



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 11, 2018

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: October 11, 2018

At its meeting on October 5, the TPB Steering Committee approved the following resolution to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- SR6-2019: To include funding for four roadway projects in Loudoun County:
 - \$12.3 million in advanced construction (AC) funding for preliminary engineering and right-of-way acquisition on the Westwind Drive extension project;
 - \$615,000 in AC and \$13.4 million in revenue sharing (RS) funding for preliminary engineering, right-of-way acquisition and construction on the Riverside Parkway extension project;
 - \$7.9 million in RS funding for preliminary engineering and right-of-way acquisition on the Sterling Boulevard construction project; and
 - \$1 million in RS funding for preliminary engineering on the Farmwell Road widening project,

as requested by the Virginia Department of Transportation. These projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.

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

Attachments

- SR6-2019

**TPB STEERING COMMITTEE
ATTENDANCE – OCTOBER 5, 2018**

MEMBERS

Bob Brown
Allison Davis
Mark Rawlings
Kelly Russell
Kari Snyder
Norman Whitaker

Loudoun County
WMATA
DDOT
City of Frederick
MDOT
VDOT

PARTICIPANTS

Cindy Englehart
Gary Erenrich
Mike Lake
Chris Lakowski
Regina Moore
Sree Nampoothiri
Malcolm Watson
Vic Weissberg
Ciara Williams

VDOT
Montgomery County DOT
Fairfax County
DC Council
VDOT
NVTA
Fairfax County DOT
Prince George's County
VDRPT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Ron Milone, DTP
Nick Ramfos, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Mike Farrell, DTP
Wendy Klancher, DTP
Eric Randall, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE WESTWIND DRIVE EXTENSION,
RIVERSIDE PARKWAY EXTENSION, STERLING BOULEVARD CONSTRUCTION,
AND FARMWELL ROAD WIDENING PROJECTS IN LOUDOUN COUNTY, AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, in the attached letters of October 1, VDOT has requested that the FY 2017-2022 TIP be amended to include \$12.3 million in advanced construction (AC) funding for the VA Route 645 Extended – Westwind Drive project (TIP ID 6659); \$13.4 million in revenue sharing (REVSH) funding and \$600,000 in AC funding for the Riverside Parkway Extension project (TIP ID 6662); \$7.9 million in REVSH funding for the Sterling Boulevard Construction project (TIP ID 6663); and \$1 million in REVSH for the Farmwell Road Widening project (TIP ID 6664), as described in the attached materials; and

WHEREAS, these projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (TIP ID 6659 – CON ID 825 VSL64, TIP ID 6662 – CON ID 826 VSL48B, TIP ID 6663 – CON ID 562 VSL60, TIP ID 6664 – CON ID 689 VSL54);

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$24.5 million in AC funding for the VA Route 645 Extended – Westwind Drive project (TIP ID 6659); \$13.4 million in revenue sharing (REVSH) funding and \$600,000 in AC funding for the Riverside Parkway Extension project (TIP ID 6662); \$7.9 million in REVSH funding for the Sterling Boulevard Construction project (TIP ID 6663); and \$1 million in REVSH for the Farmwell Road Widening project (TIP ID 6664), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 5, 2018.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

October 1, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for Westwind Drive Extension, UPC# 111670

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add the Westwind Drive Extension project to the TIP as a new project. The amendment will add approximately \$ 4.65 million in Federal Advance Construction funding for Preliminary Engineering in FFY 2019 and 7.6 million for Right of Way in FFY 2021. The total estimated cost is approximately \$43.3 million, with construction to be completed by 2026.

The project will provide a 4-lane divided extension of Westwind Drive from Loudoun County Pkwy (Rte. 607) to Route 606 and reconstruct the existing segment of Westwind Drive to include an intersection with Old Ox Road, a 10' shared use path, and a 6' sidewalk. The project is included in TPB's approved 2016 CLRP and Air Quality Conformity Analysis. The funding amount and sources reflect updates to total costs and planned obligations as approved by the Virginia Commonwealth Transportation Board and are consistent with the FY 2014 CLRP Financial Plan. Consequently, the amendment will not change the fiscal constraint status of the TIP or CLRP.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on October 5, 2018. VDOT's representative will attend the meetings and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

cc:

Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

VirginiaDot.org
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COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

October 1, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for Revenue Sharing Projects, Loudoun County, UPCs 105783,105784, 106996

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add three new projects in Loudoun County. The projects are:

- **Sterling Boulevard, UPC# 105783.** Construct four lanes on new alignment from Pacific Boulevard to Moran Road. Total TIP funding is \$7.9 million, divided evenly between Virginia Revenue Sharing and local matching. Funding is being provided for the preliminary engineering and right-of-way phases. Total project cost is \$21.1 million.
- **Riverside Parkway, UPC # 105784.** Four lane construction on new alignment from .5 miles west of Loudoun County Parkway/George Washington Boulevard Intersection to .1 mile east of the intersection. This project is part of a larger, regionally significant project extending from Loudoun County Parkway to Ashburn Village Boulevard. TIP funding is approximately \$14.03 million, consisting of Virginia Revenue Sharing funds, local matching, and Advance Construction funding. Funding is being provided for the preliminary engineering, right-of-way and construction phases. Total project cost for this segment is \$14.03 million.
- **Farmwell Road, UPC 106996.** Widening from four to six lanes between Smith Switch Road to Ashburn Road. Total TIP funding is \$1 million, consisting of equal parts Virginia Revenue Sharing funds and local matching. Funding is being provided for the preliminary engineering phase. Total project cost is \$7 million.

These projects are included in TPB's approved 2016 CLRP and Air Quality Conformity Analysis. The funding amounts and sources reflect updates to total costs and planned obligations as approved by the Virginia Commonwealth Transportation Board and are consistent with the FY 2014 CLRP Financial Plan. Consequently, the amendment will not change the fiscal constraint status of the TIP or CLRP.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on October 5, 2018. VDOT's representative will attend the meetings and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



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

cc:

Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6659	Agency ID: 111670	Title: VA Route 645 Extended - Westwind Drive					Project Cost: \$43,278		Complete: 2026		
Facility: VA 645 Westwind Drive	AC	100/0/0				4,654 a		7,600 b		12,254	
From: VA 607 Loudoun County (opposite Moorefi											
To: VA 606 Old Ox Road										Total Funds: 12,254	

Description: Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

Amendment: Add New Project **Approved on: 10/5/2018**
 Amend project into the FY 2017-2022 TIP with \$4.654 million AC in FY 2019 for PE and \$7.6 million AC in FY 2021 for ROW acquisition.

TIP ID: 6662	Agency ID: 105784	Title: Riverside Parkway (VA Route 7 North Collector Road) Extension					Project Cost: \$14,027		Complete:		
Facility: Riverside Parkway	AC	100/0/0						615 c		615	
From: 0.567 Mi W of Loudoun County Parkway											
To: 0.103 E. of Loudoun County Parkway	REVSH	0/50/50				615 a		10,797 c		13,412	
						2,000 b					
										Total Funds: 14,027	

Description: Construction of a four-lane divided roadway with multi-use trails on both sides to complete the Route 7 North Collector Road between the Route 15 Bypass in Leesburg to the George Washington Boulevard in Ashburn

Amendment: New Project **Approved on: 10/5/2018**
 Amend project into the FY 2017-2022 TIP with \$2.615 million in revenue sharing funds in FY 2019 for PE and ROW Acquisition and \$10.8 million for construction in FY 2021; and \$615,000 in advanced construction funding for construction in FY 2021.

TIP ID: 6663	Agency ID: 1045783	Title: STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIG					Project Cost: \$24,100		Complete:		
Facility: VA 846 Sterling Blvd	REVSH	0/50/50				2,000 a		5,900 b		7,900	
From: VA 625 Pacific Blvd											
To: VA 634 Moran Road										Total Funds: 7,900	

Description: THE CONSTRUCTION PROJECT WILL COMPLETE AN EXISTING GAP BY PROVIDING A 4 LANE DIVIDED FACILITY FROM PACIFIC BOULEVARD TO MORAN ROAD.

Amendment: Add New Project **Approved on: 10/5/2017**
 Amend project into the FY 2017-2022 TIP with \$2 million in revenue sharing funds in FY 2019 for PE and \$5.9 million in FY 2021 for ROW acquisition.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6664 Agency ID: 106996		Title: FARMWELL ROAD WIDENING FROM 4 TO 6 LANES					Project Cost: \$7,000 Complete:				
Facility: VA 640 Farmwell Road	REVSH	0/50/50				1,000	a			1,000	
From: Smith Switch Road											
To: VA 641 Ashburn Road										Total Funds: 1,000	
Description: Widen Farmwell Road from 4 to 6 lanes											

Amendment: Add New Project **Approved on: 10/5/2018**
 Amend project into FY 2017-2022 TIP with \$1 million in revenue sharing in FY 2019 for PE.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 11, 2018

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

MEMORANDUM

TO: Kanti Srikanth
Director, Department of Transportation Planning

FROM: Paul DesJardin *PD*
Director of Community Planning and Services

SUBJECT: COG Board approval of Round 9.1 Cooperative Forecasts

DATE: October 10, 2018

At their meeting today, the COG Board of Directors adopted Resolution R36-2018 giving final approval to the Round 9.1 Cooperative Forecasts. A copy of the Resolution and summary tables of the Forecasts are attached.

Please don't hesitate to contact me if you have any questions.

ADOPTION OF CONSENT AGENDA ITEMS

- A. Resolution R35-2018 – Resolution authorizing COG to change the micro-procurement threshold from \$3,000 to \$10,000 to coincide with changes made by the federal government’s Office of Budget and Management**

The board will be asked to adopt Resolution R35-2018 authorizing a change in the informal (micro-procurement) threshold from \$3,000 to \$10,000 and amending Section 2.2.1 in the COG Purchasing Policy. Details of the amendments to Section 2.2.1 have been detailed in the attached October 3, 2018 memorandum. COG staff recommends updating the procurement policy to coincide with changes made by the Federal Government’s Office of Management and Budget (OMB). The board directs its Executive Director, or his designee, to notify the Contracts and Purchasing Manager of the board’s approval and amend the purchasing policy for small purchase procedures below \$10,000.

ACTION: Approved Resolution R35-2018.

- B. Resolution R36-2018 – Resolution adopting Round 9.1 Cooperative Forecasts of population, households and employment**

The board will be asked to adopt Resolution R36-2018 authorizing approval of the Round 9.1 Cooperative Forecasts to year 2045 detailed in the attached document. The forecasts on population, households and employment growth and change are used to guide planning programs including water resources, transportation planning, air quality, energy resources, development and housing. The Board commends the Planning Directors Technical Advisory Committee and Cooperative Forecasting Subcommittee for their contributions to the effort to date and charges them with monitoring economic conditions and significant local land use plan changes.

ACTION: Approved Resolution R36-2018.

- C. Resolution R37-2018 – Resolution authorizing COG to receive and expend grant funds from the U.S. Department of Energy to support LED street light conversions**

The board will be asked to adopt Resolution R37-2018 authorizing the Executive Director, or his designee, to receive and expend grant funds from the U.S. Department of Energy (DOE) through the State Energy Office (SEO) in the Maryland Energy Administration (MEA) in an amount not to exceed \$50,000 over a three year grant period to provide technical support to COG members in their efforts to convert existing streetlights to LED technology. COG matching funds in an amount not to exceed \$50,000 will be provided by the Regional Environmental Fund (REF).

ACTION: Approved Resolution R37-2018.

- D. Resolution R38-2018 – Resolution authorizing COG to receive a grant, procure and enter into a contract to repower diesel engines in marine passenger vessels operating in the region**

The board will be asked to adopt Resolution R38-2018 authorizing the Executive Director, or his designee, to receive and expend grant funds from the U.S. Environmental Protection Agency (EPA) in an amount not to exceed \$810,000, and match funds from the equipment owner in an amount not to exceed \$2,100,000. The resolution also authorizes the Executive

Director, or his designee, to proceed with procurement for a contractor(s) and enter into a contract(s) to perform the diesel engine repowers on the marine vessels. No COG matching funds are required.

ACTION: Approved Resolution R38-2018.

E. Resolution R39-2018 – Resolution authorizing appointments to the COG 2019 Nominating Committee

The board will be asked to adopt Resolution R39-2018 authorizing the appointments to the 2019 Nominating Committee. The Nominating Committee is appointed annually with the task of nominating the three members of the executive committee of the Board of Directors and the four corporate officers. The Nominating Committee is comprised of seven members, balanced geographically among the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and chaired by the current COG Board Chairman. Recommended individuals to serve on the 2019 Nominating Committee are as follows: Matthew Letourneau, Loudoun County (Chair), Sharon Bulova, Fairfax County, Phil Mendelson, District of Columbia, Nancy Navarro, Montgomery County, Frank Principi, Prince William County, Patrick Wojahn, City of College Park, And Rashad Young, District of Columbia.

ACTION: Approved Resolution R39-2018.

F. Resolution R40-2018 – Resolution authorizing appointments to the COG 2019 Legislative Committee

The board will be asked to adopt Resolution R40-2018 authorizing the appointments to the 2019 Legislative Committee. The Legislative Committee is appointed annually with the task of reviewing and proposing an advocacy platform that outlines the region's federal and state policy priorities for the calendar year. The Legislative Committee is comprised of individuals from each of COG's policy committees and boards. Recommended individuals to serve on the 2019 Legislative Committee are as follows: Charles Allen, District of Columbia (Transportation Planning Board), Cindy Dyballa, City of Takoma Park (Chesapeake Bay and Water Resources Committee), Danielle Glaros, Prince George's County (Region Forward Coalition), Penny Gross, Fairfax County (Climate, Energy, and Environment Policy Committee), Hans Reimer, Montgomery County (Metropolitan Washington Air Quality Committee), John Rigg, City of College Park (Human Services Policy Committee), and Robert White, District of Columbia (Board of Directors).

ACTION: Approved Resolution R40-2018.

G. Resolution R41-2018 – Resolution authorizing COG to amend the existing contract to add the cloud modernization & managed services project to support the information technology & facilities management division in the enterprise datacenter infrastructure modernization efforts

The board will be asked to adopt Resolution R41-2018 authorizing the Executive Director, or his designee, to expend COG funds in the up-front amount of \$350,000 to support cloud datacenter infrastructure managed services. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to migrate its COG-hosted datacenter operations and critical infrastructure to a private cloud datacenter. In addition to eliminating the need for scheduled hardware replacement and ongoing consulting services, migration to a private cloud

environment will significantly increase data recovery capability and system security, including cybersecurity, at a cost that is substantially less than hiring in-house expertise. Funding is available in the capital expenditure reserve, pending approval by the Board of Directors of this project in the FY2019 - FY2023 Capital Expenditure Plan.

ACTION: Approved Resolution R41-2018.

I HEREBY CERTIFY THAT the foregoing resolutions were adopted by the COG Board of Directors on October 10, 2018.

Laura Ambrosio, COG Communications Specialist

Summary of Intermediate Employment Forecasts
Final Round 9.1 Cooperative Forecasts
(Thousands)

**Final COG Board of
Directors 10/10/18**

JURISDICTION	2015	2020	2025	2030	2035	2040	2045	2015 to 2045	
								Number	% Change
District of Columbia	798.3	846.3	895.1	937.9	978.2	1,011.8	1,045.4	247.1	31.0%
Arlington County	209.7	216.9	223.5	238.4	248.9	261.0	269.1	59.4	28.3%
City of Alexandria	106.2	110.1	121.8	127.3	135.3	142.7	155.1	48.9	46.0%
Central Jurisdictions	1,114.2	1,173.3	1,240.4	1,303.5	1,362.4	1,415.5	1,469.5	355.4	31.9%
Montgomery County	520.2	543.5	572.5	604.5	627.4	653.9	678.8	158.6	30.5%
City of Rockville (1)	76.9	78.4	80.4	82.4	86.6	90.9	96.4	19.5	25.3%
City of Gaithersburg (1)	46.4	47.6	50.0	52.7	56.1	61.1	65.7	19.3	41.5%
Prince George's County	338.6	349.0	366.3	375.7	385.5	393.3	402.1	63.6	18.8%
Fairfax County	654.1	701.7	745.4	787.2	820.4	857.7	889.9	235.8	36.0%
City of Fairfax	22.8	22.9	23.0	23.1	23.2	23.3	23.4	0.6	2.6%
City of Falls Church	12.0	14.3	16.2	17.6	18.0	18.3	18.6	6.6	55.0%
Inner Suburbs	1,547.7	1,631.4	1,723.5	1,808.2	1,874.5	1,946.6	2,012.8	465.1	30.1%
Loudoun County	167.1	195.2	219.4	243.4	262.2	277.8	291.2	124.0	74.2%
Prince William County	143.1	164.8	184.5	203.8	222.5	240.9	257.0	113.9	79.6%
City of Manassas	25.7	26.9	28.3	28.8	29.6	30.3	31.0	5.3	20.7%
City of Manassas Park	4.6	4.7	4.8	4.9	5.0	5.1	5.2	0.6	12.5%
Charles County	46.6	47.0	49.2	52.2	55.4	58.8	61.5	14.9	32.0%
Frederick County	111.8	117.3	123.2	128.6	135.3	141.1	145.5	33.7	30.1%
City of Frederick (2)	50.7	52.4	54.2	56.1	58.0	60.0	62.0	11.3	22.2%
Outer Suburbs	499.0	555.9	609.4	661.8	710.0	753.9	791.5	292.5	58.6%
COG REGION	3,160.8	3,360.6	3,573.3	3,773.5	3,946.9	4,116.0	4,273.8	1,113.0	35.2%

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

Summary of Intermediate Population Forecasts
Final Round 9.1 Cooperative Forecasts
(Thousands)

**Final COG Board of
Directors 10/10/18**

JURISDICTION	2015	2020	2025	2030	2035	2040	2045	2015 to 2045	
								Number	% Change
District of Columbia	672.2	729.5	787.1	842.2	893.9	940.7	987.2	315.0	46.9%
Arlington County	220.9	238.3	249.5	261.8	274.6	287.6	301.2	80.3	36.3%
City of Alexandria	147.6	159.2	167.5	172.8	180.5	190.8	208.5	60.8	41.2%
Central Jurisdictions	1,040.8	1,127.0	1,204.1	1,276.7	1,348.9	1,419.1	1,496.8	456.0	43.8%
Montgomery County	1,015.3	1,052.0	1,087.3	1,128.8	1,167.7	1,197.1	1,223.3	208.1	20.5%
City of Rockville (1)	66.3	72.2	78.2	83.3	86.7	91.8	96.1	29.8	44.9%
City of Gaithersburg (1)	67.1	70.7	74.6	78.7	82.4	86.1	89.3	22.2	33.0%
Prince George's County	904.4	923.1	938.0	953.0	967.8	982.8	995.9	91.4	10.1%
Fairfax County	1,125.4	1,161.8	1,210.8	1,271.2	1,325.3	1,373.7	1,416.8	291.4	25.9%
City of Fairfax	24.1	25.6	29.2	31.6	32.7	33.9	35.2	11.1	46.1%
City of Falls Church	13.1	14.2	15.5	16.4	17.0	17.3	17.6	4.5	34.4%
Inner Suburbs	3,082.2	3,176.7	3,280.9	3,400.9	3,510.5	3,604.9	3,688.8	606.6	19.7%
Loudoun County	368.7	424.0	459.6	480.2	494.4	502.4	507.4	138.7	37.6%
Prince William County	444.8	467.9	503.6	529.6	551.4	569.3	584.0	139.2	31.3%
City of Manassas	42.5	43.8	45.5	47.5	49.0	50.6	52.1	9.7	22.7%
City of Manassas Park	14.3	15.9	15.9	15.9	15.9	15.9	15.9	1.6	11.1%
Charles County	150.8	167.0	178.2	194.7	207.5	218.6	236.5	85.7	56.8%
Frederick County	246.5	267.8	288.7	303.6	319.4	332.2	344.1	97.6	39.6%
City of Frederick (2)	70.4	79.4	87.0	89.6	91.1	92.8	93.1	22.7	32.2%
Outer Suburbs	1,267.5	1,386.4	1,491.5	1,571.4	1,637.5	1,688.9	1,740.1	472.5	37.3%
COG REGION	5,390.6	5,690.0	5,976.4	6,249.0	6,497.0	6,712.8	6,925.7	1,535.1	28.5%

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

Summary of Intermediate Household Forecasts
Final Round 9.1 Cooperative Forecasts
(Thousands)

**Final COG Board of
Directors 10/10/18**

JURISDICTION	2015	2020	2025	2030	2035	2040	2045	2015 to 2045	
								Number	% Change
District of Columbia	297.1	319.3	341.0	362.5	380.6	396.2	411.9	114.8	38.6%
Arlington County	103.8	112.0	117.9	123.9	129.8	135.6	141.8	38.1	36.7%
City of Alexandria	71.2	75.7	80.8	84.1	87.8	92.9	107.1	35.9	50.4%
Central Jurisdictions	472.1	507.0	539.7	570.5	598.2	624.7	660.8	188.7	40.0%
Montgomery County	374.9	391.2	405.7	422.3	438.1	450.9	461.9	87.1	23.2%
City of Rockville (1)	26.4	28.8	31.1	33.5	35.2	37.4	39.4	12.9	48.9%
City of Gaithersburg (1)	24.7	26.0	27.5	28.9	30.5	32.1	33.4	8.8	35.5%
Prince George's County	321.1	334.3	343.9	355.5	363.3	370.0	376.8	55.6	17.3%
Fairfax County	403.9	414.5	436.8	463.5	487.4	508.9	528.1	124.2	30.7%
City of Fairfax	8.9	9.6	11.1	12.1	12.5	13.0	13.5	4.5	50.9%
City of Falls Church	5.5	6.2	6.9	7.4	7.7	7.9	8.2	2.7	49.1%
Inner Suburbs	1,114.4	1,155.8	1,204.3	1,260.7	1,309.1	1,350.8	1,388.5	274.1	24.6%
Loudoun County	121.1	137.9	150.1	158.0	163.9	167.0	168.7	47.6	39.3%
Prince William County	142.9	153.9	167.1	177.0	185.2	191.9	197.2	54.3	38.0%
City of Manassas	13.6	14.2	15.0	15.4	15.7	16.0	16.4	2.7	19.9%
City of Manassas Park	4.5	5.0	5.0	5.0	5.0	5.0	5.0	0.5	11.7%
Charles County	53.7	60.3	65.5	72.9	78.6	83.4	92.2	38.5	71.8%
Frederick County	89.5	99.0	107.9	115.1	121.1	126.5	131.2	41.7	46.6%
City of Frederick (2)	27.3	30.9	34.1	35.2	35.9	36.6	36.7	9.5	34.8%
Outer Suburbs	425.3	470.3	510.7	543.4	569.6	589.9	610.6	185.3	43.6%
COG REGION	2,011.7	2,133.1	2,254.7	2,374.6	2,476.8	2,565.4	2,659.9	648.2	32.2%

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

**Summary of Change between Employment Forecasts
Round 9.1 and Round 9.0 Cooperative Forecasts
(Thousands)**

JURISDICTION	2015	2020	2025	2030	2035	2040	2045
District of Columbia	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Arlington County	0.1	3.7	-1.7	-3.8	-6.8	-6.7	-10.5
City of Alexandria	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Central Jurisdictions	0.1	3.7	-1.7	-3.8	-6.8	-6.7	-10.5
Montgomery County	0.0	-0.1	0.0	0.0	0.1	-0.1	0.1
City of Rockville	0.0	0.1	-0.2	-0.1	-0.2	-0.3	-0.4
City of Gaithersburg	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prince George's County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fairfax County	0.0	-0.9	-3.9	-3.4	-7.5	-6.8	-8.3
City of Fairfax	2.1	1.1	0.3	-0.6	-1.4	-2.3	-3.2
City of Falls Church	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inner Suburbs	2.1	0.0	-3.6	-3.9	-8.8	-9.1	-11.4
Loudoun County	2.9	7.2	8.4	7.9	6.6	3.9	0.4
Prince William County	-1.5	-0.1	0.1	-0.7	-0.6	-4.3	-1.3
City of Manassas	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Manassas Park	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Charles County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Frederick County	5.6	6.7	7.6	7.3	7.5	7.1	5.3
City of Frederick	0.7	0.7	0.7	0.7	0.8	0.8	0.8
Outer Suburbs	7.0	13.8	16.0	14.5	13.5	6.7	4.5
COG REGION	9.2	17.5	10.7	6.9	-2.1	-9.1	-17.4

17-Sep-18

**Summary of Change between Population Forecasts
Round 9.1 and Round 9.0 Cooperative Forecasts
(Thousands)**

JURISDICTION	2015	2020	2025	2030	2035	2040	2045
District of Columbia	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Arlington County	0.4	5.6	4.7	5.8	8.3	9.5	11.7
City of Alexandria	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Central Jurisdictions	0.4	5.6	4.7	5.8	8.3	9.5	11.7
Montgomery County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Rockville	0.0	0.7	1.4	3.0	3.2	5.0	6.2
City of Gaithersburg	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prince George's County	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Fairfax County	0.0	-0.8	-2.4	6.5	11.0	11.2	10.1
City of Fairfax	-0.6	-0.4	2.8	4.7	5.4	6.1	6.8
City of Falls Church	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inner Suburbs	-0.6	-1.2	0.4	11.1	16.3	17.7	16.9
Loudoun County	5.1	9.3	8.5	9.5	10.0	9.9	9.9
Prince William County	13.6	3.2	6.9	8.3	9.4	10.4	11.2
City of Manassas	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Manassas Park	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Charles County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Frederick County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Frederick	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Outer Suburbs	18.7	12.5	15.3	17.8	19.4	20.3	21.1
COG REGION	18.5	16.9	20.5	34.7	44.0	47.5	49.7

17-Sep-18

**Summary of Change between Household Forecasts
Round 9.1 and Round 9.0 Cooperative Forecasts
(Thousands)**

JURISDICTION	2015	2020	2025	2030	2035	2040	2045
District of Columbia	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Arlington County	0.1	2.7	2.6	3.2	3.9	4.4	5.6
City of Alexandria	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Central Jurisdictions	0.1	2.7	2.6	3.2	3.9	4.4	5.6
Montgomery County	0.0	0.1	0.1	0.0	0.0	0.0	0.0
City of Rockville	0.0	0.4	0.3	1.1	1.2	2.0	2.6
City of Gaithersburg	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prince George's County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fairfax County	0.0	-6.6	-7.7	-4.3	-2.7	-2.9	-3.7
City of Fairfax	-0.3	-0.1	1.2	2.0	2.3	2.6	3.0
City of Falls Church	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Inner Suburbs	-0.3	-6.7	-6.4	-2.3	-0.4	-0.3	-0.7
Loudoun County	0.0	0.0	-0.7	-0.6	-0.5	-0.6	-0.6
Prince William County	2.5	2.0	2.7	3.2	3.6	4.0	4.3
City of Manassas	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Manassas Park	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Charles County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Frederick County	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Frederick	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Outer Suburbs	2.6	2.0	2.0	2.6	3.1	3.3	3.7
COG REGION	2.4	-2.0	-1.7	3.5	6.7	7.5	8.6

17-Sep-18



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Staff activities at the Association of Metropolitan Planning Organizations annual meeting
DATE: October 11, 2018

The following is a summary of staff experiences at the Association of Metropolitan Organizations (AMPO) annual meeting in San Antonio, Texas. Five members of the TPB staff attended the meeting. While there, they participated in committee meetings, presented their work, learned best practices from peers, and met staff from other MPOs.

TPB STAFF TOOK HOME TWO AWARDS

The Ronald F. Kirby National Award for Outstanding Individual Leadership

This year, one current and one former member of the staff received AMPO awards. Ron Milone was awarded the Ron Kirby Award for Outstanding MPO Leadership for his work on travel forecasting and modeling.

The award honors professionals who can be counted on to continue Ron Kirby's legacy and tradition of professionalism and commitment to excellence. It was a special award to someone who had worked closely with Ron Kirby. It also provided an opportunity to honor Ron Milone on the cusp of his retirement.

Former member of the TPB staff, Bob Griffiths was also awarded the National Award for Excellence in MPO Staff Achievement. Since his retirement, Bob Griffiths has continued to work with TPB staff as a consultant.

TPB STAFF PRESENTED ON USING PLAIN LANGUAGE AND OUR LONG-RANGE PLAN TASK FORCE

As part of a session focused on public involvement, TPB's communications specialist, Abigail Zenner, presented on the importance of using plain language and avoiding jargon when communicating with almost any audience. The session was designed as a game show in which the audience helped contestants define jargon, acronyms, and technical concepts. A bicycle horn would sound anytime a contestant used jargon or acronyms. To avoid the, "horn of jargon" participants needed to use plain language as if talking with a friend or family member.

Plan Development and Program Coordination Director Lyn Erickson told the story of how the TPB changed its long-range plan and the story of the TPB's Long-Range Plan Task Force. The session focused on the challenges of changing how the TPB had approached long-range planning in the past and the complexities of the Long-Range Plan Task Force process.

SESSION HIGHLIGHTS

TPB staff also attended sessions on a wide range of topics for MPOs. These sessions covered freight planning, resiliency, technology, autonomous vehicles, public involvement, complete streets, environmental justice, and more. The following are a few key takeaways from some of those sessions.

One session provided details of US DOT's Connected Vehicle (CV) Pilot Deployment Programs (New York, Wyoming, Tampa) where communications and controls through CVs are being tested on different facilities focused on different aspects (truck safety, urban area traffic signals, etc). The session also previewed a pending FHWA guidebook designed to help planners use scenario planning methods to assist in long range planning. A status report on an ongoing project at the San Diego Association of Governments (SANDAG) on a long-range transit system plan that attempts to factor ride-hailing companies, CV, autonomous vehicles was presented. Additionally, the draft Guidance on Automated Connected Electric Shared (ACES) into long-range transportation planning from the Florida Department of Transportation was reviewed in the session. All three projects are of relevance and would be of interest for our region.

In a technology focused session, the City of San Antonio and San Antonio's transit provider highlighted their use of smart phone applications. Using Smart City infrastructure and smart phone applications like "311" services, the city has been able to improve city services. The city has also hosted "hackathons" to encourage fresh ideas and involve the public.

Staff learned about different kinds of scenario planning that other MPOs have tried. One is called "VisionEval." It packages three previously independent scenario planning tools under a single unit using a consistent open source framework. These and other similar tools are useful for strategic planning and for their quick turnaround analysis time and the multi-modal and multi-sectoral metrics used. The session was useful in informing TPB staff's efforts at expanding its in-house knowledge of scenario planning tools.

Staff attended sessions on coordination and collaboration, which highlighted the topics of safety, freight, and a performance dashboard tool (78,000 people used it at least once). One session showcased the Texas Innovation Alliance (TIA) as a model for collaboration among stakeholders to understand and implement emerging technologies to solve community mobility challenges. The TIA consortium has variety of collaborators including unlicensed agencies (State, Local, MPO), private sector, and academic research institutions. TIA work includes equity, freight, electric vehicle adaption, and seamless mobility (across multiple modes). This could be an interesting and worthwhile idea for the TPB to explore - in the face of mobility challenges being faced and given the diversity of jurisdictions and opportunities for collaboration with the private sector to use technology.

MPOs can be neutral conveners when it comes to incident management. MPOs provide a platform for regional stakeholders to bring together transportation and public safety for better coordination. Some MPOs were able to access funds from outside Unified Planning Work Program (UPWP) funds to support traffic incident management activities.

Two sessions on resilience focused not only on planning for a disaster response but also recovering after a disaster. MPOs play an important role in in the months-long or years-long process of communities, infrastructure, and economies coming back/rebuilding from disasters. The second session focused on how to integrate resiliency into transportation planning.

In sessions focused on public involvement, MPO staff talked about the importance of heading out into communities that are traditionally underserved. Many MPOs regularly visit groups who represent these communities so the people in the region get to know the MPO. The use of video is also a great way to help catch and keep the public's interest in long-range planning.

There were many sessions focused on Performance Based Planning and Programming (PBPP), as this is a new requirement for all MPOs. While our federal partners have attempted to guide everyone through the process, there are many facets and details that are still unclear and untested, and our federal partners have encouraged everyone to continue to "do the best you can."

We learned that there is an internal federal document called a "PBPP Implementation Roadmap" that will help to enable the 52 Federal Highway Administration division offices to try to interpret the regulations in a similar manner. The current set of performance metrics were considered "not perfect" and could be improved. There are some real-world challenges to PBPP implementation, especially board discussions of funding impacts, lack of data/lack of access to data, and lack of resources. The dilemma of aspirational (e.g. Vision Zero) versus trend-based safety targets (which currently could be trending worse, not better) was discussed.

PEER EXCHANGES AND COMMITTEES

In addition to the sessions focused on various topic areas TPB staff also participated in peer exchanges and AMPO committee meetings.

TPB is a member of AMPO's policy committee. In the committee meeting, staff learned about the federal appropriations for FY 2019 and the reauthorization of Fast Act which is set to expire end of federal FY 2020. The committee will be developing a set of reauthorization principles and priorities from the MPO perspective. TPB staff will be able to reconcile TPB's reauthorization principles with that of AMPO as appropriate.

TPB is also a member of the AMPO technical committee, and that committee focused on identifying research topics and how their work could better compliment the policy committee's work. TPB has many issues that are common with other large MPOs that were suggested for further research. Equity, ride-hailing companies, the consistency and ease of data availability, and innovative means to raise funds were some of the common issues discussed.

NEWS RELEASE

Washington Metrorail Safety Commission submits formal application to assume oversight of region's Metrorail system from federal government

Oct 1, 2018

*Note: Sent under the authority of the Washington Metrorail Safety Commission (WMSC). The WMSC is an independent agency and not a COG board or committee; however, COG has been supporting the jurisdictions and the Federal Transit Administration (FTA) in establishing the WMSC.



Washington, D.C. (September 27, 2018) – Today, the Washington Metrorail Safety Commission (WMSC) announced the formal submission of documents to the Federal Transit Administration (FTA) to certify its State Safety Oversight Program (SSOP) for the Washington Metropolitan Area Transit Authority’s Metrorail system. The documents—known as a certification application—seek federal approval of the program the Commission plans to employ to ensure that Metrorail adheres to critical safety protocols and practices.

“This is a major step forward—not just for the Commission, but for the safety oversight of Metrorail,” said WMSC Chair Christopher Hart. “The submission of this application brings us ever closer to a new and enhanced safety regimen for all who rely on Metrorail, as the law requires and as this region deserves.”

The FTA has overseen the safety of the Metrorail system since October 2015, but federal law mandates that states that operate rail transit systems establish and certify a State Safety Oversight Program by April 15, 2019. If the WMSC does not meet the certification deadline, FTA will be prohibited by law from obligating any federal transit program funds to any public transportation agencies in the District of Columbia, Maryland and Virginia until certification of the WMSC’s program is achieved.

The Commission was created in 2017 by an interstate compact between the District of Columbia, Maryland and Virginia to serve as Metrorail’s State Safety Oversight Agency (SSOA) and institute a new safety regimen.

The WMSC now expects the FTA to review the application and decide by the April deadline whether to certify the program. The FTA and WMSC will now begin collaborating on transitioning oversight functions to the WMSC in anticipation of the application's eventual approval.

“We are pleased to begin the next phase in putting our safety program in place, and we look forward to working with the FTA to demonstrate our technical capacity and achieve certification,” said WMSC Chief Executive Officer David L. Mayer. “After months of intense due diligence and staff work, this application shows our seriousness of purpose and our readiness to take on the critical task of Metrorail safety oversight.”

When the WMSC program is certified, the FTA will release federal transit funds that have been withheld from transit providers in the District of Columbia, Maryland and Virginia because the jurisdictions did not meet an earlier deadline to establish a federally compliant State Safety Oversight Program.

In addition, the Commission announced today that it has filled key staff positions and finalized contracts with two outside vendors who will provide additional staff as needed to support the Commission's oversight work.

Finally, the Commission announced the adoption of the logo at the top of this release.

Contact: Zachary Radford | 202-384-1520 | zradford@wmisc.gov

Save the Date: Dockless Vehicle

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Image: National Park Service

Workshop

October 31, 2018
12:30 p.m. – 3:30 p.m.
Lunch at Noon

Walter A. Scheiber Board Room
Third Floor
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC



Image: DDOT

DOT and Planning Staff will discuss:

- The evolution of Dockless Vehicle (Bike and Electric Scooter) Share in the District of Columbia, Montgomery County, Arlington, and Baltimore
- Results of Pilot Permit Programs
- Regional Coordination and Implications for Adjoining Jurisdictions
- Lessons learned and plans going forward

This is a free event, open to the public
Pre-registration is required
Register [HERE](#)