

into out-year mobile emissions budgets for 2017 and 2025 respectively in a PM2.5 maintenance plan under development by MWAQC. The Committee was briefed on recent analyses of the emissions sources to be included in the maintenance plan, and on updated safety margins recommended for the mobile emissions budgets for 2017 and 2025 in the plan.

- TPB agenda Item 12

The Committee was briefed on the draft call for projects document and schedule for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP. The TPB will be asked to approve the final call for projects document at its October 17 meeting.

Three items were presented for information and discussion:

- The Committee was briefed on the COG Report: “Charged Up: Making Metropolitan Washington Electric Vehicle Ready,” which provides a framework for establishing a regional readiness plan for the deployment of electric vehicles in the Washington region.
- The 2005 Defense Base Realignment and Closure (BRAC) Commission recommendations resulted in the closure of several facilities and the movement of thousands of employees to locations throughout the region by September 2011. The Committee was briefed on the results of a travel monitoring study documenting the baseline travel conditions of vehicles and people at specific BRAC and other major federal employment consolidations throughout the region.
- In August, USDOT announced that TPB had received a FY 2012 Transportation, Community, and Systems Preservation (TCSP) Grant to develop recommendations for bicycle and pedestrian access improvements at up to 25 rail stations using a complete streets approach designed to complement housing and employment development. The Committee was briefed on the work scope for this project.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES

ATTENDANCE - September 7, 2012

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
Anthony Foster
Jameshia Peterson
DCOP Dan Emerine

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----

MARYLAND

Charles County -----
Frederick Co. Ron Burns
Carrie Anderson-Watters
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. -----
Prince George's Co. Daniel Dornan
Rockville -----
M-NCPPC
Montgomery Co. Gary Erenrich
Prince George's Co. Faramarz Mokhtari
MDOT Lyn Erickson
MTA Rick Kiegel
Takoma Park -----

COG Staff

Ronald Kirby, DTP
Gerald Miller, DTP
Mark Pfoutz, DTP
Nicholas Ramfos, DTP
Robert Griffiths, DTP
Rich Roisman, DTP
Andrew Austin, DTP
John Swanson, DTP
Andrew Meese, DTP
Ron Milone, DTP
Elena Constantine, DTP
Eric Randall, DTP
Feng Xie, DTP
Karin Foster, DTP
Yu Gao, DTP
William Bacon, DTP
Johnathan Rogers, DTP
Jinchul Park, DTP
Wenjing Pu, DTP
Dusan Vuksan, DTP
Joan Rohlf's, DEP
Sunil Kumar, DEP
Paul DesJardin, DCPS
Sophie Mintier, DCPS

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
City of Fairfax -----
Fairfax Co. Mike Lake
Falls Church -----
Loudoun Co. -----
Manassas -----
Prince William Co. Monica Backmon
NVTC Claire Gron
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Kanathur Srikanth
VDRPT -----
NVPDC -----
VDOA -----

Other Attendees

Randy Carroll, MDE
Rick Rybeck, Just Economics LLC
Bill Orleans, HACK

WMATA

WMATA Mark Kellogg
Jonathan Parker

National Capital Region Transportation Planning Board


777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

September 13, 2012

To: Transportation Planning Board

From: Ronald F. Kirby 
Director, Department of
Transportation Planning

Re: Steering Committee Actions

At its meeting on September 7, 2012, the TPB Steering Committee approved the following resolutions:

- SR2-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include additional funding for the MD 5/MD 373/Brandywine Road interchange and Star Spangled Banner Byway Signage projects, as requested by the Maryland Department of Transportation (MDOT)
- SR3-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the Virginia Statewide Vehicle Fuel Conversion Program, as requested by the Virginia Department Of Transportation (VDOT)
- SR4-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to modify funding and descriptions for the Job Access/Reverse Commute and New Freedom programs in the TPB portion of the TIP
- SR5-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include a project entitled "High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region"

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."

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE ADDITIONAL FUNDING FOR THE MD 5/MD 373/BRANDYWINE ROAD INTERCHANGE AND STAR SPANGLED BANNER BYWAY SIGNAGE 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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of August 30, 2012, MDOT has requested an amendment to the FY 2013-2018 TIP to add \$1 million in Transportation, Community & System Preservation (TCSP) funding to FY 2013 for the MD 5/MD 373/Brandywine Rd. Relocated Interchange project; and \$55,120 of National Scenic Byways Program (NSBP) funding to FY 2013 to include the Star Spangled Banner Byway Signage project in the System Preservation/Environmental Projects listing, as described in the attached materials; and

WHEREAS, these projects are already included in the conformity analysis of the 2012 CLRP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$1 million in TCSP funding to FY 2013 for the MD 5/MD 373/Brandywine Rd. Relocated Interchange project; and \$55,120 of NSBP funding to FY 2013 to include the Star Spangled Banner Byway Signage project in the System Preservation/Environmental Projects listing, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

August 30, 2012

The Honorable Todd M. Turner, 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 Turner:

The Maryland Department of Transportation (MDOT) requests an amendment to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments outlined are needed because FHWA discretionary grants were provided for the following two projects:

TIP ID#	Project	Phase	Grant	Amount of New Funding
4882	MD 5 Brandywine Road Relocated	ROW	Transportation, Community and System Preservation (TCSP)	\$1,000,000
3038	Star Spangled Banner Byway Signage	Other	National Scenic Byways Program	\$55,120

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its September 7, 2012 meeting.

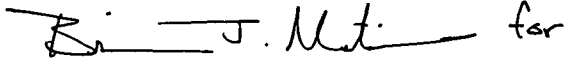
The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state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

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

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 Todd M. Turner
Page Two

Thank You,

 for

Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Mr. Brian Martin, Assistant Director, Office of Planning and Capital
Programming, Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



Darrell B. Mobley, Acting Secretary
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Don Halligan, Director
Office of Planning and
Capital Programming

ATTN: Ms. Lyn Erickson, Regional Planner
Mr. Mike Nixon, Manager

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division

DATE: August 30, 2012

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region

Attached are amendments for inclusion into the FY 2013 National Capital Region Transportation Improvement Programs (TIP). The amendments outlined are needed, because FHWA discretionary grants were provided for the following two projects:

TIP#ID#	Project	Phase	Amount of New Funding
4882	MD 5 Brandywine Road Relocated	ROW	\$1,000,000
3038	Scenic Byways Star Spangled Banner Byway Signage	Other	\$55,120

The revised funding status of these projects 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. If you have any questions, please do not hesitate to contact me or Mr. Roy Gothie, Assistant Regional Planner, State Highway Administration (SHA) at 410-545-5654 or via email at rgothie@sha.state.md.us.

Attachment

cc: Mr. Roy Gothie, Regional Planner, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA

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

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
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MDOT/State Highway Administration

Primary

MD 5, Branch Avenue

TIP ID: 4882	Agency ID: PG1751	Title: MD 5/MD 373/Brandywine Road Relocated Interchange	Complete: 2016						
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Facility: MD 5 at	HPP	80/20/0	4,965 a						
From: MD 373 /Brandywine Road Relocated	NHS	80/20/0	1,400 a	1,000 a	600 a				3,000
To:	TCSP	80/20/0	1,000 b						1,000
Total Funds:									4,000

Description: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate. This interchange will be constructed in multiple phases. Phase 1 of this project includes widening existing MD 5 from 4 to 6 lanes from US 301 to north of MD 373 (1.07 miles). The widening will be done in the median, and will be part of the overall interchange.



Amendment - Modify Funding	Approved on: 9/7/2012
Add \$1,000,000 of TCSP funding in FY 2013 for right-of-way needed to widen about 4,000 feet of road, replace existing signalized intersections at Brandywine road and MD 373 with a new interchange, and provide a park-and-ride lot for commuters.	

Other

System Preservation Projects

TIP ID: 3038	Agency ID:	Title: Environmental Projects	Complete:						
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Facility:	NHS	80/20/0	1,944 a	1,003 a	769 a				11,607
From:			51 b	27 b	20 b				
To:			3,729 c	2,221 c	1,843 c				
	NRT	80/20/0	172 a	172 a	172 a				1,359
			4 b	4 b	4 b				
			277 c	277 c	277 c				
	NSBP	80/20/0	55 e						55
	STP	80/20/0	3,876 a	2,110 a	1,066 a				13,931
			51 b	31 b	28 b				
			3,146 c	1,912 c	1,711 c				
Total Funds:									26,952

Description: Noise abatement, wetland replacement, reforestation and landscape planting.



Amendment - Modify Funding	Approved on: 9/7/2012
Add \$55,120 of National Scenic Byways Program funding in FY 2013 for the Star Spangled Banner Byway Signage. The project will install a signage system along the Battle of Bladensburg portion of the Star-Spangled Banner National Historic Trail and Byway.	

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE VIRGINIA
STATEWIDE VEHICLE FUEL CONVERSION PROGRAM, 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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of August 29, 2012, VDOT has requested an amendment to the FY 2013-2018 TIP to add \$5.259 million in CMAQ funding over fiscal years 2014 and 2015 for the implementation of a Statewide Vehicle Fuel Conversion Program, as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$5.259 million in CMAQ funding over fiscal years 2014 and 2015 for the implementation of a Statewide Vehicle Fuel Conversion Program, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

August 29, 2012

The Honorable Todd Turner, Chairman
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 2013-2018 Transportation Improvement Program Amendment

Dear Chairman Turner:

The Virginia Department of Transportation (VDOT) is requesting the Transportation Planning Board (TPB) amend the FY 2013-2018 Transportation Improvement Program (TIP) to include funding for the Statewide Vehicle Fuel Conversion Program. The purpose of this TIP Amendment is to provide for VDOT's Vehicle Fuel Conversion Program statewide.

The proposed TIP Amendment adds \$2,232,788 in CMAQ and \$18,359,212 in Advanced Construction (AC) CMAQ funds in FY 2012; \$1,232,300 in AC CMAQ in FY 2014; and \$1,226,715 in AC CMAQ in FY 2015. The funding proposed in the TIP amendment is based on the Commonwealth's approved FY 2013-2018 Six Year Improvement Program. While the proposed funding is new to the TIP, the source of funding and overall funding amounts was included in the financial plan for the CLRP previously approved by the FHWA and FTA.

The statewide Vehicle Fuel Conversion Program is an ongoing statewide project and is not explicitly included in the regional air quality conformity analyses. As such, the proposed TIP amendment will not require the currently adopted regional air quality conformity analysis for the FY 2013-2018 TIP.

It is requested that this TIP Amendment be considered and acted on by the Steering Committee of the Transportation Planning Board at its September 7, 2012, meeting. A representative from VDOT will be available to answer any question on the amendment.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Garrett W. Moore".

Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Copy: Ms. Diane Mitchell, VDOT-PD, Richmond, VA
Ms. Renee Hamilton, VDOT -PIM, Fairfax, VA
Mr. Kanathur Srikanth, VDOT-Planning & Investment, Fairfax, VA

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
(in 000's)

FY 2013 - 2018

TIP Amendment - 9/19/2012

	Phase	Previous Funding	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total	
				Fed	State	Local								
VDOT- Miscellaneous														
TIP ID:	Agency ID: T11802			Title: Vehicle Fuel Conversion Program								Complete:2018		
Project: Vehicle Fuel Conversion Program	PE			0%	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0		
From: Statewide	R/W			0%	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0		
To:	CN	\$2,791	Fed-CMAQ	80%	20%	0%	\$0	\$0	\$0	\$0	\$0	\$0		
	CN	\$22,949	AC-CMAQ	80%	20%	0%	\$0	\$1,232	\$1,226	\$0	\$0	\$0	\$2,459	
Total Funds:												\$2,459		
Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program Jurisdiction: Statewide Amendment: TIP Amendment to add \$2,232,788 in CMAQ funds for CN phase in FY12 and to add 18,359,212 AC-CM in FY12 . Additionally the proposed TIP Amendment adds AC-CMAQ Conversion funds of \$1,232,300 in FY 2014 and \$1,226,715 in FY 2015. Air Quality: The project is exempt from the Air Quality Conformity Analysis.														

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO MODIFY FUNDING AND DESCRIPTIONS FOR THE JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROGRAMS

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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, the Metropolitan Washington Council of Governments, as the administrative agent for the TPB, serves as the Designated Recipient for FTA's Job Access and Reverse Commute (JARC) (Section 5316) and New Freedom (Section 5317) funds for the Washington DC-VA-MD Urbanized Area; and

WHEREAS, as described in the attached memorandum dated September 5, 2012, FTA Region III staff has requested that the FY 2013 – 2018 Transportation Improvement Program (TIP) reflect the full FY2012 apportionment for JARC and New Freedom funds and that the four JARC and five New Freedom projects approved by the TPB on June 20, 2012 be detailed in the TIP; and

WHEREAS, the proposed amendment to the FY 2013-2018 TIP increases New Freedom funding from \$900,000 to \$1.145 million in FY 2013 and lists five sub-projects in the description; and to increase Job Access Reverse Commute (JARC) funding from \$1.2 million to \$1.54 million in FY 2013 and lists four sub-projects in the description, as described in the attached materials; and

WHEREAS, these project are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to increase New Freedom funding from \$900,000 to \$1.145 million in FY 2013 and to list five sub-projects in the description; and to increase JARC funding from \$1.2 million to \$1.54 million in FY 2013 and to list four sub-projects in the description, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

To: TPB Steering Committee

From: Wendy Klancher, Principal Transportation Planner
COG Department of Transportation Planning

Date: September 5, 2012

RE: Request for an Amendment to the FY 2013 – 2018 Transportation Improvement Program (TIP) for TPB's Job Access and Reverse Commute and New Freedom Federal Transit Administration (FTA) Funding

Federal Transit Administration (FTA) Region III staff has requested that the FY 2013 – 2018 Transportation Improvement Program (TIP) reflect the full FY2012 apportionment for Job Access and Reverse Commute (JARC) and New Freedom funds for the Washington DC-VA-DC Urbanized Area, and that the four JARC and five New Freedom projects approved by the TPB on June 20, 2012 be detailed in the TIP. None of the projects included in this amendment impact the air quality conformity analysis of the current TIP.

The Metropolitan Washington Council of Governments, as the administrative agent for the TPB, serves as the Designated Recipient for FTA's Job Access and Reverse Commute (JARC) (Section 5316) and New Freedom (Section 5317) funds for the Washington DC-VA-MD Urbanized Area.

This amendment requests an increase from \$1.2 million to \$1.54 million in JARC funding and an increase from \$900,000 to \$1.145 million in New Freedom funding in FY 2013 for the TPB portion of the TIP. These revised amounts represent the second and full Federal FY2012 apportioned funds for the Washington DC-VA-MD Urbanized Area. In addition, the nine JARC and New Freedom sub-projects recommended by a selection committee and approved by the TPB on June 20, 2012 are detailed in the project descriptions.

Please do not hesitate to contact me at wklancher@mwkog.org or (202) 962-3321 should you have any questions.

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	Source Total
Human Service Transportation Coordination									
JARC and New Freedom Programs									
TIP ID: 5408		Agency ID:		Title: New Freedom Program				Complete:	

Facility: Section 5317 100/0/0 1,145 e 1,145
 From: **Total Funds: 1,145**
 To:

Description: The New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA).

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Jewish Council for the Aging	Funding to establish the Village Rides program, a coordinated volunteer transportation program in five aging-in-place communities in Montgomery County, Maryland. The program matches volunteer drivers from the five villages with residents who need transportation to healthcare appointments, grocery stores or social outings. Volunteer drivers can be matched with residents needing rides from any of the five villages.	\$274	\$219	Rockville, MD
Columbia Lighthouse for the Blind	Funding for the continuation of a youth transportation program to transport blind and low-vision youth to the agency's recreational, community integration and career-focused programs.	\$133	\$66	Washington, DC
Columbia Lighthouse for the Blind	Funding to support continued travel training for low-vision, blind or deaf-blind individuals in the DC region and for the continuation of the Orientation & Mobility Specialist internship program. Funding to develop an audio map project in partnership with the Washington Metropolitan Area Transit Authority. The maps, which will also be made available in Braille, will be recorded, downloadable descriptions of the physical features of Metrorail stations and Metrobus transit centers.	\$553	\$442	Washington, DC
Yellow Paratransit	Funding for the expansion and continuation of rollDC, the wheelchair accessible taxicab pilot project in DC. The project was originally funded with a 2008 New Freedom grant. In the two and a half years since the service has been available, the company has experienced a seven fold increase in the number of trips provided. Funding under this grant will support the purchase of seven additional wheelchair-accessible minivans and provide additional operating funds.	\$606	\$398	Washington, DC
The Arc of Northern Virginia	Funding to develop a Train the Travel Trainer curriculum to support travel training for young adults with intellectual and/or developmental disabilities in Northern Virginia. The program would partner with public schools and various disability provider agencies to deliver the training and expand the capacity of agencies to provide ongoing travel training.	\$245	\$195	Falls Church, VA

Amendment - Modify Funding and Description	Approved on: 9/7/2012
Amendment to increase funding from \$900,000 to \$1.145 million in FY 2013 and add five sub-projects to the project description. The revised amount represents Federal FY2012 apportioned funds.	

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	Source Total
TIP ID: 5407	Agency ID:	Title: Job Access and Reverse Commute (JARC) Program								Complete:	
Facility:		Section 5316	100/0/0		1,540 e						1,540
From:		(JARC)									
To:											Total Funds: 1,540

Description: The goal of the JARC program is to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited incomes.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Northern Virginia Family Service	Funding to continue the Vehicles for Change program, which provides donated vehicles to low-income working families for a program fee. The program operates throughout Northern Virginia and benefits families with limited access to transit.	\$1,369	\$999	Oakton, VA
Year Up National Capital Region	Funding to support the agency's one-year, intensive training program that offers low-income adults, aged 18 - 24, with a combination of hands-on skill development, college credit and corporate internships to help bridge the opportunity divide. Funding will support the participants' program-related transportation costs, including mileage reimbursement, car sharing and taxi vouchers. The program will operate throughout DC, Suburban Maryland and Northern Virginia.	\$315	\$157	Arlington, VA
Boat People SOS Road to Independence through Savings & Education (RISE)	Continuation of the agency's Road to Independence through Savings & Education (RISE) Employment project, which prepares Vietnamese refugees and immigrants for employment by providing job skills and other training opportunities. Project includes a taxi voucher component to assist clients in getting to jobs for the first four months after job placement.	\$392	\$256	Falls Church, VA
Skill Source Group	Funding to support the capital costs of purchasing a vehicle to provide transportation to and from job sites in Northern Virginia for low-income individuals re-entering the community after incarceration.	\$32	\$26	Falls Church, VA

Amendment - Modify Funding and Description	Approved on: 9/7/2012
Amendment to increase funding from \$1.2 million to \$1.54 million in FY 2013 and add four sub-projects to the project description. The revised amount represents Federal FY2012 apportioned funds.	

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE A PROJECT ENTITLED
“HIGH-IMPACT COMPLETE STREETS ACCESS IMPROVEMENTS
FOR RAIL STATION AREAS IN THE WASHINGTON REGION”**

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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, the attached memo of September 5, 2012, describes the amendment to the FY 2013-2018 TIP to include a project entitled “High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region” with \$200,000 in Transportation, Community and System Preservation (TCSP) program funds in FY 2013, as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations “40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule,” issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include a project entitled “High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region” with \$200,000 in TCSP program funds in FY 2013, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	Source Total
Bike/Ped									
Transportation, Community, and System Preservation (TCSP) Program									
TIP ID: 6040	Agency ID:	Title: High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washi						Complete:	
Facility:	TCSP	80/0/20	200	e					200
From:									
To:									
									Total Funds: 200

Description: This project will develop an inventory of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity.

Amendment - Add Project	Approved on:	9/7/2012
Add this project to the FY 2013-2018 TIP with \$200,000 in TCSP funding in FY 2013.		

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

TO: TPB Steering Committee

FROM: John Swanson, Principal Transportation Planner

SUBJECT: Amendment to the FY2013-2018 TIP for new TCSP project

DATE: September 5, 2012

We are requesting an amendment to the FY2013-2018 Transportation Improvement Program (TIP) to include a new grant project funded under the federal Transportation, Community, and System Preservation (TCSP) program. The project is called "High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region." It will develop an inventory of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity. The project will be funded for a total of \$200,000, with \$160,000 in federal funding and a COG match of \$40,000. An abstract of the project is attached.

We look forward to initiating this important project in the near future.

High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region

Grant Application to the
FHWA Transportation, Community, and Systems
Preservation (TCSP) Discretionary Grant Program

Submitted by the National Capital Region Transportation Planning Board
January 6, 2012

Project Abstract

The Washington region has over 100 rail stations with varying levels of development, including inner core stations surrounded by high density mixed use development, suburban commuter rail stations with nearby housing, and underutilized station areas with significant potential for both housing and employment development. The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region is seeking TCSP funding to identify strategic recommendations for bicycle and pedestrian access improvements using a complete street approach that will complement housing and employment development close to rail. The project will seek to moderate demand pressures on the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards). The final product of the TCSP project will be an inventory of up to 25 rail stations with high promise for housing and employment development, and an accompanying list of high-impact transportation capital projects to improve complete streets access to these stations to be quickly implemented.

Transportation, Community, and System Preservation Program (TCSP)**PROGRAM FY 2012 GRANT APPLICATION****PART A. PROJECT INFORMATION**

Project Title:	High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region
Project Location (Include City/County, State):	Rail station areas in the National Capital Region (District of Columbia, Suburban Maryland, and Northern Virginia)
State Priority (to be completed by State DOT):	
GRANTEE CONTACT INFORMATION	
Grantee Contact Name:	Ronald F. Kirby, Director
Agency/Tribal Government:	National Capital Region Transportation Planning Board (MPO for the Washington Region)
Mailing Address (Street/P.O. Box):	MWCOG 777 North Capitol St., NE, Suite 300
City, State, Zip code:	Washington, DC 20002
Phone:	(202) 962-3310
Fax:	(202) 962-3202
E-Mail:	rkirby@mwkog.org
STATE DOT CONTACT INFORMATION	
State Contact Person:	
Phone:	
Fax:	

E-Mail:	
FHWA DIVISION OFFICE CONTACT INFORMATION	
Division Contact Person:	Sandra Jackson
Phone:	(202) 219-3521
Fax:	(202) 219-3545
E-Mail:	sandra.jackson@dot.gov
CONGRESSIONAL INFORMATION	
Congress Member:	Eleanor Holmes Norton
Congressional District No.:	District of Columbia At-Large
Congress Member:	Donna Edwards
Congressional District No.:	Maryland District 4
Congress Member:	Chris Van Hollen
Congressional District No.:	Maryland District 8
Congress Member:	Steny Hoyer
Congressional District No.:	Maryland District 5
Congress Member:	Roscoe Bartlett
Congressional District No.:	Maryland District 6
Congress Member:	James Moran
Congressional District No.:	Virginia District 8
Congress Member:	Gerald Connolly
Congressional District No.:	Virginia District 11
Congress Member:	Frank Wolf
Congressional District No.:	Virginia District 10
Congress Member:	Robert Wittman
Congressional District No.:	Virginia District 1
TCSP Program Funds:	\$160,000.00
Matching Funds/In-kind Services Value:	\$40,000.00
Matching Funds/In-kind Services Source:	MWCOG Membership Contributions
Total TCSP-Related Project Costs:	\$200,000.00
TO BE COMPLETED BY THE FHWA DIVISION OFFICE	
State Administered?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Division Administered?	<input type="checkbox"/> Yes <input type="checkbox"/> No

“Transfer” TCSP funding for Project Administration?		Yes		No
If yes, which Federal Agency				
Will the project be obligated by September 30, 2012?		Yes		No
Date grant application approved by FHWA Division Office				

Part B. Project Abstract

The Washington region has over 100 rail stations with varying levels of development, including inner core stations surrounded by high density mixed use development, suburban commuter rail stations with nearby housing, and underutilized station areas with significant potential for both housing and employment development. The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region is seeking TCSP funding to identify strategic recommendations for bicycle and pedestrian access improvements using a complete street approach that will complement housing and employment development close to rail. The project will seek to moderate demand pressures on the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards). The final product of the TCSP project will be an inventory of up to 25 rail stations with high promise for housing and employment development, and an accompanying list of high-impact transportation capital projects to improve complete streets access to these stations that could be quickly implemented.

Part C. Project Narrative

The 126 rail station areas in the National Capital Region are critical regional assets. The TPB’s scenario planning over the last decade has emphasized the value of promoting development closer to transit station areas, locating jobs and housing closer together, and improving multimodal transportation options. The TPB has also found that local, small-scale, actions are often necessary to make these principles truly come to life. The TPB’s Transportation/Land-Use Connections (TLC) Program was established in 2006 to help jurisdictions plan small improvements – such as pedestrian facilities, safety and access improvements, or multimodal concepts for intersections or streets – to make activity centers function more effectively as vibrant, mixed-use places. Many of the planning efforts

completed under the TLC Program have suggested capital improvements that would further the ability of all modes to support dense areas with both jobs and housing. However, the TLC Program has not had the resources to conduct a comprehensive study of all of the region's rail station areas to identify opportunities for access improvements that could support additional development and best utilize the regional rail system.

The TPB is seeking \$160,000 in TCSP funding to develop a list of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity. This inventory of improvements will provide local planners, local and state departments of transportation, and developers with a "go-to" list of small-scale, low-cost, high-impact transportation improvements that jurisdictions may reference when working with developers, preparing grant applications, or allocating local funding with the ultimate goal of increasing rail connectivity within the Washington region.

The TCSP project will build on previous planning efforts, particularly the "Metrorail Bicycle and Pedestrian Access Improvements Study," which the Washington Metropolitan Area Transit Authority (WMATA) recently conducted. The study identified strategies to enhance pedestrian and bicycle access and connectivity in and around Metrorail stations. It also provides recommendations for a range of physical infrastructure improvements, as well as policies and programs to encourage multimodal trips. The TPB will work in close partnership with WMATA during the implementation of this TCSP project.

The project will serve a variety of regional goals that are grounded in the *TPB Vision*, the region's transportation policy framework, and recently reaffirmed in MWCOG's *Region Forward* comprehensive policy plan. These goals include reducing auto dependency, supporting multi-modal travel options, and promoting the development of employment centers and housing in locations already served by transit. In particular, the project will seek to relieve demand pressures on the transportation system by focusing capital recommendations around stations with additional ridership potential, encouraging rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards).

Looking beyond transportation measures, this project will recommend small-scale transportation improvements that will improve flexibility of existing infrastructure to support and encourage a more balanced allocation of job and household growth that will benefit the entire region in numerous other ways – for example, by promoting robust economic development in all jurisdictions, inner and outer, east and west. The project will also emphasize the need to provide access for people of all income levels. The findings in a recent Brookings study "Missed Opportunity: Transit and Jobs in Metropolitan America," which measured the effectiveness of transit in helping workers reach jobs within their regions, demonstrates that it is not sufficient to have significant regional transit coverage. In

order for the transit system to be effective, the transit network must provide connections to jobs for a population with varying levels of job skills.

Work Scope Elements

The project will include the following components:

1. **Conduct employment and household analysis for rail station areas** – The project will conduct an analysis of employment and housing opportunities for each Metrorail and commuter rail station area in the National Capital Region. The data will provide a breakdown of the varying skill levels of jobs within a half-mile of each station, household income levels of workers who can fill jobs in targeted growth areas, and review and consideration of environmental justice and other equity issues.
2. **Identify rail capacity** – For each rail station area, the project will identify where there is capacity on trains during peak commute times. The regional analysis will review projected rail capacity figures and indicate where capacity exists on the region’s rail systems, including off-peak reverse commute opportunities and opportunities to “sell the same seat twice” in the peak.
3. **Identify up to 25 most opportune locations** – Drawing from the entire list of regional rail stations, the study will identify station areas that present the greatest opportunities to support housing and employment development which can take advantage of existing rail capacity. The identification of these locations will be based upon: a) the regional technical analysis conducted under steps 1 & 2 above, and b) input from the TPB’s member jurisdictions.
4. **Identify high-impact complete streets access improvements** – For each opportune location, the project will identify challenges that commuters face in walking or bicycling from rail stations to their jobs or from their homes to rail stations, and opportunities for improvement. Many rail station areas around the region have been studied extensively and already have a list of capital improvements for access improvement. For those opportune areas that have not yet undergone this level of analysis, this project will conduct that analysis. Area plans and development proposals for each location will be reviewed to assess how local jurisdictions are planning to address these challenges. The project will also identify regional success stories in creating public-private partnerships to implement accessibility improvements.
5. **Develop a regional inventory of projects** – The final product will comprise a list of small, high-impact capital projects that would improve pedestrian and bicycle access to the opportune rail station areas throughout the region, taking advantage of existing rail infrastructure. The recommended improvements will also be presented in station area, jurisdiction and regional maps. Among other things, this product will provide a resource

for future funding opportunities, including private investment and federal, state, and local public funding.

Project Schedule

It is anticipated that work on the project would commence in June 2012 and that the project would be completed within one year.

Work Scope Elements:

1. Conduct employment and household analysis for rail station areas (months 1-2)
2. Identify rail capacity (month 3)
3. Identify up to 25 most opportune locations (month 4)
4. Identify high-impact complete streets access improvements (months 5-8)
5. Develop a regional inventory of projects (months 9-10)

It is anticipated that work scope elements one through three would be completed by COG/TPB staff and that the services of a consultant would be procured for elements four and five. Based on this schedule, a presentation of results to the TPB likely would occur in June 2013.

Project Administration

The project will be implemented by the TPB. Project implementation will occur through the structure of the TPB's Transportation/Land-Use Connections Program, which has an established administrative system and staffing plan, including over 30 pre-qualified consultants specializing in multimodal transportation and planning specialties.

TPB member agencies will be included in the project process and will be asked to provide insight at several points in the process, including the development of the list of opportune rail station areas. Members of the TPB include representatives of the transportation agencies of the State of Maryland, Commonwealth of Virginia, and the District of Columbia; local governments, the Washington Metropolitan Area Transit Authority (WMATA), and non-voting members from the Metropolitan Washington Airports Authority, National Park Service, and other federal agencies. Many of the state, regional, and local governments and agencies directly involved in decision-making for these systems are already represented on the TPB.

Through the TCSP project effort, the TPB will work closely with WMATA and complement the work completed under the "Metrorail Bicycle and Pedestrian Access Improvements Study."

Amount of Federal TCSP Funds Requested

The TPB's proposal will cost a total of \$200,000. The TPB is requesting \$160,000 in TCSP funding for this project concept.

Commitment of Other Funds

\$40,000 will be provided from the MWCOG local membership contributions. These dues are collected annually from COG member jurisdictions based on population.

Previous TCSP Funding

The TPB received a TCSP funding grant for \$380,000 in FY 1999. The project was to implement the adopted transportation vision for Metropolitan Washington by developing circulation systems and green space. The total project budget was \$480,000.

Part D. Project Eligibility

The TPB's TCSP proposal to identify High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region falls within the purview of Chapter 53 of Title 49 of the United States Code. The inventory developed through the proposal would promote safer access to regional rail stations, leading to more efficient use of the existing transportation infrastructure. Not only will the product serve the mobility needs of residents, but it will support economic development around underutilized rail stations, thus minimizing transportation-related fuel consumption and air pollution.

ITEM 7 – Information
September 19, 2012

Briefing on the Metropolitan Washington Council of Governments (COG) Report: “Economy Forward - COG’s Call to Action for a More Competitive Metropolitan Washington”

Staff Recommendation: Receive briefing on the COG report which presents the region’s competitive advantages, priorities for growth and proposed action plan.

Issues: None

Background: The COG Board of Directors approved this report on September 12, 2012. It identifies five priorities for growth, including transportation investment, that the region needs to focus on to help drive local economic growth and competitiveness.

ECONOMY FORWARD

COG's call to action for a more
competitive metropolitan Washington



Metropolitan Washington Council of Governments
September 2012

ECONOMY FORWARD

COG's call to action for a more
competitive metropolitan Washington

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THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS (COG) is an independent, nonprofit organization comprised of elected officials from 22 local governments, members of the Maryland and Virginia legislatures, and members of the U.S. Congress. For over 50 years, COG has helped develop solutions to issues of regional importance.

Region Forward is COG's vision for a more accessible, sustainable, prosperous and livable metropolitan Washington. This report, *Economy Forward*, is an offshoot of the vision that focuses on the region's key economic needs and specific actions to strengthen economic competitiveness and spur and sustain job growth.



EXECUTIVE SUMMARY

A fundamental shift is underway in metropolitan Washington's economy requiring urgent action to maintain and improve the region's competitiveness and create a prosperous future for all area residents.

Recent data shows slow job growth. The region ranked 13th of 15 in terms of growth among major metro areas from December 2010 to December 2011. And while federal government spending was once the driving force of the region's economy, today the combination of decreased federal spending, automatic spending cuts of \$1.2 trillion (sequestration), and ongoing budget uncertainty is pushing metropolitan Washington dangerously close to a fiscal cliff.

In this time of change and uncertainty, leaders on the Metropolitan Washington Council of Governments (COG) Board of Directors are concerned about the region's readiness for this shift. They know the region's competitors, other metro areas throughout the country and world, are examining and implementing a variety of strategies to spur

economic growth. To maintain global economic competitiveness, this region must act or risk being outperformed.

For these reasons, the COG Board of Directors launched an economic growth and competitiveness initiative in February 2012. The Board convened public, private, nonprofit and academic leaders to discuss what more could be done regionally to enhance the economy

“The federal government has provided a solid foundation for decades and will undoubtedly continue to play a major role in the region's economy. However, a plan for economic growth and competitiveness will help put the region on even more solid footing, and COG is leading the way in its development.”

- Frank Principi, COG Board Chair

and COG's role in making it happen. Many included area economic development directors and officials from some of the region's expanding industries, such as biotech, hospitality, information technology, shipping/cargo, cybersecurity and professional services.

Findings

The region must further develop its private sector by building on its competitive advantages, including an educated workforce, entrepreneurial climate, international connections, vibrant, transit-oriented Activity Centers, and access to the federal government. In addition, metropolitan Washington has significant challenges where greater regional collaboration is required. The region needs:

- Improved coordination with the federal government
- Strong Activity Centers with the right mix of housing, jobs and transit
- A workforce that is more prepared for jobs in high growth industries
- A new image that better reflects its assets
- Greater investment in transportation infrastructure

While other regions have created new organizations and separate initiatives to spur their economies, regional officials believe COG has the capacity and relationships to effectively lead this effort. The following actions will address the region's urgent economic needs and help meet several of its Region Forward goals. The report recommends that area leaders at COG:

(1) Work with senior Administration officials to identify an official to serve as a federal-regional liaison to improve partnership.

While the region has benefited from a close relationship with the Congressional delegation, COG needs to build a strong and ongoing relationship with presidential Administrations that has simply not existed in the past. Such a partnership would help regional leaders better understand and mitigate the impact of federal cuts and plan future federal investments when opportunities present themselves.

(2) Implement a plan that will guide more efficient investments in the region's Activity Centers so that more of them have the right mix of housing, jobs and access to transit.

The Region Forward vision recommends focusing the majority of metropolitan Washington's growth in Activity Centers, but the region is falling short of its targets. In 2010, Activity Centers only captured 46 percent of new commercial construction and 31 percent of household growth. However, as the traditional suburban office park becomes an outdated location for economic development, mixed-use Activity Centers can increasingly help attract and retain businesses and workers. COG's Region Forward Coalition will develop an investment plan for use by local governments, developers, transit agencies, philanthropists, and other groups to guide their planning and investment decisions in the region's Activity Centers.

METROPOLITAN WASHINGTON

(3) Undertake an industry and labor market analysis to ensure that workforce development programs are training people for current and future growth sectors. & (4) Use this data to inform the development of a new brand that promotes the region's economic diversity.

As the region continues to redefine itself in light of the significant growth in the private sector, an analysis of those trends, the location and types of jobs and skill sets required, is needed. This report calls for the Region Forward Coalition to lead the data collection for the purpose of better aligning workforce and economic development efforts and beginning the process of creating a new regional image or brand that moves metropolitan Washington beyond being considered just a "government town."

(5) Implement a transportation priorities plan to garner broad-based public support and produce sustainable funding strategies.

Metropolitan Washington ranks among the most congested regions in the nation, and forecasts show steep increases in highway and transit congestion without additional capacity expansion. Current revenue streams cannot keep pace with the region's needs. As part of its Priorities Plan, the Transportation Planning Board at COG will develop, with strong input from stakeholders and the public, a list of 10-15 top priority strategies and identify specific funding sources to make the strategies a reality.

While these recommendations call for different actions, they are interrelated priorities that must be addressed as a whole. Failure in any one area is not an option and will hold the region back from its full economic potential.

These actions focus on what COG does best—bringing stakeholders together, sharing essential data with decision-makers, and developing regional solutions. Understanding the high stakes, the COG Board will work with its partners to aggressively promote and advocate these projects among area leaders, stakeholders, and the public. They also provide an excellent opportunity for COG officials to demonstrate leadership and tackle some of the region's largest challenges.

Population: 5.2 million

Seventh largest in the U.S.

Gross Regional Product: \$445 billion

Fifth largest in the U.S.

Unemployment rate: 5.3%

National: 7.9%

Employment: 3.2 million

Regional share of total federal spending: 9%

Regional share of national population: 1.7%

Percentage of population with a Bachelor's Degree: 47%, Advanced Degree: 23%

Third highest transit ridership in the U.S.



THE ISSUE

The federal government has been the driving force behind metropolitan Washington’s economy for decades. Most recently, it insulated the region from some of the more severe impacts of the Great Recession. But major changes appear to be on the horizon. Recent Bureau of Labor Statistics data shows job growth in the region falling behind many other major metro areas, and the combination of political gridlock and anticipated cuts to federal government spending and employment could slow its economy even further. Given this new reality, there is growing concern that the region is not ready for the economic changes that may result from a significant decrease in federal spending.

THE OPPORTUNITY

In this time of uncertainty, leaders who serve on the Metropolitan Washington Council of Governments Board of Directors saw a need to bring together area officials and stakeholders to think about ways to enhance the region’s economic growth and competitiveness. It was also an opportunity to advance Region Forward, the long-range vision plan for metropolitan Washington, because long-term economic success is closely tied to the region’s quality of life and other goals.

13

Metropolitan Washington ranked 13th of 15 in terms of job growth among major metro areas from December 2010 to December 2011.

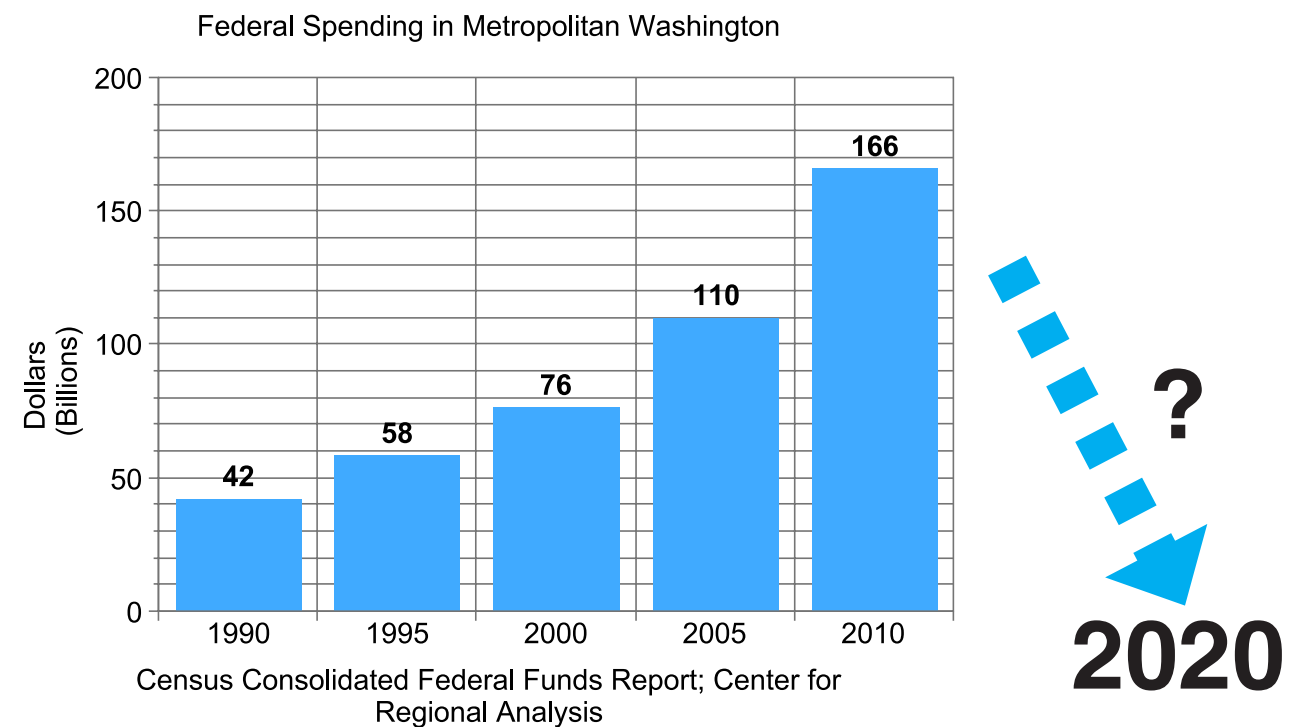
While economic development is not a traditional topic at the Council of Governments, COG deals with a number of issues—land use, transportation and housing—related directly to economic growth and competitiveness. For example, creating more activity centers with housing, jobs, and transit nearby is a major component of the Region Forward vision and a focus of area leaders on COG’s Region Forward Coalition. COG has also brought stakeholders together on specific economic topics, such as a workforce development effort in 2010.

Metropolitan Washington is not alone in considering ways to improve its future competitiveness. Other regions throughout the country are examining or have implemented a variety of

economic strategies—from reinventing themselves through metropolitan business plans to promoting their regional assets through public-private marketing campaigns to making new investments in infrastructure to reduce traffic congestion.

In February 2012, the COG Board voted to make economic growth and competitiveness its principal focus for the year. From March through July, the Board held five learning sessions at its monthly public meetings, inviting input from public, private, nonprofit and academic leaders. It also held a webinar with local economic development directors as well as a session at COG’s annual leadership retreat.

‘Can we do more regionally on economic development?’ was a key question asked of all participants throughout this initiative. The Board also used the sessions to turn the mirror on itself and ask how COG’s work can enhance the economy and move the region closer to meeting the goals in Region Forward. During the sessions, participants discussed the region’s economic outlook, competitive advantages, barriers to success, and opportunities for future growth—all of which informed this Call to Action Report.



SCALED BACK UNCLE SAM

The Region Forward plan envisions a diversified, stable and competitive economy for metropolitan Washington. For decades, the federal government provided the region's economic stability. Over the past 30 years, increases in spending totaled over \$120 billion, and federal procurements totaled over \$850 billion. From 2000 to 2010, federal spending more than doubled. In 2010, Virginia, Maryland, and Washington D.C., were first, fourth and fifth among all states in receiving federal procurements. But big changes are coming.

Metropolitan Washington's Fiscal Cliff:

- *Slowing federal spending*
- *Sequestration of \$1.2 trillion*
- *Ongoing budget uncertainty*

Today, the combination of slowing federal spending, automatic spending cuts of \$1.2 trillion (sequestration), and ongoing budget uncertainty is pushing metropolitan Washington dangerously close to a fiscal cliff. With Bush era tax cuts set to expire and new programs like the Affordable Care Act just beginning, lawmakers on Capitol Hill continue to disagree on the federal budget. As of the writing of this report, sequestration will occur if a budget agreement is not reached.

For a region with such a high level of federal investment, these cuts would have an enormous ripple effect throughout the entire economy.

Federal spending has also begun to slow down and experts foresee a smaller role for the federal government in the coming years. In 2011, for example, federal employment declined for 8 months. Between 2010 and 2015, the share of metropolitan Washington's gross regional product derived from federal government spending is forecast to decline by 3.5 percent—which would greatly impact the federal workforce, federal contractors, and area businesses that work with the government.

This daunting forecast was relayed to the COG Board by Dr. Stephen Fuller of the Center for Regional Analysis at George Mason University during the kickoff meeting of the economic growth and competitiveness initiative. Metropolitan Washington no longer leads, but follows the national economy, ranking 13th out of 15 major metropolitan areas in terms of job growth from December 2010 to December 2011.

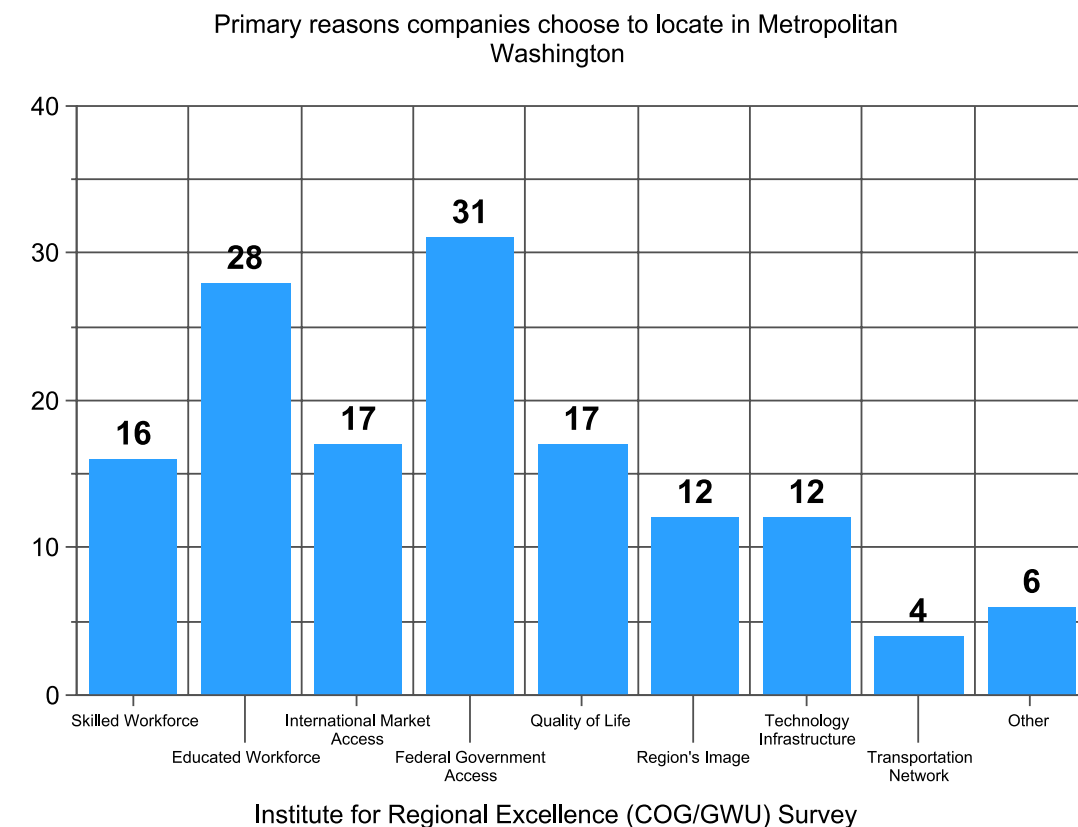
GROWING THE PRIVATE SECTOR

Despite expectations that federal spending will decrease, it will remain an important part of the region's economy. But for metropolitan Washington to advance its economic goals in Region Forward and combat the projections of slower growth, the region must build on its strengths and further develop its private sector.

While the region continues to be widely known as the nation's capital and a "government town," it is also home to a wide variety of expanding industries, including biotech and life sciences, information technology, professional services, and hospitality. To understand why businesses choose this region, a major part of COG's initiative focused on the region's many competitive advantages.

Participants at the COG sessions identified the region's educated workforce, entrepreneurial climate, international connections, and vibrant, transit oriented centers as some of its key competitive advantages. Several of these advantages were supported through a survey of area economic development officials and other stakeholders undertaken as part of the initiative by COG's Institute for Regional Excellence. In addition to the educated workforce, access to international markets, and quality of life, the survey emphasized that access to the federal government is another primary reason companies

choose to locate in metropolitan Washington.



As a sign of its attractiveness to businesses, the region has recently captured a third of all major corporate headquarter relocations in the country, according to Jim Dinegar of the Board of Trade.

**IRE is an executive management program by COG and GWU that trains local government managers to advance regional cooperation and increases their exposure to innovation*

COMPETITIVE ADVANTAGES

Metropolitan Washington enjoys several existing competitive advantages that make it a desirable place for companies to locate, including:

EDUCATED WORKFORCE

The region continues to produce and attract the most educated workforce in the country, with six of the top ten most-educated counties in the nation. Roughly 22% of the region's workforce has a graduate or professional degree, 47% has a bachelor's degree, placing the region first among the top twelve major metropolitan areas in the nation.

ENTREPRENEURIAL CLIMATE

Metropolitan Washington is home to over 500 fast-growing private new businesses, more than any region in the country, and research and development spending at colleges and universities exceeded \$3 billion in 2010.

INTERNATIONAL CONNECTIONS

Metropolitan Washington is one of the only regions in the US with three world-class airports: Washington Dulles International Airport, Baltimore/Washington International Thurgood Marshall Airport, and Ronald Reagan Washington National Airport. The region's diverse population—one in five residents born outside of the U.S.—also provides an opportunity for businesses to connect with foreign markets.

VIBRANT, TRANSIT-ORIENTED ACTIVITY CENTERS

The region boasts some of the nation's best examples of transit-oriented developments where residents have access to housing, jobs and transportation choices as well as cultural and recreational activities. The quality of life in these vibrant activity centers help the region attract and retain businesses and workers. And transit expansions, such as the Silver Line to Tysons Corner and Dulles Airport, will connect more transit riders with key job centers.

FEDERAL GOVERNMENT ACCESS

Access to the federal government is a primary reason companies and organizations choose to locate in metropolitan Washington, according to a survey of area economic development officials and other stakeholders.

SOURCES: COG, Greater Washington Initiative, Institute for Regional Excellence (COG/GWU Survey)

EXPANDING INDUSTRIES

In the face of reduced federal spending, there are several expanding industries that have great potential to spur new job growth in metropolitan Washington. The COG Board invited leaders from several of these sectors to share their input and inform the economic growth and competitiveness initiative.

BIOTECH

Michael Knapp of Orion BioStrategies highlighted the region's assets specific to his industry: billions annually invested in federal research, the most educated regional workforce in the U.S., and the home of some of the world's largest private equity and venture capital firms. Knapp, George Vradenburg of the Chesapeake Crescent, and several area economic development directors also stressed the tremendous opportunity to better commercialize the research coming out of area universities and federal research facilities.

HOSPITALITY

The hospitality industry is the second largest regional employer accounting for over 76,000 jobs in restaurants, hotels, and other tourism-related merchants according to Bruce Gudenberg of Destination DC. In 2011, D.C. welcomed 17.9 million tourists, which topped the pre 9/11 record number. The share of international tourists, who stay longer and spend more money than domestic ones, has been increasing and now make up 10% of all tourists.

CYBERSECURITY

Metropolitan Washington continues to be an industry leader in cybersecurity and related fields. Fort Meade, for example, is known as the nation's "cyber command center" and a major innovation cluster in this sector. The region is also home to the top five aerospace, defense, security and intelligence companies in the U.S. and ranks first nationwide in concentration of positions for computer and math sciences, with over 60,000 computer software engineers, 33,000 computer systems analysts, and 27,000 engineers.



NATIONAL SECURITY AGENCY
Fort Meade, MD

SHIPPING/CARGO

The shipping and cargo industry has been gaining a significant foothold in Greater Washington's economy. The Port of Baltimore, for instance, one of the nation's top ports for total cargo tonnage and overall dollar value of cargo, is able to carry megaships that other ports like Philadelphia and New York cannot. Regional manufacturing firms also use Reagan National, Dulles International, and BWI-Marshall airports to export their products domestically and overseas. Dulles is the only airport on the East Coast that is undergoing major expansion which will increase the region's ability to compete in the global marketplace.



INFORMATION TECHNOLOGY

Metropolitan Washington ranks first in the nation in the number of high tech establishments, with over 31,000 businesses, organizations, and entities in the industry, and the industry provides a total payroll of \$45.1 million. The region also offers the nation's highest concentration of computer and mathematical scientists, including computer software engineers and network systems and data communications analysts. It ranks first in the nation for the number of high tech firms, a \$45.1 million in economic activity. According to Tom Flynn of Loudoun County, 50 percent of Internet traffic in the US runs through the region, and the largest aggregation of telecommunications providers in North America is located near the Dulles corridor in Virginia.

PROFESSIONAL SERVICES

Professional and business services comprise 23% of jobs in the region's economy. Over the past decade, metropolitan Washington managed to create more jobs in this sector than any other major metropolitan region in the U.S. In 2010, the region also ranked first throughout the U.S. in percent of workforce in business and financial occupations, computer and mathematical operations, legal occupations, and management occupations.

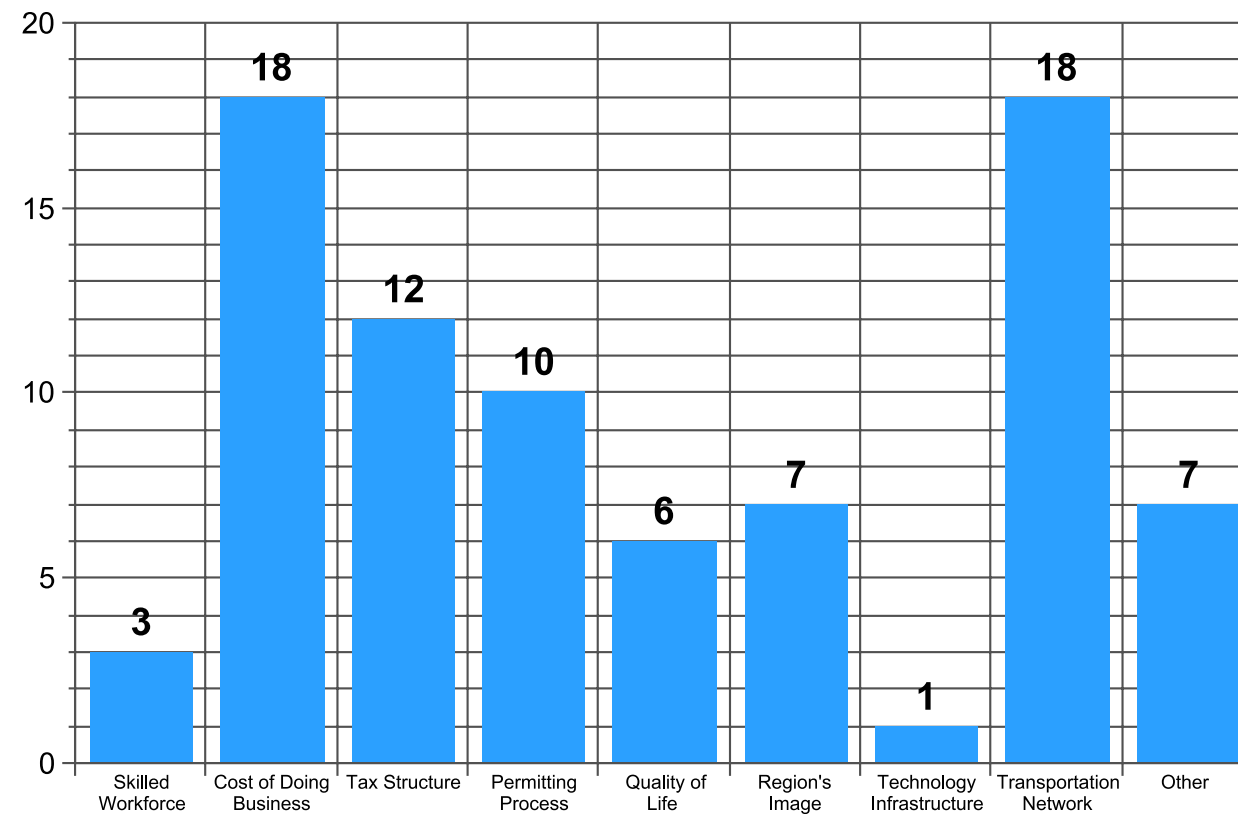
SOURCES: COG, Greater Washington Initiative, Metropolitan Washington Airports Authority

PRIORITIES FOR GROWTH

A better understanding of the challenges facing employers is necessary to ensure the vitality of the region's economy. Participants in COG's initiative were specifically asked to address their most significant obstacles and whether greater regional collaboration on these issues would help spur economic growth and development.

Perspectives varied with some focused on one specific industry or jurisdiction; like the need to better commercialize the research coming out of area universities and federal research facilities or the desire for a more streamlined business permitting process. Nevertheless, there was wide agreement by participants on several issues that would be best addressed through a comprehensive, regional approach: improved coordination with the federal government, strong centers with the right mix of housing, jobs and transit, a workforce that is prepared for jobs in high growth industries, a new image for the region that better reflects its assets, and greater investment in transportation infrastructure.

Greatest Challenges in Recruiting New Businesses to Metropolitan Washington



Institute for Regional Excellence (COG/GWU) Survey

These areas in need of improvement have been consistently called out in a variety of recent reports and forums. Transportation, the economy, and education ranked as the region's most important long-term issues in a survey conducted for the 2010 Region Forward vision. And in Region Forward's first progress report, released in June 2012, transportation funding and development in activity centers, are again highlighted as metropolitan Washington's major challenges.

Given the new economic outlook of decreased federal spending, there is now an even greater urgency to address these challenges so the region's expanding industries can reach their full potential.

Federal-Regional Partnership: As federal procurement and employment in the region declines, a stronger relationship between federal and regional officials is critical

The region can no longer count on the federal government to be the primary driver of its economy. Changes in federal spending underscore the need to diversify the economy, but also to strengthen partnerships with the federal government to better target investments in the region.

While the federal government has equal responsibility to each of the regions across the nation, it has a unique responsibility to metropolitan Washington as the region's single largest employer. There are no grant programs for the economic dislocation created by a retraction of federal procurement and employment as there are for other regions that lose large employers. As federal spending continues to decline, the region must have a strong foundation in place, and an identified metropolitan Washington liaison to help navigate the changes ahead.

The federal government has a vested interest in improving the region's transportation system and increasing the supply of affordable housing.

During the COG session, several stakeholders, including George Vradenburg of the Chesapeake Crescent Initiative reinforced this need and noted that as the region's anchor tenant, the federal government has a vested interest in improving the region's transportation system and increasing the supply of affordable housing.

Strong Centers: Metropolitan Washington needs Activity Centers with the right mix of housing, jobs, and access to transit

COG forecasts over 1.6 million more people for metropolitan Washington by 2040, the equivalent of adding the city of Philadelphia to its population. Accommodating this growth and development will be a major challenge impacting where people live, their commutes, the environment as well as the region's economic competitiveness.

The traditional suburban office park has become an outdated location for economic development. Instead, businesses—and the young professionals they need to employ—increasingly want to locate in mixed-use places that COG calls Activity Centers.

The Region Forward vision recommends focusing the majority of metropolitan Washington's growth in these Activity Centers—75 percent of new commercial construction and 50 percent of new households. However, the Region Forward Baseline Progress Report recently showed new growth had fallen short of the region's targets in 2010. Activity Centers only captured 46 percent of new commercial construction and 31 percent of household growth.

In addition to not meeting its target for housing in Activity Centers, the region's overall housing stock is not keeping pace with projected workforce



To meet economic and growth needs, the region must focus more development in Activity Centers, such as Potomac Town Center in Prince William County.

needs. According to *Housing the Region's Workforce*, a report by the Center for Regional Analysis at George Mason University, to secure its economic growth potential, the region needs to “meet the labor force requirements of the new economy as well as the other critical supporting requirements, including transportation services, water and sewage capacity, and the other amenities that have made the region attractive to workers moving here from other regions in the U.S. and world. Most importantly, the region will need to be able to meet the housing requirements of a new workforce.” The report stresses that the region needs 38,000 units per year but currently averages only 28,600 units.

While Metropolitan Washington has received national recognition for revitalizing its urban core and creating several vibrant, transit-oriented centers throughout its inner and outer suburbs, many of its centers do not have the right mix of housing and jobs and access to transit. This unbalanced growth is illustrated by Metro stations that lack development in Prince George's County and job centers like Tysons Corner with a large undersupply of housing.

In order to build on its success and stay ahead of its competitors, the region needs to use Activity Centers as a planning tool and guide more strategic investments based on a center's unique needs. The region will then be in a stronger position to attract workers and businesses looking for housing and transportation choices, cultural activities and recreational opportunities that metropolitan Washington's Activity Centers can provide.

Workforce Development: There is a mismatch between available jobs and skilled workforce that is forcing employers to look outside of the region for new employees

Metropolitan Washington has the highest percentage of advanced degrees (post-Bachelor's degree) in the country. At the same time, it is also a net importer of talent, according to Fuller, because of the mismatch between jobs and workers. The mismatch issue was also recently highlighted in *Education, Job Openings, and Unemployment in Metropolitan America*, a report by Brookings. The region has not found an effective tool for supplying workers with the right skills to meet industry demands.

While the educated workforce has attracted growth industries like IT and biotechnology, the Board heard from several industry leaders that they have to recruit from outside the region to fill new openings; and not just for high-skill positions. For

PRIORITIES FOR GROWTH

example, multiple technicians are needed to support the work of every scientist or engineer. A better understanding of emerging, high growth industry trends as well as a way to link that data to K-12 schools, colleges, and universities will make metropolitan Washington more competitive.

During the COG sessions, Sarah Oldmixon of the Community Foundation for the National Capital Region said workforce development systems throughout metropolitan Washington would benefit from greater regional coordination and consistency. There are pockets of successful partnerships between businesses and higher education—such as the Northern Virginia Community College (NOVA) Pathway to the Baccalaureate Program that have improved college access, success and completion for at-risk students—but they are the exception. Robert Templin of NOVA said area community colleges are focusing more on working with their K-12 counterparts as well as area businesses, who are investing in the development of their own future, highly-skilled workforce. While industry leaders all identified a mismatch between jobs and skilled workforce, the survey of economic development directors and government officials focused primarily on the lack of industry data, specifically the need for regional data that charts high-growth industries, emerging industries, and the skills for these jobs.

In January 2010, COG began looking into the issue of workforce development by bringing together leaders from education, economic development, philanthropy, business and labor, and government to discuss workforce development needs in metropolitan Washington. The group's final report, *Closing the Gaps to Build the Future*, supports the ideas and recommendations presented in this Call to Action and the establishment of a regional effort to improve workforce development. After two years and a sustained call for greater integration of workforce and economic development strategies, area leaders are poised to act but need a regional program or group to launch the effort.

A New Image: Further economic growth requires moving beyond the image of being a “government town”

For people that live, work, and play in metropolitan Washington, the region's assets are clear. But are they as well known to outsiders? Anchored by the federal government, professional services firms and defense based contractors have flocked to the region, and with good reason given the historic level of federal spending over the last decade.



LIVINGSOCIAL
Washington, D.C.

BRANDING: Metropolitan Washington needs an image that better reflects its position as a leader in innovation, science, and technology.



NATIONAL INSTITUTES OF HEALTH,
PORTER NEUROSCIENCE RESEARCH CENTER
Maryland



CENTER FOR INNOVATIVE TECHNOLOGY
Virginia

PRIORITIES FOR GROWTH

However, as noted by most participants, despite all the changes in metropolitan Washington in the past decade, it's still largely thought of as a government town and does not equate to innovation in many peoples' minds.

While federal jobs will continue to be a part of the regional economy, projected growth in industry clusters like cybersecurity in Maryland, information technology in Virginia, and venture capitalism in DC provides a tremendous opportunity for the region to redefine itself. In addition, the region can highlight competitive advantages like its vibrant, transit-oriented centers and international connections to promote itself as the premier place to do business.

How metropolitan Washington tells its story to the rest of the world will dictate how competitive it will be with other regions. The same analysis required for greater workforce preparation is needed to inform a new regional brand.

Transportation: Greater investment in transportation infrastructure is essential to the region's economic competitiveness

Metropolitan Washington ranks among the most congested regions in the nation. And in the next 30 years, the region's population growth is forecast to increase rush hour congestion by roughly 38 percent.

Over the same time span, five of six Metrorail lines will also be congested (100-200 people per car) or highly congested (over 120 people) without additional capacity expansion. Presently, only one line, the Orange line, carries more than 100 people per car. Metro will be unable to handle projected ridership growth.

In a globalized world, falling behind on infrastructure means falling behind economically.

Moreover, current revenue streams cannot keep pace with the region's operations and preservation needs. Metro dedicated funding, which provides an extra \$3 billion from the federal government for Metro's maintenance, is set to expire by 2020, and there is currently no legislation to extend the measure nor is there a commitment by the states to match. The gas tax is also becoming increasingly insufficient as the fuel efficiency of cars increases.

During the COG sessions, a wide range of participants from economic development directors to industry experts, stressed that a high performing transportation system is critical to the region's competitiveness. The corresponding survey on page 13 ranked the transportation system as one of the top challenges to recruiting and retaining businesses in the area. Mark Treadway of the Metropolitan Washington Airports Authority also emphasized the importance of transit and roadway access to the region's airports.

Without a funding strategy that invests in the region's transportation priorities, the failure of transit systems, roadways, bridges, and bike lanes/trails to run at full capacity threatens the region's economic viability and could lead businesses to relocate. This concern about the viability of the region's transportation system is consistent with other recent COG studies, such as the *Region Forward Progress Report*, which identified transportation funding as a major regional challenge. In a globalized world, falling behind on infrastructure means falling behind economically.



Without adequate funding, Metro and the region's highways will become even more congested, which will hurt the region's productivity and economic growth potential.

RECOMMENDATIONS

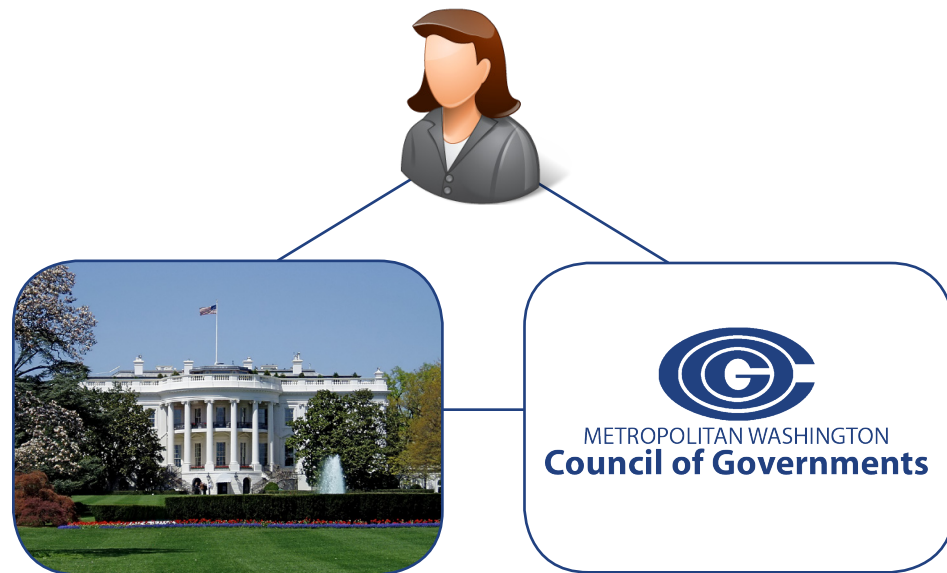
While other regions have created new organizations and separate initiatives to spur their economies, regional officials believe COG has the capacity and relationships to effectively lead this effort. The following actions will address the region's urgent economic needs and help meet several of its Region Forward goals.

A New Federal-Regional Liaison responsible for working closely with regional officials to mitigate impacts of current and proposed cuts in federal spending

Over the years, the COG Board has developed a strong partnership with the Congressional delegation members; particularly in areas like Chesapeake Bay restoration, homeland security, and dedicated funding for Metro. The region has been far less successful at sustained engagement with federal agencies and senior Administration officials on matters of importance to metropolitan Washington. Cabinet secretaries and senior Administration officials have addressed area leaders during various COG sponsored events, however no ongoing partnership has materialized because there was no sense of urgency for doing so.

Now, however, federal downsizing and fears of sequestration have created the need for a stronger relationship.

A liaison in the Administration—a single point of contact to work closely with regional officials to mitigate impacts of cuts in federal spending and employment and to address other federal-regional matters—would greatly benefit metropolitan Washington.



As the single largest regional employer and tenant, the federal government must ensure that regional officials understand and are prepared for the aftermath of such cuts. It must also be able to readily communicate the region's priority funding areas, given the new reality of diminished resources.

COG is currently working with the White House Office of Intergovernmental Affairs to identify the appropriate person, likely the director, to serve as a liaison to the National Capital Region. This liaison role would need to be formally acknowledged by COG and the Administration.

Once this relationship is confirmed, this report recommends COG convene senior Administration and regional officials to discuss current and future needs, including the potential impact of sequestration on the economy. Staff should also develop a plan for regular engagement of the Administration, including new opportunities for collaboration.

An Activity Center Investment Plan to guide efficient investment in vibrant mixed-use centers that are the engines of regional economic growth and competitiveness

As noted in this report, the region's mixed-use Activity Centers are a major competitive advantage. Through their housing and transportation choices, cultural activities, recreational opportunities, and overall vitality, these centers can increasingly help attract and retain businesses and workers. They make people want to live, work, play and learn in metropolitan Washington.

For over a decade, COG has urged governments and businesses to focus more growth in Activity Centers. This idea became a cornerstone of the Region Forward vision as well. But as the recent Region Forward Baseline Progress Report has shown, the region urgently needs to accelerate its development in Activity Centers in order to meet population, housing and job forecasts and grow more sustainably. In order to accomplish this, the Region Forward Coalition is developing tools and strategies for local governments, developers, transit agencies, philanthropists, and other groups to guide their planning and investment decisions. The Coalition is a diverse group of elected officials, business, nonprofit, and educational leaders brought together by COG to advance the regional vision.

One of its major projects has been an update of the Activity Centers Map in 2012. In the past, the centers were used by COG and its member governments for technical analysis. The new map is intended to have more uses, such as a starting point for planning and investment activities. In addition, there are Activity Centers in every member jurisdiction so every city and county can contribute to meeting the region's economic goals.

The Coalition will examine centers based on shared characteristics to determine each center's needs. With this data, the Coalition's Activity Center Investment Plan will be able to recommend specific, strategic investments. In a time of limited funding, Activity Centers offer public and private investors an opportunity to make a greater impact.

Industry and Labor Market Analysis to ensure that workforce development programs are training for current and future growth sectors

A significant asset that contributes to metropolitan Washington's economic competitiveness is the strength of its workforce. The region has the largest percentage of degreed professionals in the country. Contradicting this success, however, is a recent trend by employers to recruit skilled workers from outside the region.

What this report, and others including COG's 2010 Closing the Gaps to Build the Future report show, is that while the region's universities and colleges continue to graduate highly skilled professionals, the skill sets are not in alignment with the needs of employers. There is a significant disconnect between the region's education and business community that, if not addressed, will result in prolonged unemployment and potential relocation of high growth industry leaders.

The region needs data and analysis that identifies current and projected workforce demands by sector, including the skill sets needed to fill those positions. It also needs a mechanism to relay this regional data to educators for curriculum implementation and economic development directors to inform local decisions. This kind of information is critically important to the prosperity of the region; specifically its ability to adapt to changes in the economy.



Concentrating Development: Activity Centers Map (2012 Update)

The Region Forward Coalition understands this need and is committed to helping the economy grow and diversify, though the integration of workforce and economic development activities has not been a major component of its work to-date. This report recommends that the Coalition expand its members to include a greater cross section of education and workforce development stakeholders who will oversee the industry and labor market data collection and analysis.

With this regional data, government officials, educators, and universities/colleges will have the information needed to better align local workforce and economic development programs resulting in a stronger more competitive region.

A Regional Brand that accurately reflects and promotes metropolitan Washington's growing economic diversity

Metropolitan Washington is the largest beneficiary of federal government employment and procurement of any region in the country. While this is a significant part of the economy, the region has much more to offer. High growth industries like biotech, cybersecurity and professional services have redefined the marketplace and are driving the region's economy.

One of the many goals of Region Forward is for Washington to be a recognized global knowledge hub for technology and innovation. Now is the time, especially as the federal government contracts, for Washington to re-brand itself. Each of the region's 22 jurisdictions have significant economic assets that would benefit greatly from a new regional image—one that accurately reflects and promotes its growing economic diversity and which can be used to help support local economic development and marketing efforts.

As this report has detailed, regional data on emerging and high growth industries is lacking; affecting not only the region's ability to produce the appropriate workforce but also its ability to sell itself as more than just a government town. This point reinforces the need for the Region Forward Coalition to take the lead in collecting and analyzing industry and labor market data. Once that work is completed, the analysis can be used to inform the creation of a new regional brand. A detailed scope of work will be developed and presented to the COG Board before a branding effort begins, since the Coalition will require additional partners and resources for the project.

RECOMMENDATIONS

A Regional Transportation Priorities Plan that garners broad-based public support and produces sustainable funding strategies for transportation infrastructure

As growth in metropolitan Washington continues to place heavier demands on the region's transportation network, decision makers will be challenged to make critical improvements to roads, transit, and pedestrian and bicycle infrastructure. However, current funding strategies have proven ineffective to adequately support this investment in infrastructure. As noted in the report, a high performing transportation system is critical to the region's competitiveness.

The National Capital Region Transportation Planning Board (TPB), the region's metropolitan planning organization, is currently working to develop short- and long-term strategies to address regional transportation challenges.

The Regional Transportation Priorities Plan has been in development since July 2011. Development of the Priorities Plan was prompted by a suggestion from the TPB's Citizens Advisory Committee to help decision makers target infrastructure investments at the same time that funding is becoming more limited. This is not business-as-usual planning for the TPB. The Priorities Plan represents a new approach necessitated by economic conditions and political inaction.

The Regional Transportation Priorities Plan



The TPB is studying challenges confronting the region's transportation system, such as insufficient and ad-hoc funding mechanisms, limited transit coverage, and a lack of coordination in transportation and land-use planning.

To overcome these challenges, the TPB will develop a list of 10-15 top priority strategies, such as increasing Metrorail capacity and bringing highways and bridges to a state of good repair. Critically, the Priorities Plan will also identify specific funding sources to make the strategies a reality. The ultimate goal is that the funding solutions outlined in the Priorities Plan – such as an increase in the gas tax, a new sales tax to support transportation infrastructure, or a public-private infrastructure investment mechanism – will be sustainable and replicable for the region's long-term future.

The Priorities Plan is expected to be completed in mid-2013, with several additional opportunities for citizen input prior to the Plan's release. The COG Board will be tracking its progress and work closely with the TPB to promote the Plan and advance its recommendations.

Conclusion

While these recommendations call for different actions, they are interrelated priorities that must be addressed as a whole. Failure in any one area is not an option and will hold the region back from its full economic potential.

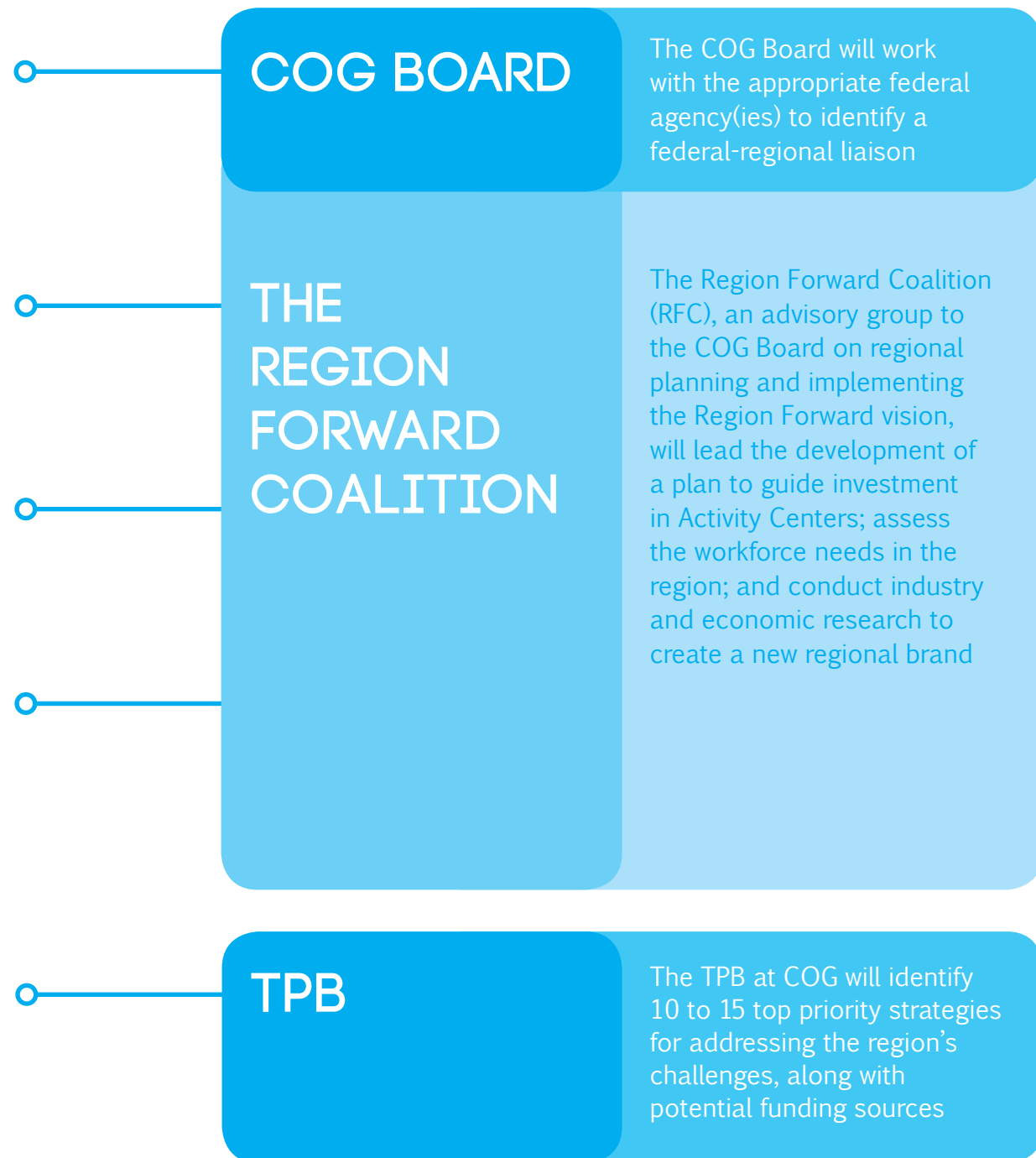
These actions focus on what COG does best—bringing stakeholders together, sharing essential data with decision-makers, and developing regional solutions. Understanding the high stakes, the COG Board will work with its partners to aggressively promote and advocate these projects among area leaders, stakeholders, and the public. They also provide an excellent opportunity for COG officials to demonstrate leadership and tackle some of the region's largest challenges.

OBSERVATION: COG must refocus its current and upcoming projects with the goal of improving regional economic growth and competitiveness.

THE REGION NEEDS

- Federal-Regional Partnership:**
 As federal procurement and employment in the region declines, a stronger relationship between federal and regional officials is critical
- Strong Centers:**
 Metropolitan Washington needs Activity Centers with the right mix of housing, jobs, and access to transit
- Workforce Development:**
 There is a mismatch between available jobs and a skilled workforce that is forcing employers to look outside of the region for new employees
- A New Image:**
 Further economic growth requires moving beyond the image of being a “government town”
- Transportation Investment:**
 Greater investment in transportation infrastructure is essential to the region’s economic competitiveness

HOW COG WILL MAKE IT HAPPEN



WHAT WILL BE THE RESULT?



WHAT ARE OTHER REGIONS AND PLACES DOING TO MAKE THEIR ECONOMIES MORE COMPETITIVE?



NORTHEAST OHIO / CLEVELAND

In Northeast Ohio, a collaborative effort between local governments, elected officials, businesses, civic leaders, research and education institutions, engaged citizens, and over 50 regional philanthropies is ramping up levels of high-technology clusters, education, worker skill, and public-private connections in the region. The Partnership for Regional Innovation Services to Manufacturers (PRISM), for instance, will help participating firms update their business models, upgrade incumbent worker skills, and gain more access to regional innovation resources.



MINNEAPOLIS - SAINT PAUL

With its proposed Entrepreneurship Accelerator (EA), Minneapolis-Saint Paul seeks to utilize its well-educated workforce, sophisticated research and development, diverse business base, and high concentration of Fortune 500 corporations to rekindle the region's business environment. Designed to stimulate the growth of innovative companies, the EA's team of experts and prominent stakeholders will provide networking opportunities, mentor assistance, higher-quality and more timely information, and annual investments.

PUGET SOUND / SEATTLE

In Puget Sound, a coalition of over 350 business, government, nonprofit, labor, and education organizations have put together the Building Energy-Efficiency Testing and Integration Center and Demonstration Network (BETI) to maintain the region's competitive edge in clean technology and pursue new growth opportunities. By providing the means to test and integrate new technologies, BETI is helping transform the region's concentrations of software technologies and energy efficiency products into a leading export sector.



METRO ATLANTA

Even with the state capital, colleges and universities, numerous Fortune 500 headquarters, and the one of the world's busiest airports driving Metro Atlanta's economic growth, the region has also incurred economic losses from the recession, prompting stakeholders in the public, private, and non-profit sectors to put together an economic roadmap. Plan 2040 analyzes the strengths, weaknesses, and future challenges facing Metro Atlanta to help strengthen the region's economy for the future—for example, by benchmarking the region's economy against other metropolitan areas.



CHICAGO

Despite being a major center for advanced business and professional services, the City of Chicago has recovered slowly from the recession, forcing the greater Chicago region to forge an economic plan to build on its existing strengths, both for large corporations and small- and medium-sized enterprises. For instance, the region's Plan for Economic Growth and Jobs identifies reducing congestion, improving infrastructure, developing logistics parks, and supporting innovative transportation firms and industries as a key strategy to make the Chicago metropolitan area a leading transportation and logistics hub.



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STAFF

ITEM 8 - Action
September 19, 2012

Approval of a TPB Bus on Shoulder Task Force

Staff Recommendation: Receive briefing and approve the enclosed membership and work plan for the TPB Bus on Shoulder Task Force.

Issues: None

Background: At its July 18th meeting, the TPB requested that a task force be established to identify promising locations in the region to operate buses on the shoulders of highways. The Board will be briefed on the proposed membership and work plan for the task force.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Proposed Task Force and Work Plan for an Assessment of Bus On Shoulder (BOS) Feasibility in the Washington Metropolitan Region

DATE: September 12, 2012

At the July 18, 2012 meeting of the Transportation Planning Board (TPB), it was requested that a task force be established to identify promising locations in the region to operate buses on the shoulders of highways. This memo proposes the membership for the task force and a work plan and schedule for coordinating an assessment of the experience and potential for Bus On Shoulder (BOS) operations on the region's freeways and major arterials. As requested by the TPB, this task force will bring together the stakeholder agencies, including transit operators, departments of transportation, and local jurisdictions, to review local and national experience with BOS and discuss the potential for near-term applicability in the region. The task force will oversee a scoping of potential locations for BOS, including a high-level benefit-cost analysis of implementing BOS along select corridors and bus routes.

Proposed Task Force Membership

The regional assessment of BOS feasibility will be coordinated through a series of meetings, with necessary work assigned through discussion.

The meeting co-Chairs will be Ms. Carol Krimm, of the City of Frederick Board of Aldermen, and Mr. Chris Zimmerman, of the Arlington County Council. Other prospective members will be invited from the following:

<i>Departments of Transportation</i>	<i>Transit Operators</i>	<i>Jurisdictions</i>
<ul style="list-style-type: none">• District of Columbia (DDOT)• Maryland (MDOT)• Virginia (VDOT)	<ul style="list-style-type: none">• WMATA• PRTC• MTA Commuter Bus• Loudoun Transit	<ul style="list-style-type: none">• Fairfax County• Frederick County• Montgomery County• Prince George's County• Others...

The first meeting of the task force would be held at 10:00 AM on Wednesday, October 17, 2012, prior to that day's TPB meeting.

Background on the Bus On Shoulders (BOS) Concept and Experience

BOS is an arrangement by which buses providing public transportation service operate on designated highway shoulders, when safe and practical to do so, in order to circumvent peak traffic congestion. As described in the just published Transit Cooperative Research Program (TCRP) Report 151: A Guide for Implementing Bus On Shoulder (BOS) Systems:

“Typically, the BOS projects limit buses using the shoulder to times when traffic on the highway is congested and moving very slowly, and they cap the speed buses are allowed to operate on the shoulder.” (Page 1-1). http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_151.pdf

Current local experience with BOS includes bus operation along a short section (1.3 mi) of VA-267 (the Dulles Toll Road), for bus access to the West Falls Church Metrorail Station, and along the shoulders of MD-29 near Burtonsville. Previously, bus service operated along the Maryland portion of the Capital Beltway in the vicinity of the American Legion Bridge was permitted to operate on shoulders; however, this service was discontinued in 2003. Looking ahead, VDOT is conducting an assessment of the potential of BOS along I-66. In addition, as described in the TCRP report, several other cities across the United States also have BOS service; of these, Minneapolis has the most-developed network with over 270 miles of BOS corridors.

A review of the BOS concept and experience will reinforce current work by the TPB. The TPB is in the second year of the Regional Transportation Priorities Plan (RTPP) study, with the purpose of identifying those transportation strategies that best promote the TPB’s goals for economic opportunity, transportation choices, system safety and efficiency, quality of life and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges faced in meeting the TPB’s goals.

One of the RTPP strategies now being refined is that of increasing the application of bus priority measures across the region, specifically: *“Apply operational management strategies including roadway treatments that speed up buses, traffic signal coordination, and low-cost improvements that alleviate choke points.”* Bus On Shoulders is one concept that falls under this strategy, and also reinforces the TPB’s previous efforts in bus priority, including the WMATA Priority Corridor Network Plan Study, the publication of the *Priority Bus Treatments Guidelines*, and the Multimodal Coordination and Bus Hot Spots study, as well as the ongoing TIGER Grant for Priority Bus Transit. As this region considers current and future travel needs, including expanded public transportation, the BOS concept may offer opportunity for relatively cost-effective improvements in bus service.

Proposed Work Plan

The task force will hold at least three meetings and review technical research, transportation data analysis, and benefit-cost analysis of selected locations. TPB staff will coordinate the collection of information and the development of supporting analyses with input and assistance from stakeholder agency staff.

Task 1 – Summary of Local and National Experience with Bus On Shoulders

Experience with current and previous BOS experience in the region will be summarized, to include an overview of the safety, roadway engineering, and bus service operations aspects. In addition, a summary of national experience and its applicability and use in this region will be prepared and

reviewed, including federal regulations, requirements for requesting design exceptions, and supporting state legislation. This information will be used as a resource for discussion and development of the assessment.

Task 2 – Assessment of the Feasibility of BOS at Specific Locations

Stakeholder agencies will identify potential corridors for BOS operation on the region’s highway network, based on 1) existing highway congestion locations, 2) current bus service, and 3) highway shoulder conditions. This information will be used to screen out infeasible locations and to identify potential corridors and bus routes for further analysis.

Task 3 – Analysis of Select Corridors/Routes in the Region

Using the results of Tasks 1 and 2, the TPB staff, with assistance from the respective highway and transit agencies, will conduct an analysis of the feasibility of BOS on the potential corridors/routes in the region. The analysis will:

1. Identify issues and challenges with safe operation,
2. Develop capital cost and operating cost inputs, as provided by the stakeholder agencies.
3. Determine potential travel time savings for bus routes based on highway congestion,
4. Present a benefit-cost analysis of the prospective benefits to riders and traffic relative to the projected costs of implementation of BOS service, on the selected corridors/routes.

For each task, technical memoranda summarizing the results will be prepared, with supporting presentations for the task force. In addition, periodic updates will be provided to the TPB, the TPB Technical Committee, the TPB Management, Operations and Intelligent Transportation Systems (MOITS) Subcommittee, and the TPB Regional Bus Subcommittee. A final presentation to the TPB is proposed for its May 2013 meeting.

The proposed schedule of work is shown below:

Proposed Schedule											
Tasks	2012				2013						
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Task 1											
Summary of Local and National Experience with Bus On Shoulders											
Task 2											
Assessment of the Feasibility of BOS at Specific Locations											
Task 3											
Analysis of Selected Locations in the Region											
Meetings		▲			▲			▲			
Technical Memoranda			■		■			■			

Draft 08/31/12

ITEM 10 - Information

September 19, 2012

Briefing on an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)

Staff Recommendation: Receive briefing on the draft scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP.

Issues: None

Background: On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region's 2012 CLRP and FY 2013-2018 TIP that will include the region's new 2015 attainment year. The analysis must be completed before July 20, 2013. On September 13 the scope of work was released for a 30-day public comment period that will end on October 13. At the October 17 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.

**AIR QUALITY CONFORMITY ASSESSMENT:
2012 CONSTRAINED LONG RANGE PLAN
AND THE FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
2015 FORECAST YEAR
SCOPE OF WORK**

I. INTRODUCTION

EPA's final rule designating nonattainment areas for the 2008 ozone national ambient air quality standards (NAAQS) was published in the *Federal Register* on May 21, 2012 and is effective July 20, 2012. The Washington, DC-MD-VA region has been designated as a marginal non-attainment area. The attainment date for the 2008 ozone NAAQS for marginal non-attainment areas is December 31, 2015. All non-attainment areas must make a conformity determination within one year of the effective date of the initial non-attainment designation. This deadline is July 20, 2013. The recently approved conformity analysis of the 2012 CLRP and FY2013-2018 TIP satisfies the requirements of the deadline established, except for an analysis of the 2015 attainment year. In order to meet this requirement, staff will complete an analysis of the 2015 forecast year for the 2012 CLRP.

Project inputs and technical assumptions for the 2012 CLRP and FY2013-2018 TIP conformity analysis were approved at the February 15, 2012 TPB meeting. Emissions analyses for the following forecast years have been completed: 2007, 2017, 2020, 2030, and 2040. The analysis of the 2015 forecast year will complete the requirements for the initial conformity determination with regard to the 2008 ozone NAAQS.

As with all conformity determinations, the plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analysis of the 2015 forecast year and presents an outline of the work tasks required to address all regulations currently applicable.

II. REQUIREMENTS AND APPROACH

A. Criteria (See Exhibit 1)

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions,
2. Provide expeditious implementation of TCMs, and
3. Contribute to annual emissions reductions.

Assessment criteria for ozone, CO, and PM_{2.5} are discussed below.

Ozone season pollutants will be assessed by comparing the "action" scenarios to the 8-hour ozone area 2008 Reasonable Further Progress (RFP) VOC and NO_x emissions budgets which were deemed adequate for use in conformity by EPA in September 2009. There is no change to this because areas designated non-attainment for the 2008 ozone NAAQS are required to use any existing adequate or approved SIP motor

vehicle budgets for a prior ozone NAAQS when determining conformity for the 2008 ozone NAAQS until budgets for the 2008 ozone NAAQS are either found adequate or are approved.

The region is in maintenance for mobile source wintertime CO and, as in prior conformity assessments, is required to show that pollutant levels do not exceed the approved budget.

PM_{2.5} pollutants will be assessed both by comparing the “action” scenarios to a 2002 base and by comparing the pollutant levels to the budgets submitted by the MWAQC to EPA in April, 2008. PM_{2.5} emissions will be inventoried for yearly totals (instead of on a daily basis as performed for Ozone and CO).

B. Approach (See Table 1 – Summary of Technical Approach)

In addition to the elements below, explicit inputs include: a summary list of major policy and technical input assumptions, shown as Attachment A; and all transportation network elements which were finalized at the February 15, 2012 TPB meeting.

TABLE 1 – Summary of Technical Approach

	Ozone	Wintertime CO	PM_{2.5}
Pollutant:	VOC, NO _x	CO	Direct particles, Precursor NO _x
Emissions Assessment Criteria:	8-hour 2008 Reasonable Further Progress (RFP) ozone budgets	Approved wintertime CO emissions budget	Reductions from base 2002 inventory
Emissions Analysis Time-frame:	Daily	Daily	Annual
Geography:	8-hour ozone non-attainment area	DC, Arl., Alex., Mont., Pr. Geo.	8-hr. area less Calvert County
Network Inputs:	Regionally significant projects		
Land Activity:	Round 8.1		
Modeled Area:	3722 TAZ SYSTEM		
Travel Demand Model:	Version 2.3		
Mobile Model:	MOBILE6.2 emissions factors, consistent with the procedures utilized to establish the VOC and NO _x mobile source emissions budgets	MOBILE6.2 Consistent with procedures used to establish the budget	MOBILE6.2 ‘Seasonal’ approach, consistent with procedures used to establish the budget
Emissions Factor Refinements:	2011 vehicle registration data for all jurisdictions		

III. CONSULTATION

1. Execute TPB consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998).
2. Discuss at TPB meetings or forums, as needed, the following milestones:
 - Scope of work
 - Conformity assessment: documentation and comments
 - Process: comments and responses

IV. WORK TASKS

1. Prepare forecast year highway, HOV, and transit networks
 - Develop 2015 highway network
 - Prepare 2015 transit network input files
2. Prepare 2015 travel and emissions estimates
 - Execute travel demand modeling
 - Develop Mobile6.2 emission factors with new 2011 vehicle registration data
 - Calculate emissions (daily for ozone season VOC and NO_x for ozone standard requirements; daily for winter CO; yearly for PM_{2.5} direct particles and precursor NO_x)
3. Analyze results of above technical analysis
 - Comparison to 8-hour ozone season 2008 RFP budgets (ozone season VOC and NO_x)
 - Reductions from a 2002 base inventory (PM_{2.5})
 - Comparison to approved budgets (Wintertime CO)
4. Assess conformity and document results in a report
 - Document methods
 - Draft conformity report
 - Forward to technical committees, policy committees
 - Make available for public and interagency consultation
 - Receive comments
 - Address comments and present to TPB for action
 - Finalize report and forward to FHWA, FTA and EPA

V. SCHEDULE

The schedule for the execution of these work activities is shown in Exhibit 2. The time line shows completion of the analytical tasks, preparation of a draft report, public and interagency review, response to comments and action by the TPB on December 19, 2012.

Exhibit 1

Conformity Criteria

All Actions at all times:

- Sec. 93.110 Latest planning assumptions.
- Sec. 93.111 Latest emissions model.
- Sec. 93.112 Consultation.

Transportation Plan:

- Sec. 93.113(b) TCMs.
- Sec. 93.118 and/or Emissions budget and /or Interim
- Sec. 93.119 emissions.

TIP:

- Sec. 93.113(c) TCMs.
- Sec. 93.118 and/or Emissions budget and /or Interim
- Sec. 93.119 emissions.

Project (From a Conforming Plan and TIP):

- Sec. 93.114 Currently conforming plan and TIP.
- Sec. 93.115 Project from a conforming plan and TIP.
- Sec. 93.116 CO, PM₁₀, and PM_{2.5} hot spots.
- Sec. 93.117 PM₁₀ and PM_{2.5} control measures.

Project (Not From a Conforming Plan and TIP):

- Sec. 93.113(d) TCMs.
 - Sec. 93.114 Currently conforming plan and TIP.
 - Sec. 93.116 CO, PM₁₀, and PM_{2.5} hot spots.
 - Sec. 93.117 PM₁₀ and PM_{2.5} control measures.
 - Sec. 93.118 and/or Emissions budget and/or Interim
 - Sec. 93.119 emissions
-

Sec. 93.110 Criteria and procedures: Latest planning assumptions.

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

Sec. 93.111 Criteria and procedures: Latest emissions model.

The conformity determination must be based on the latest emission estimation model available.

Sec. 93.112 Criteria and procedures: Consultation.

Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.

The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.

There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.

The project must come from a conforming plan and program.

Sec. 93.116 Criteria and procedures: Localized CO, PM₁₀, and PM_{2.5} violations (hot spots).

The FHWA/FTA project must not cause or contribute to any new localized CO, PM₁₀, and/or PM_{2.5} violations or increase the frequency or severity of any existing CO, PM₁₀, and /or PM_{2.5} violations in CO, PM₁₀, and PM_{2.5} nonattainment and maintenance areas.

Sec. 93.117 Criteria and procedures: Compliance with PM₁₀ and PM_{2.5} control measures.

The FHWA/FTA project must comply with PM₁₀ and PM_{2.5} control measures in the applicable implementation plan.

Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget

The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets

The FHWA/FTA project must satisfy the interim emissions test(s).

NOTE: See EPA's conformity regulations for the full text associated with each section's requirements.



**Schedule for the 2015 Forecast Year Analysis
2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY2013-
2018 Transportation Improvement Program (TIP)**

September 13, 2012	Draft Scope of Work is Released for Public Comment
*September 19, 2012	TPB is Briefed on Draft Scope of Work
October 13, 2012	Public Comment Period Ends
*October 17, 2012	TPB Reviews Public Comments and is asked to Approve Draft Scope of Work
November 15, 2012	Draft Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*November 21, 2012	TPB Briefed on the Conformity Assessment
December 15, 2012	Public Comment Period Ends
*December 19, 2012	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption
*TPB Meeting	



WORK SCOPE ATTACHMENT A

POLICY AND TECHNICAL INPUT ASSUMPTIONS AIR QUALITY CONFORMITY ANALYSIS OF 2012 CLRP & FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM

1. Land Activity

- Round 8.1 Cooperative Forecasts

2. Policy and Project Inputs

- Highway, HOV, and transit projects and operating parameters
- Financially constrained project submissions to be advanced by the TPB on 2/15/2012

3. Travel Demand Modeling Methods

- Version 2.3 Travel Model
- All HOV facilities at HOV-3 in 2020 & beyond
- Transit “capacity constraint” procedures (2020 constrains later years)

4. Emissions Factors

- Use MOBILE6.2 emissions factors incorporating 2011 vehicle registration data
- Seasonal PM_{2.5} factors for total directly emitted particles and precursor NO_x

5. Emissions Modeling Methods / Credits

- Yearly PM_{2.5} emissions (total PM_{2.5} and precursor NO_x) using seasonal traffic adjustments and above emissions factors
- Offline emissions analyses

6. Conformity Assessment Criteria

- Emissions budgets for ozone precursors, PM_{2.5} pollutants, and wintertime CO
- Analysis years: 2007, 2015, 2017, 2020, 2030, & 2040

ITEM 11 - Information

September 19, 2012

Briefing on Updated Safety Margins Recommended for Mobile Emissions Budgets for the 2012 PM2.5 Redesignation Request and Maintenance Plan

Staff Recommendation: Receive briefing on recent analyses of the emissions sources to be included in the maintenance plan, and on updated safety margins recommended for the mobile emissions budgets for 2017 and 2025 in the plan.

Issues: None

Background: The Metropolitan Washington Air Quality Committee (MWAQC) is preparing a request to EPA for redesignation of the Washington DC-MD-VA nonattainment area to attainment status for Fine Particle Pollution (PM2.5), along with a maintenance plan demonstrating compliance with PM2.5 standards through 2025. At its March 21, 2012 meeting, the TPB approved a letter to MWAQC recommending the incorporation of safety margins of 20 percent and 30 percent into out-year mobile emissions budgets for 2017 and 2025 respectively in a PM2.5 maintenance plan under development by MWAQC.

National Capital Region Transportation Planning Board

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M E M O R A N D U M

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

SUBJECT: Updated Safety Margins for Mobile Emissions Budgets for the 2012 PM2.5
Redesignation Request and Maintenance Plan

DATE: September 11, 2012

At its March 21, 2012 meeting, the National Capital Regional Transportation Planning Board (TPB) approved a letter to the Metropolitan Washington Air Quality Committee (MWAQC) recommending the incorporation of safety margins of 20 percent and 30 percent into out-year mobile emissions budgets for 2017 and 2025 respectively in a PM2.5 maintenance plan under development by MWAQC. On June 1, 2012, TPB staff provided additional information in support of this recommendation in the attached letter to MWAQC.

Over the past several months a Mobile Budget Task Force appointed by MWAQC Chair Phil Mendelson has been working on developing language to be incorporated into the PM2.5 maintenance plan to address the mobile budget issue. TPB staff provided comments and suggestions during some of the task force meetings based on the TPB's recommendation for safety margins in the mobile budgets. During a conference call held on July 31, I proposed that a safety margin of 20 percent would be sufficient and could be used for both 2017 and 2025, since the sensitivity analysis conducted by TPB staff and reported in the June 1, 2012 letter showed that the impact of an older fleet on PM2.5 emissions was actually lower in 2025 than in 2017. This proposal was accepted by the task force and has been reflected in all subsequent drafts of the mobile budget language.

In an article entitled "Make your car last 200,000 miles," the August 2012 issue of Consumer Reports states:

"The average age of all cars on the road is approaching 11 years, up from about eight years in 1995, according to Polk research," and "a decade ago - - - cars weren't as reliable and durable as they are today. But improvements in rust prevention, engine technology, and lubricants have been game changers, and now you can expect to keep any car rolling into six-figure territory with proper care."

It seems clear that the aging of the vehicle fleet is being driven in part by long-term increased durability factors, as well as by short-term economic conditions. This underscores the

importance of providing safety margins in the 2017 and 2025 mobile emissions budgets to allow for potential further aging of the vehicle fleet, along with other factors outside the control of the MPO process.

Currently the TPB plans to obtain updated fleet data as of July 1, 2014, July 1, 2017, and so on every three years. The TPB will be required to use the updated fleet data for any conformity determination after the data become available in late 2014, 2017 and so on, before the mobile budgets can be updated and found adequate by EPA in the PM2.5 maintenance plan. The safety margins will help ensure that conformity can still be demonstrated with the existing mobile budgets while the update process is underway.

I had the opportunity to discuss the use of safety margins in maintenance plans with EPA and FHWA officials and some other MPOs at the August 7-8, 2012 NTAQS meeting in Philadelphia. These discussions confirmed that the use of safety margins is common practice for maintenance plans for all of the same reasons as are being addressed in the Washington region.

Provisions of MAP-21 Affecting Air Quality Planning

During the most recent conference call of the MWAQC Mobile Budget Task Force on August 30, 2012, I suggested that the task force should include in its considerations new provisions in the MAP-21 legislation related to on-road mobile source emissions and PM2.5 emissions in particular. This new legislation was signed into law by President Obama on July 6, 2012, and the new provisions become effective on October 1, 2012.

MAP-21 introduced a new performance based approach in Section 150(d) to supporting seven national goals relating to safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delays. Performance measures will be established by the Secretary of Transportation for each of these goals, and states, public transportation providers and MPOs will establish targets for the measures in coordination with each other. Progress toward the targets will be referenced in plans and TIPs.

MAP-21 contains provisions in the Congestion Mitigation and Air Quality Improvement (CMAQ) Program that will ensure that CMAQ funds are used to achieve additional reductions in fine particulate matter. The following specific provisions relate to the use of CMAQ funds under section 104(b)(4):

“(k) PRIORITY FOR USE OF FUNDS IN PM2.5 AREAS. -

“(1) IN GENERAL. – For any State that has a nonattainment or maintenance area for fine particulate matter, an amount equal to 25 percent of the funds apportioned to each State under section 104(b)(4) for a nonattainment or maintenance area that are based all or in part on the weighted population of such area in fine particulate matter nonattainment shall be obligated to projects that reduce such fine particulate matter emissions in such area, including diesel retrofits.

“(2) CONSTRUCTION EQUIPMENT AND VEHICLES. – In order to meet the requirements of paragraph (1), a State or metropolitan planning organization may elect to

obligate funds to install diesel emission control technology on nonroad diesel equipment or on-road diesel equipment that is operated on a highway construction project within a PM2.5 nonattainment or maintenance area.

In addition, MPOs like the TPB are subject to new performance planning requirements, as follows:

“(1) PERFORMANCE PLAN. –

- (1) IN GENERAL. - Each metropolitan planning organization serving a transportation management area (as defined in section 134) with a population over 1,000,000 people representing a nonattainment or maintenance area shall develop a performance plan that –
 - (A) Includes an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or maintenance;
 - (B) Describes progress made in achieving the performance targets described in section 150(d); and
 - (C) Includes a description of projects identified for funding under this section and how such projects will contribute to achieving emission and traffic congestion reduction targets.
- (2) UPDATED PLANS. – Performance plans shall be updated biennially and include a separate report that assesses the progress of the program of projects under the previous plan in achieving the air quality and traffic congestion targets of the previous plan.

These requirements should give assurance to stakeholder groups that the transportation sector will be making a continuing commitment to planning and implementing additional measures to reduce fine particulate matter in the Washington region.

The MPO planning requirements will provide an opportunity to analyze mobile source emissions using performance measures and targets in a manner that can supplement the EPA conformity process.

National Capital Region Transportation Planning Board

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June 1, 2012

Honorable Phil Mendelson
Chairman
Metropolitan Washington
Air Quality Committee (MWAQC)
777 North Capitol Street, NE, #300
Washington, DC 20002

Dear Chairman Mendelson:

At its March 21, 2012 meeting, the National Capital Region Transportation Planning Board (TPB) approved a letter to MWAQC recommending the incorporation of safety margins of 20 percent and 30 percent into out-year mobile emissions budgets for 2017 and 2025 respectively in a PM2.5 maintenance plan under development by MWAQC. In this letter, TPB staff is providing additional information in support of the TPB's March 21 recommendation.

If MWAQC proceeds with the development of a PM2.5 maintenance plan for the Washington region, mobile emissions budgets will need to be developed for the out-years of 2017 and 2025 for both precursor NO_x and primary PM2.5. EPA conformity regulations require that these budgets be based on current estimates of those emissions for 2017 and 2025 using the latest assumptions about future transportation and land use for the region, as well as the age and composition of the region's vehicle fleet and the parameters and procedures incorporated into the model currently mandated by EPA for estimating motor vehicle emissions. Once set, these budgets will be used, perhaps for many years, for determining the conformity of the TPB's plans and programs with the requirements of the Clean Air Act of 1990, as amended. The key issue of concern to the TPB is that future emissions estimates that the TPB will be required to develop to demonstrate conformity for these out-years could be impacted significantly by changes in the composition and age of the region's vehicle fleet, as well as by revisions to EPA's emissions estimation model (currently "MOVES 2010a"), both of which are external inputs to the planning process administered by the TPB.

The potential impact of changes in the vehicle fleet

TPB staff is providing as an attachment to this letter, and as a supplement to the TPB's March 21 letter, detailed results of a sensitivity test designed to assess the potential impact of changes in the mix and age of the vehicle fleet. As discussed later, these results form part of the rationale for the TPB's recommendation of safety margins of 20 percent and 30 percent for 2017 and 2025 respectively.

Honorable Phil Mendelson

June 1, 2012

2

The TPB has collected and analyzed Vehicle Identification Number (VIN) data for all vehicles registered in the Washington region for three distinct points in time in 2005, 2008, and 2011. Snapshots of the VIN data were taken on July 1 of each of these years, and it is anticipated that similar snapshots will be taken each July 1 at three year intervals into the future: 2014, 2017, 2020, and so on.

Since the TPB has VIN data for 2005, 2008, and 2011, it has been possible for TPB staff to estimate precursor NOx and primary PM2.5 fine particulate emissions for 2017 and 2025 for different vehicle fleet mix and age assumptions. Specifically, TPB staff calculated these emissions with the most recent 2011 VIN data (already programmed for use in the PM2.5 maintenance SIP), and also with the 2005 VIN data. As documented in the attached Power Point presentation, significant differences were found in the emissions levels using the two different years of VIN data. For 2017, precursor NOx and primary PM 2.5 emissions were found to be higher by 25 percent and 22 percent respectively with 2011 VIN data than with 2005 VIN data, due largely to aging of the fleet between 2005 and 2011. For 2025, the differences were found to be 8 percent and 11 percent respectively. Breakdowns by vehicle type found that these differences were due predominately to light commercial trucks, buses and heavy duty trucks. For precursor NOx only 41 percent of the difference in 2017 and 21 percent in 2025 was due to passenger vehicles. The corresponding percentages for primary PM2.5 were 19 percent and 40 percent respectively.

The levels of emissions reductions that will actually be achieved in 2017 and 2025 will be highly dependent on continued steady turnover of not only passenger vehicles, but also light commercial trucks, buses and heavy duty trucks. If the turnover rates are slower than currently projected, the anticipated reductions will not be achieved. Such slower turnover rates could result in revised precursor NOx and primary PM2.5 projections that exceed the TPB staff projections currently being considered by MWAQC for use in setting mobile emissions budgets for 2017 and 2025. It is to allow for the possibility of such slower turnover rates, as well as possible changes in EPA's mandated emissions model, that the TPB has recommended the incorporation of safety margins in mobile emissions budgets for 2017 and 2025.

Summary

The specific safety margins recommended by the TPB in its March 21 letter to MWAQC, 20 percent for 2017 and 30 percent for 2025, are based in part on the VIN data assessment reported above, and in part on previous experience with changes in EPA's mandated emissions estimating procedures, which have typically resulted in significantly higher emissions estimates from the same set of local inputs. While there is no basis at this time for predicting the impact of future changes in EPA's emissions estimating procedures, the likelihood of such changes occurring increases as time goes on; hence the significantly higher safety margins recommended for 2025 than for 2017.

Three charts that were provided in the attachment to the TPB's March 21 letter are provided again in the PowerPoint attached to this letter. First, page 10 shows that primary PM2.5 emissions currently projected for 2040 are 2.1 percent higher than projected for 2025, so that conformity could not currently be demonstrated for 2040 if the 2025 mobile emissions budget were set at the 2025 projected level. Second, pages 11 and 12 show that even with the safety margins recommended by the TPB, total emissions from all sources are significantly below the levels required for a PM2.5 maintenance plan.

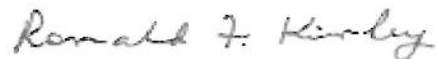
Honorable Phil Mendelson

June 1, 2012

3

TPB staff is transmitting with this letter a set of detailed results of the VIN data assessment reported above. The letter and the supporting data tables are being provided to help inform ongoing MWAQC deliberations about the development of a PM2.5 maintenance plan, and the implications of such a plan for the TPB's ability to meet air quality conformity requirements for future updates to the region's transportation plans and programs.

Sincerely,

A handwritten signature in cursive script that reads "Ronald F. Kirby".

Ronald F. Kirby
Director, Department of
Transportation Planning

ITEM 12 - Information

September 19, 2012

Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2013-2018 TIP

Staff Recommendation: Receive briefing on the draft call for projects document and schedule for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.

Issues: None

Background: The Board will be asked to approve the final call for projects document at its October 17 meeting.

National Capital Region
Transportation Planning Board

CALL FOR PROJECTS



For the Air Quality Conformity Analysis of the
2013 Update to the Financially Constrained
Long-Range Transportation Plan (CLRP)
and the FY 2013-2018 Transportation
Improvement Program (TIP)

DRAFT

September 12, 2012



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Email: accommodations@mwkog.org. For details: www.mwkog.org.

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INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Financially Constrained Long Range Transportation Plan or CLRP) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2013 to 2040. The plan identifies transportation projects, programs and strategies that can be implemented by 2040, within financial resources “reasonably expected to be available.”

Purpose of this Document

This document is a broad solicitation for projects and programs to be included in the 2013 Plan and the FY 2013-2018 TIP. Individual counties, municipalities and state and federal agencies with the fiscal authority to fund transportation projects are invited to submit projects in response to the solicitation. The purpose of this document is to:

1. Describe the policy framework and priorities that should guide project selections;
2. Review federal regulations related to the Plan and TIP; and
3. Explain the project submission process for the Plan and the TIP.

OVERVIEW OF THE POLICY FRAMEWORK AND FEDERAL REQUIREMENTS

The Plan and TIP must address the policy framework, the TPB Vision, and federal requirements, which together comprise the key criteria for the development of the Plan and TIP, summarized in Figure 1 on the next page. The eight policy goals in the TPB Vision can be found on page 14.

The Plan and TIP must meet federal requirements involving financial constraint, air quality conformity, public participation, Title VI and environmental justice, and other requirements including a Congestion Management Process (CMP). A financial plan must show how the updated long-range plan can be implemented with expected revenues. The plan and TIP need to demonstrate conformity with national air quality standards.

PLANNING REGULATIONS

The U.S Department of Transportation issued final regulations for Metropolitan Transportation Planning on February 14, 2007 based upon the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) legislation.

All plans adopted after July 1, 2007 must comply with these planning regulations. Requirements pertaining to the CLRP and TIP process include:

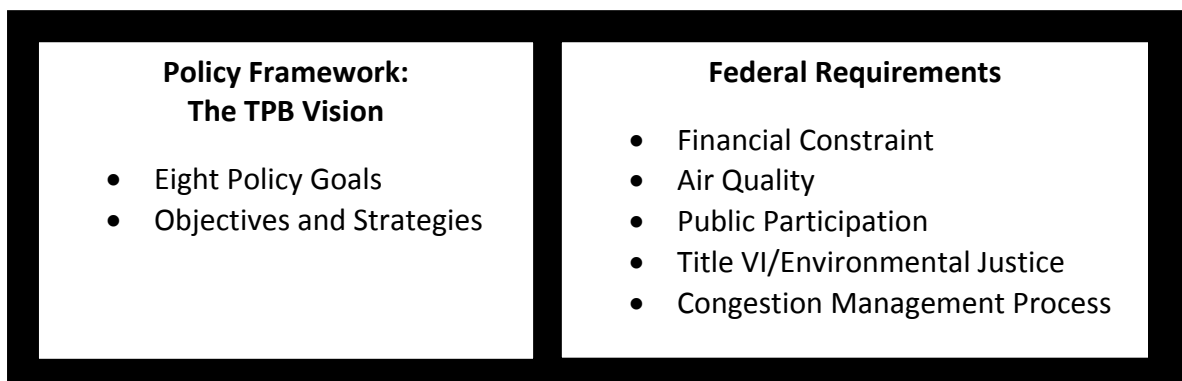
- The Plan and TIP must be updated every 4 years instead of 3 and 2 respectively. The 2010 CLRP was a major Plan update with a new financial plan.
- A Congestion Management Process (CMP) is required. The Congestion Management Process is a systematic set of actions to provide information on transportation system

performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods.

- Eight planning factors to consider during Plan and TIP development. The TPB Vision incorporates the eight planning factors; security is addressed implicitly. The factors are:
 - Safety;
 - Security; and
 - Consistency between transportation improvements and state and local planned growth and economic development patterns.
- During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included.

MAP-21, or Moving Ahead for Progress in the 21st Century is the successor to SAFETEA-LU and was signed into law on July 6, 2012. Federal planning regulations based on this law are under development and are expected to be released within the next year.

Figure 1: Key Criteria for Developing the Plan and TIP



RELATIONSHIP BETWEEN THE PLAN AND TIP

The TPB is responsible for preparing a program for implementing the plan using federal, state, and local funds. This document, known as the TIP, provides detailed information showing what projects are eligible for funding and implementation over a six-year period. Like the Plan, the TIP needs to address the TPB Vision and federal requirements. The TIP includes portions, or phases, of projects selected for implementation from the Plan. While the entire project is described in the Plan, in many instances only a portion of the project is included in the six-year TIP. The Plan is reviewed every year and the TIP is updated every two years. Under federal requirements the Plan and TIP must be updated at least every four years.



SCHEDULE FOR THE 2013 CLRP AND THE FY 2013-2018TIP

September 19, 2012*	TPB is briefed on Draft Call for Projects.
October 17, 2012*	TPB releases Final Call for Projects - transportation agencies begin submitting project information through on-line database.
December 14, 2012	DEADLINE: transportation agencies complete on-line submission of draft project Inputs.
January 4, 2013	Technical Committee reviews Draft CLRP project submissions and draft Scope of Work for the Air Quality Conformity Assessment.
January 10, 2013	CLRP project submissions and draft Scope of Work released for public comment.
January 16, 2013*	TPB is briefed on project submissions and draft Scope of Work.
February 9, 2013	Public comment period ends.
February 20, 2013*	TPB reviews public comments and is asked to approve project submissions and draft Scope of Work.
May 3, 2013	DEADLINE: transportation agencies finalize CLRP forms (including Congestion Management Documentation Forms where needed) and amendments to the FY 2013-2018 TIP. Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was February 20, 2013.
June 13, 2013	Draft CLRP, TIP amendments and Conformity Assessment released for public comment at Citizens Advisory Committee (CAC).
June 19, 2013*	TPB briefed on the draft CLRP, TIP amendments and Conformity Assessment.
July 13, 2013	Public comment period ends.
July 17, 2013*	TPB reviews public comments and responses to comments, and is presented the draft CLRP, TIP amendments and Conformity Assessment for adoption.

*TPB Meeting

SECTION 1: POLICY FRAMEWORK

THE TPB VISION

To guide the planning and implementation of transportation strategies, actions, and projects for the National Capital Region the TPB adopted a Vision in October 1998 that is a comprehensive set of policy goals, objectives, and strategies. The TPB Vision incorporates the eight planning factors specified in current federal regulations; security is addressed implicitly. The eight planning factors are provided in Section 2.

The TPB Vision will be used to review and assess the strategies and projects under consideration for inclusion in the Plan and TIP. In developing proposed projects and strategies in the Plan or TIP, each agency must consider their contributions to meeting the eight planning factors. In this way, the TPB will be able to ensure and document that consideration of the required planning factors has taken place. Consideration of regional goals and objectives may also prove useful to agencies in selecting among proposed projects or actions when the desired level of investment exceeds the projected available revenues. Especially important are projects and strategies that contribute to meeting the required emission reductions and achieving air quality conformity.

Vision Statement

In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

The Vision Goals

1. The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will **give priority to management, performance, maintenance, and safety** of all modes and facilities.
4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and **protects the region's natural environmental quality, cultural and historic resources**, and communities.
6. The Washington metropolitan region will achieve better **inter-jurisdictional coordination of transportation and land use** planning.

7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s) for regional and local transportation system priorities** that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will **support options for international and interregional travel** and commerce.

EVOLVING POLICY CONTEXT AND DIRECTION FOR THE 2013 PLAN

Over the past few years, the TPB, its member agencies, and the Metropolitan Washington Council of Governments (COG) have undertaken several activities to examine emerging policy priorities and opportunities. In the Call for Projects for the 2010 CLRP, the TPB requested that agencies begin to consider this expanded context when selecting projects.

COG's Climate Change Report and the Region Forward report both include policy goal recommendations for the transportation sector, including the following:

- Reduce mobile-source greenhouse gas emissions,
- Reduce Vehicle Miles Traveled (VMT) per capita,
- Increase the construction of bicycle and pedestrian facilities,
- Increase the share of walking, bicycle and transit trips, and
- Ensure that all Regional Activity Centers will have bus or rail transit accessibility.

It should be noted that these goals are consistent with language already found in the TPB's Vision goals, objectives, and strategies.

This evolving policy context and direction will be considered in the development of the 2013 CLRP, in addition to the specific goals of the Region Forward report as adopted by the COG Board, the COG Climate Report, VMT-reducing strategies of the TPB's Regional Mobility and Accessibility Study (RMAS), and the need to address the east-west divide.

At its July 20 2011 meeting, the TPB approved a scope of work and process to develop a regional transportation priorities plan for the National Capital Region. This 2-year process includes steps to reaffirm regional goals and determine challenges to achieving those goals; identify strategies to address challenges; and develop regional priority strategies, reliant on extensive public input, using a comprehensive benefit-cost approach. The purpose of the priorities plan is to identify 10 to 15 strategies that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals. The priorities will be above and beyond the project and programs in the CLRP.

Interim Report 1 was presented to the TPB on January 18, 2012 and identified a list of performance measures that would identify regional challenges and measure progress toward meeting those challenges. As outlined in a presentation of Interim Report 2 to the TPB on July 18, 2012, the next round of public outreach will take place in fall/winter 2012, and will test a refined set of regional goals, challenges, and strategies that incorporates feedback from earlier public outreach efforts. The strategies identified as a result of the priorities plan will be helpful in identifying projects for the 2014 CLRP that make the greatest contribution to advancing the goals that have been adopted by the region.

SECTION 2: FEDERAL REQUIREMENTS

AIR QUALITY CONFORMITY REQUIREMENTS

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a nonattainment status for the 8-hour ozone standard and for fine particles standards (PM_{2.5}, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and TIP must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance.

BACKGROUND

Ozone Season Pollutants (VOC and NO_x)

On May 21, 2012 the Environmental Protection Agency (EPA) designated the Washington, DC-MD-VA region as a marginal non-attainment area for the 2008 ozone national ambient air quality standards (NAAQS). Until the Metropolitan Washington Air Quality Committee (MWAQC) updates the region's ozone State Implementation Plans (SIPs) with new mobile budgets, the region must conform to the mobile budgets set for the old 1997 NAAQS. These mobile budgets are the 2008 Reasonable Further Progress (RFP) budgets found adequate by EPA on September 4, 2009. The RFP budget for Volatile Organic Compounds (VOC) is 70.8 tons/day, and for Nitrogen Oxides (NO_x) is 159.8 tons/day.

Fine Particles (PM_{2.5}) Pollutants

On December 17, 2004 the EPA designated the Washington, DC-MD-VA area as nonattainment for the 1997 PM_{2.5} NAAQS. PM_{2.5} standards refer to particulate matter less than or equal to 2.5 micrometers in diameter. To address the requirements associated with this designation, MWAQC adopted a SIP with mobile budgets on March 7, 2008 and submitted it to EPA. EPA never approved those budgets.

On January 12, 2009, EPA determined that the region had attained the 1997 PM_{2.5} NAAQS and issued a clean data determination for the area. In early 2012 Virginia, Maryland, and the District of Columbia withdrew the SIPs, including the mobile budgets. In the absence of approved mobile budgets, EPA allows for an assessment that shows emissions in forecast year scenarios are no greater than those in a 2002 base.

CURRENT STATUS

As part of the conformity assessment of the 2013 CLRP, projected emissions for the actions and projects will need to be estimated for the following forecast years: 2015, 2017, 2020, 2030, and 2040. If the analysis of mobile source emissions for any of these years shows an increase in pollutants above what is allowed, it will be necessary for the TPB to define and program transportation emission reduction measures (TERMs) to mitigate the excess emissions, as has

been done in the past. The TPB Technical Committee's Travel Management Subcommittee will develop a schedule for submittal and analysis of candidate TERM proposals for potential inclusion in the 2013 CLRP for the purpose of NO_x, VOC, or PM_{2.5} emissions mitigation. Should emissions analysis for any forecast year indicate excess emissions which cannot be mitigated, TPB's programming actions would become limited to those projects which are exempt from conformity.

FINANCIAL CONSTRAINT

UPDATING THE PLAN

The following financial requirements for the Plan are based upon the current federal planning regulations.

The long-range Plan must include a financial plan that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the cost of implementing proposed transportation system improvements. The plan must compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation use, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan.

The estimated revenue by existing revenue source (Federal, State, local and private) available for transportation projects must be determined and any shortfalls shall be identified. Proposed new revenue and/or revenue sources to cover shortfalls must be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

The 2010 financial plan for the Plan and TIP was adopted by the TPB in November 2010. This financial analysis produced the same financial "big picture" as in the 2006 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. More information about the current financial plan is available at www.clrp.mwcog.org.

Agencies should review the timing, costs and funding for the actions and projects in the Plan, ensuring that they are consistent with the "already available and projected sources of revenues." Significant changes to the projects or actions in the current plan should be identified. New projects and strategies, specifically addressing regional air quality conformity needs also should be identified. If new funding sources are to be utilized for a project or action, agencies should describe the strategies for ensuring that the funding will be available.

Other projects or actions above and beyond those for which funds are available or committed may be submitted to the Plan under illustrative status. A change in project status from

illustrative to full status would require a Plan amendment. Illustrative projects will not be assumed in the air quality conformity determination of the Plan.

DEVELOPING INPUTS FOR THE TIP

The following financial requirements for the TIP are based upon the current federal planning regulations.

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).

In developing the TIP, the MPO, the States and the public transportation operators must cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. The TIP shall include a project or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

Only projects for which construction and operating funds can reasonably be expected to be available may be included under full status in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial analysis, the MPO shall take into account all projects and strategies funded under Title 23, USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. All revenue and cost estimates must use an inflation rate(s) to reflect “year of expenditure dollars” based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

In non-attainment areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed.

New projects included in the Air Quality Conformity Analysis should be amended into the FY 2013-2018 TIP if funding is expected to be programmed for any phase between fiscal years 2013 and 2018. For these new projects, agencies must ensure that the first two years in the TIP are “limited to those for which funds are available or committed.”

TITLE VI AND ENVIRONMENTAL JUSTICE

The Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Federal Transit Administration (FTA) issued the Circular “Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients” (FTA C 4702.1A) on May 13, 2007. The Federal Highway Administration (FHWA) also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: “FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program”.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has developed a Title VI Plan to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” which includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available at www.mwcog.org/titlevi.

The TPB addresses these requirements in several ways. First, to ensure on-going input from transportation disadvantaged population groups, the TPB has a proactive public involvement process as described in the TPB’s Public Participation Plan. The TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. Second, each time the Plan is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, a TPB member, presents those comments to the TPB. Third, an analysis of travel characteristics and accessibility to jobs is conducted to ensure that disadvantaged groups are not disproportionately impacted by the long-range plan. The latest analysis and AFA report can be found on the [CLRP website](#). Fourth, The TPB has a Language Assistance Plan ([Language Assistance Plan: Accommodating Individuals with Limited English Proficiency in the Planning Process](#)) and follows the [COG accommodations policy](#) for people with disabilities and LEP persons to ensure access to documents and meetings.

CONGESTION MANAGEMENT DOCUMENTATION

The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. The CMP impacts many aspects of the CLRP, including problem identification, analysis of possible actions, project prioritization and selection, and post-implementation monitoring. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

In accordance with federal law and regulations, the regional CMP must look at a number of separate components of congestion. The CMP must identify the location, extent, and severity of congestion in the region. Within the TPB work program, the CMP considers information and trend analysis on overall regional transportation system conditions, and undertakes a number of associated travel monitoring and analysis activities. A data collection and analysis program compiles transportation systems usage information, incorporates that information in its travel forecasting computer models, and publishes the information in reports. TPB's periodic aerial surveys of the region’s freeways show the most congested locations and associated planning or project activities occurring at that location. Since there are only very limited sources of information at the regional level for non-freeway arterials, agencies or jurisdictions should use their own data sources to characterize congestion on those facilities.

The following additional CMP components should be addressed through this Call for Projects as follows:

1. The CMP must consider congestion and congestion management strategies directly associated with Plan projects. Requested in this Call for Projects is documentation of any project-specific information available on congestion that necessitates or impacts the proposed project. Submitting agencies are asked to cite whether congested conditions necessitate the proposed project, and if so, whether the congestion is recurring or non-recurring.
2. For any project providing a significant increase to SOV capacity, it must be documented that the implementing agency considered all appropriate systems and demand management alternatives to the SOV capacity. This requirement and its associated questions are substantially unchanged from what has been requested in recent years. A special set of SOV congestion management documentation questions must be answered for any project to be included in the Plan or TIP that significantly increases the single occupant vehicle carrying capacity of a highway. A copy of the Congestion Management Documentation Form is included in this Call for Projects document for reference. Note that this form is not required to be filled out for all projects, only for projects meeting certain criteria. Non-highway projects do not need a form.

Certain highway projects may also be exempt from needing a form. The detailed instructions later in this Call for Projects document provide further instructions and exemption criteria. It is recommended to complete a form in association with all submitted, non-exempt projects to ensure compliance with federal regulations and with regional goals.

OTHER FEDERAL REQUIREMENTS

The Final Planning Rule adds several other federal requirements in addition to air quality conformity and financial constraint which are described briefly here.

PLANNING FACTORS

The Final Rule specified eight planning factors to consider while developing the Plan and TIP, listed below, and emphasizes safety, security and consistency between transportation and economic development. The TPB vision incorporates all of the planning factors specified in the current federal regulations, except for explicitly addressing security. However, the TPB and the region have been very active in addressing security since 9/11 and have incorporated security and safety into the TPB's planning framework through a series of on-going planning activities. Implementing agencies will be asked to identify how each project addresses the eight planning factors in the project submission forms.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;

3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

PUBLIC PARTICIPATION

Metropolitan Planning Organizations (MPOs) are required to do the following based on the final planning regulations:

- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process;
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment; and
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Web.

The TPB adopted a Public Participation Plan on December 19, 2007. The Plan can be found online at www.mwcog.org/clrp/public/plan.asp.

CONSULTATION

During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. Consultation may involve comparison of a map of transportation improvements to conservation plans or maps and natural or historic resources inventories. The TPB's efforts on this requirement are described on the CLRP website at www.mwcog.org/clrp/elements/environment/.

ENVIRONMENTAL MITIGATION DISCUSSION

The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. The TPB's efforts on this requirement are described on the CLRP website at www.mwcog.org/clrp/elements/environment/envmitigation.asp.

FREIGHT PLANNING

The ability to move freight and goods is a critical element of the Washington region's economy. All businesses and residences rely on freight. There is a strong emphasis on freight movement considerations in metropolitan transportation planning.

On July 21, 2010 the TPB approved the National Capital Region Freight Plan. This was the first Freight Plan for the metropolitan Washington area. It defines the role of freight in the region, provides information on current and forecasted conditions, identifies regional freight concerns such as safety and security, and includes a National Capital Region Freight Project Database.

Questions 22 through 29 on the Financially Constrained Long-Range Transportation Plan Project Description Form address a number of planning factors, including economic competitiveness, truck and freight safety, accessibility and mobility of people and freight, and integration and connectivity of the transportation system for people and freight. Strong consideration should be given to projects that support these goals for freight.

ANNUAL LISTING OF PROJECTS

Federal regulations require that the TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001.

SECTION 3: PROJECT SUBMISSION INSTRUCTIONS

This section describes the process to be used by transportation implementing agencies when updating project information for the CLRP as well as the Air Quality Conformity inputs, the Transportation Improvement Program and the Congestion Management Process. The project description forms are designed to elicit information to enable policy makers, citizens and other interested parties and segments of the community affected by projects in the plan to understand and review them. Description forms must be completed for all projects to be included in the Plan and the TIP. All regionally significant projects, regardless of funding source, must be included in the Plan for Air Quality Conformity information purposes. A Congestion Management Process Form must be completed for all projects meeting the requirements described on page 33 of these instructions. The remainder of this section describes how to update Plan, TIP and Conformity project information using an online database application. TERM analysis and reporting procedures are not addressed here; see Section 4 for those instructions.

THE ONLINE DATABASE FOR THE CLRP, TIP AND CONFORMITY

An online database application is used to gather project information from each agency. Staff from implementing agencies will be assigned an account with a user name and password. There are two levels of access to the database; editors and reviewers. Each agency should decide which person on their staff should assume these roles. Once logged into the application users will have access to the most recent version of the Plan and TIP information that was approved by the TPB. TPB staff will offer training sessions to assist staff with the application as needed.

CLRP PROJECT DESCRIPTION FORM INSTRUCTIONS

Projects should be described in sufficient detail to facilitate review by the TPB and the public. Specific information is needed on the project location and physical characteristics, purpose, projected completion date, total estimated costs, proposed sources of revenues, and other characteristics. Submissions for studies should indicate those cases where the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. TERM projects or actions should also be identified. Project Description Forms should be used to describe the full scope of a facility's improvements.

Basic Project Information

1. Submitting AgencyThe agency that is submitting the project information.
Defined by the user's agency status.
2. Secondary AgencyAny other agencies working in conjunction with primary agency
3. *Agency Project ID*Agencies can use this field to track projects with their own ID systems.
4. *Project Type*Identify the functional class or category on which projects will be grouped in reports. Options include: *Interstate, Primary, Secondary, Urban, Transit, Bike/Ped, Bridge, Enhancement, ITS, Maintenance, CMAQ, Other.*
5. *Project Category*Identify the nature of the project: *System Expansion* (adding capacity to a road or transit system), *System Preservation* (any work on the road or transit system that does not add capacity), *Management, Operations and Maintenance, Study, Other.*
6. *Project Name*A very brief, user-friendly description of the project; e.g. "East Market Street Widening" or "Downtown Circulator Bus System"
7. *Facility*These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix*Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable
 - b. *Number*The route number that corresponds with the above prefix. Again, combinations are acceptable.

- c. *Name*Full name of facility; e.g. “Capital Beltway,” “East Street” or “Red Line”. To the extent possible, this field should be limited to actual street names or transit routes.
- d. *Modifier*Any term that needs to be used to further describe a facility, such as “extended”, “relocated” or “interchange”.
8. *From (At)*The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.
9. *To*.....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.
10. *Description*Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.
11. *Projected Completion Year*.....Estimated year that the project will be open to traffic or implemented.
12. *Project Manager*Name of project manager or point-of-contact for information
13. *E-mail*E-mail address for project manager or point-of-contact for information
14. *Web Site*URL for further project information from implementing agency
15. *Total Mileage*If available; enter the total length of the project to the closest tenth of a mile.
16. *Map Image*If available, upload an image file to assist
17. *Documentation*If necessary, upload any extra documentation for the project. This could include financial plans or supplemental information materials.
18. *Bike/Ped Accommodations*Indicate using the pull-down menu whether the project is:
a) *Primarily a bicycle/pedestrian project*, b) *Includes accommodations for bicycle/pedestrian users*, or c) *Does not include accommodations for bicycles and pedestrians*.
19. *Jurisdiction*Select the appropriate jurisdictions for the project. Multiple jurisdictions can be selected by pressing the **CTRL** key while clicking.

20. *Total Estimated Cost*If available, enter the cost of the project from start to finish
21. *Remaining Cost*Estimated cost remaining to be spent on project (not required).
22. *Sources*Indicate the sources of funds: Federal, State, Local, Private, Bonds, Other. Hold the **CTRL** key down to select multiple sources.

MAP-21 Planning Factors

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

Use the checkboxes to select all that apply:

- a. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increases the safety of the transportation system for all motorized and non-motorized users.
 - i. *Is this project being proposed specifically to address a safety issue?*
 Note: It is presumed that all new projects being constructed include safety considerations. Select “Yes” only if the primary reason the project is being proposed is to address a safety issue.
 - ii. *If so, please briefly describe (in quantifiable terms, where possible) the nature of the safety problem:*
- c. Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- d. Increase accessibility and mobility of people
- e. Increase accessibility and mobility of freight
- f. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system management and operation.
- i. Emphasize the preservation of the existing transportation system.

Environmental Mitigation

24. *Have any potential mitigation activities been identified for this project? If so, identify the types of activities below.*

Use the checkboxes to select “Yes” or “No” and to identify any mitigation activities being planned for this project.

- *Air Quality,*
- *Energy,*
- *Floodplains,*
- *Geology, Soils and Groundwater,*
- *Hazardous and Contaminated Materials,*
- *Noise,*
- *Rare, Threatened and Endangered Species,*
- *Socioeconomics,*
- *Surface Water,*
- *Vibrations,*
- *Visual and Aesthetic Conditions,*
- *Wetlands,*
- *Wildlife and Habitat*

Congestion Management Process Documentation

The following addresses the MAP-21 component called the Congestion Management Process. Please see the discussion on Congestion Management Documentation in Section 2 of this document for more information. Questions 25 and 26 should be answered for every project. In addition, a Congestion Management Documentation Form should be completed for each project or action proposing an increase in SOV capacity.

25. *Congested Conditions*

- a. *Do traffic congestion conditions on this or another facility necessitate the proposed project or program?*

Check “Yes” if this project is being planned specifically to address congestion conditions.

- b. *If so, is the congestion recurring or incident-related non-recurring in nature?*

Use the checkboxes to identify either option.

- c. *If the congestion is on a different facility, please identify it here:*

Identify the name of the congested parallel or adjacent route that this project is intended to relieve.

26. Capacity

The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (b), projects in the following categories require a Congestion Management Documentation Form:

- New limited access or other principal arterial roadways on new rights-of-way
- Additional through lanes on existing limited access or other principal arterial roadways
- Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.

a. *Is this a capacity-increasing project on a limited access highway or other principal arterial?*

Check “Yes” if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway).

b. *If the answer to Question 26.a was “yes,” are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the criteria apply):*

- *None of the exemption criteria below apply to this project – a Congestion Management Documentation Form is required.*
- *The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding).*
- *The number of lane-miles added to the highway system by the project totals less than one lane-mile*
- *The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange*
- *The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.*
- *The project consists of preliminary studies or engineering only, and is not funded for construction*
- *Any project whose construction cost is less than \$10 million.*

Review the list of potential exemption criteria and determine if any of them are true, thus exempting the project from needing a separate Congestion Management Documentation Form. If more than one criterion is true, please select just one as the primary criterion. Use the pull-down menu to identify the exemption criterion.

c. *If the project is not exempt and requires a Congestion Management Documentation Form, click on the link provided to open a blank Congestion Management Documentation Form.*

Intelligent Transportation Systems

27. *Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to federal Rule 940 requirements?*

Use the checkboxes to select “Yes” or “No”.

a. *If yes, what is the status of the systems engineering analysis compliant with federal Rule 940 for the project?*

Use the checkboxes to select: *Not Started; Ongoing, not complete; or Completed*

b. *Under which Architecture: DC, Maryland, or Virginia State Architecture, WMATA Architecture, COG/TPB Regional ITS Architecture or Other; Please specify _____*

28. *Actual Completion Year.....*Use this field to indicate that the full scope of the project has been opened to traffic or implemented.

29. *Project Withdrawn*Use this checkbox to indicate that a project is being withdrawn from the Plan.

30. *Withdrawn Date.....*Provide an approximate date for the withdrawal of the project.

Record Tracking

This section is used to keep track of modifications to records. These fields are automated and are not editable.

31. *Created by.....*Identification of who created the record originally.

32. *Created On*Date record was originally created on

33. *Last Updater.....*Recorded ID of last person to make modifications to record

34. *Last Updated On*Recorded date and time of last modifications to record

35. *Comments.....*General notes for agency or TPB staff to use.

TIP AND CONFORMITY FORM INSTRUCTIONS

Each phase of the project (even if there is only one) should be described under the "Project Phases". The Air Quality Conformity Analysis is based on the information in these listings, so all regionally significant phases of all projects in the plan need to be included.

TIP funding information should be completed for each project intended for programming in the current TIP. The TIP should show all funds (federal and non-federal) that are expected to be obligated between FY 2013 and FY 2018. Previous fiscal years are shown for historical purposes only and have no bearing on the current fiscal years.

1. *Submitting Agency*Automatically displayed based on user's agency.
2. *Project Name*.....Automatically filled in based on parent project.
3. *Phase Name*A very brief, public-friendly description of the project phase; e.g. "East Market Street Widening" or "Downtown Circulator Bus." This can be the same as the project name.
4. *Facility*These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix*Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable.
 - b. *Number*The route number that corresponds with the above prefix.
 - c. *Name*.....Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.
 - d. *Modifier*.....Any term that needs to be used to further describe a facility, such as "extended", "off-ramp", or "interchange".
5. *From (At)*The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.
6. *To*.....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.
7. *Description*Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical terms where possible.
8. *Agency Project ID*Agencies can use this field to track projects with their own ID systems.

9. *Environmental Review*Type of NEPA documentation required, if any
10. *Review Status*Current status of any required NEPA documentation
- Questions 11 – 15 only need to be completed for projects that have conformity impacts.
11. *Improvement*.....Pull-down field to identify type of improvement being made to the facility (e.g. construct, widen, upgrade, etc.)
12. *Facility Type From/To*
- a. *Facility Type From*Functional class of facility before improvement
 - b. *Facility Type To*.....Functional class of facility after improvement
13. *Lanes From/To*
- a. *Lanes From*Number of lanes on facility before improvement
 - b. *Lanes To*Number of lanes on facility after improvement
14. *R.O.W. Acquired*Right-of-way has been acquired for the facility
15. *Under Construction?*Construction has begun on the facility
16. *Projected Completion Year*.....Estimated year that the project will be complete.
17. *Completed*Date the project was completed (open to traffic) or implemented
18. *TIP Project Status*Project is delayed, complete, withdrawn, or ongoing
19. *Capital Costs*
- a. *Amount*.....Funds shown in \$1,000s
 - b. *Phase*Funds obligated for: a) Planning and Engineering, b) R.O.W. acquisition, c) Construction, d) Studies and e) Other
 - c. *Fiscal Year*Fiscal year in which funds are expected to be obligated
 - d. *Source*.....Federally recognized source of funds
 - e. *Fed/State/Local Share*.....Percentage distribution of federal, state and local funds
20. *Creator*Recorded ID of the user that created the record
21. *Created On*Date record was originally created on
22. *Last Updated On*Recorded date and time of last modifications to record
23. *Last Updater*.....Recorded ID of last person to make modifications to record

CONGESTION MANAGEMENT DOCUMENTATION FORM FOR SOV PROJECTS

A Congestion Management Documentation Form should be completed for each project or action intended for the Plan that involves a significant increase in single-occupant vehicle (SOV) carrying capacity of a highway.

Brief and complete answers to all questions are recommended. A reference to an external document or an attachment without further explanation on the form itself is not recommended; findings of studies, Major Investment Studies, for example, should be summarized on the form itself. References to other documents can be made if desired *in addition to* the answer provided on the form.

As a rule of thumb, the scale and detail in the responses to the questions should be in proportion to the scale of the project. For example, a relatively minor project needs less information than a major, multi-lane-mile roadway construction project.

The form can summarize the results of EISs or other studies completed in association with the project, and can also summarize the impact or regional studies or programs. It allows the submitting agency to explain the context of the project in the region's already-adopted and implemented programs, such as the Commuter Connections program, and to go on to explain what new and additional strategies were considered for the project or corridor in question.

SAMPLE FORMS

The following pages are samples for the CLRP Project Description Form, TIP Project Description Form, and Congestion Management Documentation Form.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

- 1. Submitting Agency:
- 2. Secondary Agency:
- 3. Agency Project ID:
- 4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
- 5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
- 6. Project Name:

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):				
9. To:				

- 10. Description:

- 11. Projected Completion Date:
- 12. Project Manager:
- 13. Project Manager E-Mail:
- 14. Project Information URL:
- 15. Total Miles:
- 16. Schematic:
- 17. Documentation:
- 18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
- 19. Jurisdictions:
- 20. Total cost (in Thousands):
- 21. Remaining cost (in Thousands):
- 22. Funding Sources: Federal; State; Local; Private; Bonds; Other

CLRP PROJECT DESCRIPTION FORM

SAFETEA-LU PLANNING FACTORS

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

ENVIRONMENTAL MITIGATION

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

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it:
26. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here

CLRP PROJECT DESCRIPTION FORM

to open a blank Congestion Management Documentation Form.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
- a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
- b. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:
28. Completed Date:
29. Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator:
32. Created On:
33. Last Updated by:
34. Last Updated On:
35. Comments

TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2013-2018 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency:
2. Project Name (from CLRP Project):
3. Phase Name:

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Description:
8. Agency Phase ID:
9. Projected Completion Year:
10. Project Status: New Project
 In previous TIP, proceeding as scheduled
 In previous TIP, delayed or reprogrammed
11. Completed:

Environmental Review

12. Type: PCE; CE; DEA; EA; FONSI; DEIS; FEIS; F4; N/A
13. Status: Proposed for preparation; Under preparation; Prepared for review; Under review; Approved

Complete Streets

14. Bicycle/Pedestrian Accommodation (Choose from the drop-down menu)
 - Bicycle/pedestrian accommodations included
 - No bicycle/pedestrian accommodations included
 - Not Applicable
 - Primarily a bicycle/pedestrian project
15. Does your jurisdiction or agency have a Complete Streets Policy?
 Yes No If Yes, answer #16.
16. Choose one of the following:
 - Complete Streets policy is not applicable to this project.
 - This project advances our Complete Streets policy goals.
 - This project is exempt (Identify the exemption from the dropdown menu)
 - Grandfathered
 - User group prohibited by law
 - Excessive cost
 - Absence of need
 - Environmental
 - Historic Preservation
 - Accommodation of user group contrary to jurisdiction/agency policy or plans
 - Other (Explain: _____)

Capital Costs

CLRP PROJECT DESCRIPTION FORM

FISCAL YEAR	AMOUNT	PHASE	SOURCE	FED	STA	LOC

17. Project URL: _____

18. Project Manager Name: _____

19. Project Manager Email: _____

Congestion Management Documentation Form for Projects in the 2040 CLRP



BASIC PROJECT INFORMATION

1. Agency: _____ Secondary Agency: _____

2. Project Title: _____

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Jurisdiction(s): _____

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

- Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)
- A Transportation Management Association is in the vicinity
- Channelized or grade-separated intersection(s) or roundabouts
- Reversible, turning, acceleration/deceleration, or bypass lanes
- High occupancy vehicle facilities or systems
- Transit stop (rail or bus) within a 1/2 mile radius of the project location
- Park-and-ride lot within a one-mile radius of the project location
- Real-time surveillance/traffic device controlled by a traffic operations center
- Motorist assistance/hazard clearance patrols
- Interconnected/coordinated traffic signal system
- Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

b. Traffic operational improvements

c. Public transportation improvements

d. Intelligent Transportation Systems technologies

e. Other congestion management strategies

f. Combinations of the above strategies

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.