



TRANSPORTATION PLANNING BOARD

Wednesday, July 19, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

MEETING NOTE

The Long-Range Plan Task Force meeting scheduled to take place after the July 19 TPB meeting has been cancelled. The task force will resume its work in September. Notices for the meeting will be distributed at that time. Please check mwcog.org/LRPTF for the latest information.

AGENDA

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. APPROVAL OF THE MINUTES OF THE JUNE 21, 2017 MEETING**
Bridget Donnell Newton, TPB Chairman
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**
Jeremy Martin, TPB Citizens Advisory Committee Chairman
- 12:40 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Bridget Donnell Newton, TPB Chairman

ACTION ITEMS

12:50 P.M. 7. APPROVAL OF REGIONAL CAR FREE DAY 2017 PROCLAMATION

Nicholas Ramfos, TPB Operations Programs Director

In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

Action: Approve the Car Free Day 2017 Proclamation

12:55 P.M. 8. LONG-RANGE PLAN TASK FORCE: PROPOSED INITIATIVES TO BE APPROVED BY THE TPB FOR FURTHER ANALYSIS

Jay Fisette, Long-Range Plan Task Force Chairman

The Long-Range Plan Task Force will recommend for TPB's acceptance 10 projects, policies, and programs ("initiatives") for further analysis "to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's regional governing documents," as the task force was charged to do by TPB Resolution R16-2017, As Amended. When the TPB accepts these 10 initiatives for analysis, TPB staff and their contractor team will immediately begin their analysis, which will allow the task to remain on schedule for the delivery of the final report at the end of the calendar year.

Action: Approve Resolution R1-2018 to accept Long-Range Plan Task Force Initiatives for further analysis

INFORMATION ITEMS

1:40 P.M. 9. VIRGINIA RAILWAY EXPRESS (VRE) REGIONAL RAIL SERVICE

Doug Allen, VRE Chief Executive Officer

The commuter railroad's role in the region will be highlighted, including its plans for future growth and expansion, and as a regional partner in the metropolitan transportation planning process. VRE began service 25 years ago, in June 1992, and has become an integral part of the regional transportation system.

1:50 P.M. 10. CRITICAL URBAN FREIGHT CORRIDORS

Jon Schermann, TPB Transportation Planner

The board will be provided an overview of designating Critical Urban Freight Corridors (CUFC), including the TPB's new role in CUFC designation under the FAST Act, the anticipated process and schedule for TPB designation of CUFCs later this year, and the TPB Steering Committee's June 2 approval of provisional designation of CUFCs for the Maryland portion of the National Capital Region.

2:00 P.M. **11. ADJOURN**

The next meeting is scheduled for September 20, 2017.

MEETING AUDIO

Stream live audio of TPB meetings and
listen to recorded audio from past meetings at:

www.mwcog.org/TPBmtg

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

June 21, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Allison Davis, WMATA
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House of Delegates
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Jackson H. Miller, Virginia House of Delegates
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC-DOT
Jeanette M. Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Brandon Todd, DC Council
Victor Weissberg, Prince George's County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths
Lyn Erickson
Eric Randall
Rich Roisman
John Swanson
Ken Joh
Andrew Austin
Andrew Meese
Mark Moran
Dusan Vuksan
Ben Hampton
Abigail Zenner
Lori Zeller

| | |
|-------------------|------------------------------|
| Wendy Klancher | |
| Debbie Leigh | |
| Deborah Etheridge | |
| Chuck Bean | COG/EO |
| Paul DesJardin | COG/DCPS |
| Kari Snyder | MDOT |
| Bill Orleans | HACK |
| Sree Nampoothin | NVTA |
| Nobuhiko Daito | NVTC |
| Nydia Blake | Prince William County |
| Bob Chase | NVTA |
| Malcolm Watson | FCDOT |
| Pierre Holloman | COA |
| Mike Onder | Cam Smith |
| Kate Roetzer | WMATA |
| Jane Williams | MDOT |
| Nancy Abeles | TPB-CAC |
| Rafael Olarte | Montgomery County DOT |
| Khaled Alzwyimy | Montgomery County DOT |
| Anthony Garland | ATU |
| Derrick Mallaud | ATU |
| Betsy Massie | PRTC |
| Stewart Schwartz | Coalition for Smarter Growth |

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Schwartz from the Coalition for Smarter Growth spoke about the Long-Range Plan Task Force. He said Metro funding has to be a number-one priority. He also spoke to the importance of transit oriented development, first- and last-mile connections, and a new Rosslyn tunnel for Metro. He also spoke about the importance of including land use in the public outreach for the long-range plan.

2. APPROVAL OF MINUTES OF THE MAY 17, 2017 MEETING

A motion was made to approve the minutes from the May 17, 2017 TPB meeting. The motion was seconded and was approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on June 3 and discussed several items that would be presented to the TPB. He said that the committee was briefed on and discussed the adoption of a set of regional targets for transit asset management as required by the federal performance based planning and program rule. He said that staff updated the committee on the work of the Long-Range Plan Task Force activities, as well as providing an update on planned public outreach for the 2018 Long-Range Plan update. He said that staff from Virginia Railway Express made a presentation to the committee about the agency's 25th anniversary. The committee was briefed on retail and delivery trends, and on FAST Act regulations related to urban freight corridors.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE

Mr. Martin presented the report of the Citizens Advisory Committee. He reported that the committee provided feedback on the public outreach and survey for the long-range plan. He said that the

committee wanted to ensure that the survey results and feedback were meaningful to the process. The committee also discussed how to provide feedback to the Long-Range Plan Task Force. He explained that committee members weighed in through an online survey after the meeting. He said committee members expressed interest in Metro expansion, circumferential rail, expanded commuter rail, and regional Bus Rapid Transit tied with increasing accessibility and supporting underserved communities.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth said that the Steering Committee met on June 2 and approved two TIP amendments. The first was requested by VDOT to amend the TIP to add about \$2 million for Route 7/George Washington Boulevard overpass project and to add about \$11.5 million in new Northern Virginia Transportation Authority bond funding for the competition of the Loudoun County Parkway. The second TIP amendment was requested by MDOT to add about \$1.2 million for Maryland 97 highway reconstruction and an additional \$50 million for the area-wide congestion management program. The steering committee also reviewed and approved MDOT's provisional designation of certain segments of Maryland's freight network as critical urban freight corridors. He said that staff plans to bring this as a collective action including similar designations from Virginia and the District of Columbia to the TPB later in 2017. The committee also reviewed a draft of a TIP amendment requested by DDOT. The request was for about \$179 million, \$106 of which is earmarked for the St. Elizabeth's campus access improvement project. Due to the size of this request, the committee recommended that the full board consider and act on the amendment request. The committee was also briefed on technical corrections to the FY 2017 Unified Planning Work Program. These changes did not change the funding amount, but rather corrected typographical arithmetic errors. The correction also added a couple federally funded studies being conducted by Fairfax County for transit-oriented development. These were not originally included in the work program.

Mr. Srikanth said that letters sent and received include a copy of the federal approval for the TPB's budget and work activities for FY 2018. There was a letter from the TPB supporting VDOT's application to USDOT for funding under the Advanced Transportation and Congestion Management Technologies Deployment Initiative. There was also a letter of TPB support for the City of Takoma Park's application for federal funding from Maryland's Bikeway program to complete design plans for a New Hampshire Avenue Bikeway. There was also a summary of the record-setting Bike to Work day and forum for grantees of the Reverse Commute/New Freedom and Enhanced Mobility grants. The final letter was an announcement of a Vision Zero professional development workshop that is being hosted by the TPB's bicycle and pedestrian subcommittee on June 23.

6. CHAIR'S REMARKS

Chairman Newton said that MPOs have a newly vested authority to set targets for maintaining transit assets. The idea is that the state transportation agencies and transit operators work to attain performance targets, and that the MPO will be involved by monitoring that the targets are being met, and then reporting to federal agencies. She said that transit is important to the Washington region. She said that over the next year, staff will be working with jurisdictions to set targets in other areas, including safety, highway assets such as pavements and bridges, as well as congestion, among others.

Chairman Newton said that we know that the Metrorail system is being maintained with the resources that it has. She said that we also know that the level of maintenance is not being done at the level that we aspire to, and not to a level that provides a high degree of reliability and safety. Since Metrorail is so important for the region, she said it is important to overcome challenges that prevent the Metrorail system from being operated and maintained at a world-class level. She said that one of the primary obstacles is inadequate funding to maintain the system. She said that the TPB is engaged in methodically understanding the funding issue and working with many stakeholders, including COG, on

this issue. She said that the board will be briefed today on two items on this topic. First, WMATA's plan to make Metrorail safe and reliable, and a request to the region for funding to deliver on that plan. Second, COG's executive director, Mr. Bean, will share the work of its Metro Strategy Group assembled by COG to find additional funding needed to ensure a state of good repair for Metrorail.

ACTION ITEMS

7. PERFORMANCE-BASED PLANNING AND PROGRAMMING - REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Mr. Randall said that he briefed the board in April and May on the regional targets for transit asset management. He said that these targets are part of the federal performance-based planning and programming rules that are being implemented as part of MAP-21 and the FAST Act. He said that this is the first set of targets to come before the board. He referred to the handout and said that the materials have been updated to reflect the most recent guidance provided by the federal government. He said that staff is trying to keep up with the rulemaking as it is being implemented. He said that the handout has also been updated to specify that the Maryland Transit Administration will be reporting on behalf of the Maryland Tier 2 systems which cover transit in Frederick and Charles Counties.

Mr. Herling asked how WMATA is compared to other transit providers.

Mr. Randall said that this is the first time setting targets, so that there are no national comparisons to be made for these targets now.

Mr. Herling asked if data for comparison will be available in the future.

Mr. Randall said that he expects that this information will become available as it is approved by the Federal Transit Administration and becomes part of the public record.

A motion was made to adopt Resolution R24-2017 to approve the table which sets the targets. The motion was seconded and approved.

8. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR FY 2017 FOR THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

Mr. Zimbabwe said that DDOT, through this action to amend the TIP, intends to reflect a transfer of money from the Department of Homeland Security to DDOT for the execution of the Malcom X/295 interchange improvements, which is part of the St. Elizabeth campus redevelopment.

A motion was made to adopt Resolution R25-2017 to amend the FY 2017-2022 TIP. The motion was seconded and approved.

9. WMATA STATE-OF-GOOD-REPAIR FUNDING - NEEDS AND REGIONAL STRATEGY

Chairman Newton said that there will be two presenters for this item. She said that Mr. Kannan will present on WMATA's "Keeping Metro Safe, Reliable, and Affordable" plan. Afterwards, Mr. Bean will present on the efforts of the Metro Strategy Group.

Mr. Kannan said that Metro has been an essential driver of the Washington region's economy for many years. He said that Metro represents a \$40 billion asset and has generated returns for all member jurisdictions in terms of enhanced mobility, traffic congestion, improved air quality, and economic development. He said that over half the jobs in the region are located within a half-mile of Metrorail stations, and that there is \$235 billion of property value in the same area. He said that over time a lack of reinvestment in the Metro system will depress regional tax revenues and congestion would increase.

Referring to his presentation, he described three time frames for addressing Metro's challenges. The first ran from 2016 to 2017 and included emergency measures like SafeTrack to address the crisis. In 2017 to 2018, Metro will launch new initiatives, called "Back2Good," that focus on customer experience, revenue, and accelerating capital investments. Starting in 2019, Metro plans to be a world-class transit system that performs in safety, operation, and financial performance.

Mr. Kannan said that Metro continues to face structural funding challenges. He said that Metro relies on unpredictable investments from local, state, and federal partners. There currently is more than \$25 billion in unfunded capital needs, up from \$11 billion in 2008. He added that Metro is one of the only major U.S. transit systems without a dedicated funding source, which would allow for proper planning necessary to maintain and grow the system. He said that in FY18 there is expected to be a \$300 million operating fund deficit, and that operating costs are rising at roughly twice the rate of non-subsidy revenues.

Mr. Kannan said that there are five areas related to capital funding that need to be addressed as part of the "Keeping Metro Safe, Reliable, and Affordable" plan. First, jurisdictional capital contributions need to increase with a 3% annual growth gap. Second, \$15.5 billion needs to be invested over the next ten years for critical capital projects, which would increase the average annual investment to \$1.5 billion. Third, a multi-year stable revenue source that generates \$500 million per year needs to be established. Fourth, there needs to be a dedicated Capital Trust Fund that is used strictly for capital investment. Finally, Metro needs to secure Congressional re-authorization of federal capital investment of at least \$1.5 billion over ten years. These recommendations do not require changes to the WMATA compact.

Mr. Kannan also said that there are five areas related to operations funding that need to be addressed as part of the same plan. First, is capping jurisdictional operating subsidies at 3% annual growth. Second, preserve pension commitment to active employees and retirees, but provide a defined contribution plan for new hires. Third, support enhanced flexibility to reduce costs and competitive contract of targeted functions. Fourth, create a rainy-day fund to incrementally provide 10% of the operating budget over ten years. Finally, Congress should amend the Wolf Act to require an arbitration process that considers the financial condition of WMATA.

Mr. Kannan said that it will take the entire region coming together to make these large-scale transformative changes a reality.

Mr. Bean said that he would present on a number of COG activities regarding Metro. He said that COG serves as a hub for the region and WMATA to work together. He said that COG also serves as an administrative agent for the placement of a fire department liaison within Metrorail operations center, and serves to facilitate the Interstate Compact legislation for the Metro Safety Commission. Other COG/TPB initiatives have also worked with Metro, including Commuter Connections which has assisted Metro with the SafeTrack initiative, and the COG Planning Directors Technical Advisory Committee, which has met with WMATA real estate and planning staff to learn more about plans and opportunities for development around Metro stations.

Mr. Bean said that in 2016 the COG board created a chief administrative officers (CAO) technical panel that was charged with quantifying capital and operating maintenance funding needs for the next decade, options for supporting needed revenues, identifying performance benchmarks, and the economic value of Metro. He said that Mr. Freudberg briefed the TPB on the CAO panel work at the last board meeting. Referring to his presentation he said that it included almost 24 assumptions, which include: jurisdictional subsidies will not increase more than three percent annually; personnel costs will not increase more than three percent annually; and ridership will turn around and grow three percent annually starting in 2020. He said that there is a \$130 million annual gap in operations and maintenance funding. Thirty percent of capital funding is expected to come from the federal government, 30% from state and local funding, leaving a gap of 40%, or \$6.2 billion over ten years. He

said that the panel considered a series of funding options to provide \$650 million in new revenue annually for Metro, covering \$130 million in maintenance and \$520 million in capital annually for ten years. The panel assumed that revenue would increase by three percent annually, to match the region's economic growth. Capital funding would be leveraged to support the state-of-good-repair capital needs plus additional funding for critical capital needs.

Mr. Bean said that the Metro Strategy Group was appointed by the COG chairman to coordinate the COG board's strategy focus on Metro's funding needs. The group was chaired by Ms. Bulova, and included members from the TPB. This group will continue to engage elected officials in local and state governments from the region and is expected to provide recommendations to the COG board this fall.

Mr. Bean said that the "Keeping Metro Safe, Reliable, and Affordable" report was well received by the COG board at its meeting on June 14. At that meeting, he said that the COG board adopted an eight-point Statement of Principles on Metro. He said that these guidelines focus primarily on dedicated funding. Referring to his presentation, he said that the first principle provides overarching goals for a fully restored world-class Metro. He said that principles 2, 3, and 4 cover capital operating funding needs and important guidelines for action steps associated with funding. The fifth principle focuses on the importance of predictability for local and state capital and operating and maintenance budgets. The sixth principle sets a regional goal for accomplishing funding goals by July 1, 2018. The seventh principle addresses COG's perspective on enhancements and reform of WMATA's governance and operations. The eighth principle calls for the federal government to recognize its fiscal responsibility to "America's transit system". He said that the COG board and the Metro Strategy Group will continue to coordinate and collaborate with stakeholders, including WMATA, to secure funding to meet Metro's long-term needs.

Mr. Fisette made a motion to adopt Resolution R26-2017. The motion was seconded.

Ms. Hudgins thanked the speakers. She expressed support for the resolution. She said the WMATA board has recently taken some hard decisions, including a reduction in services and an increase in fares. She said this resolution is an important step and she called upon the region to provide its full support for the Metro system.

Mr. Herling asked if a sales tax would be considered to fund Metro. He said that Denver provides an example for how a multi-jurisdiction transit system can successfully levy a tax.

Mr. Bean said that the experience of other transit systems is being considered and that the technical panel did look at several revenue options and applied that data to the numbers that were outlined.

Mr. Herling asked if property or sales taxes would be considered prospectively.

Mr. Bean said that the numbers presented have been analyzed in terms of the target and implications for several different revenue options, including tax. He said that ultimately it is up to the elected officials to determine the best path forward.

Mr. Schwartz asked whether the TPB would have the ability to impose funding by including that funding in a CLRP amendment, if the region's jurisdictions are unable to find new funding for Metro. He noted that obviously such an action would mean that other projects would have to be defunded.

Mr. Mendelson said that that such an action would not provide dedicated funding and it would not provide a revenue stream against which WMATA could borrow.

Mr. Enslinger asked about assurances related to a possible trust fund.

Mr. Srikanth said that the trust fund discussion is happening within the Metro Strategy Group which is considering new revenues that could be used to raise capital. He said that the group has discussed regardless of how the revenue is raised in each jurisdiction, the group has discussed how that money

could be earmarked through legislative or regulatory actions to ensure that the funding would only be spent on capital.

Mr. Allen asked for a clarification as to whether the deadline in the resolution is for getting legislation introduced or to have dedicated funding in place.

Mr. Bean said that the sixth principle aspires towards having funding in place by July 1, 2019.

Mr. Allen said that there is a limited amount of funding available in the region and that he wanted to make sure that there was a clear timeline.

Mr. Lewis asked for background information on the process for developing the Statement of Principles.

Mr. Bean said that the Metro Strategy Group led the process to develop the principles. He said that when Ms. Bulova presented the principles to the COG board on June 14, she noted that this may not be the final statement.

Mr. Meyer said that is important for the region to say that they support reforms underway at WMATA. He encouraged decision makers to be creative as they seek solutions to Metro's problems. He said that if the board can be unified, this is a good opportunity to show that the region is behind the good decisions being made at Metro. He also said it is time to get creative in finding funding solutions.

Mr. Bean said that the technical panel is continuing to look at other opportunities to leverage funding beyond the analyzed gap.

Mr. Weissberg said that Prince George's County continues to have concerns regarding some of the employment and employee proposals that are being considered.

Mr. Fisette said this resolution represented a step forward. He said that capping growth at three percent annually as part of the case proposal is important to give some predictability and scale so that jurisdictions can plan better. He stressed the importance of ensuring dedicated funding in the future. He also said it is important to keep an open mind about potential funding solutions and to work hard to completely solve the problem.

Mr. Enslinger reminded the board that while it is important to find new funding for Metro, there are other transportation projects in the region — like those being discussed as part of the Long-Range Plan Task Force — that also need funding.

Mr. Lewis made a motion to defer the vote on this resolution until the July TPB meeting.

Chairman Newton asked for a clarification regarding the relationship between the draft resolution currently before the TPB and the resolutions approved by the COG board.

Mr. Fisette said the resolution before the TPB encompassed the two resolutions that had been approved by the COG board.

Mr. Lewis said that MDOT has for many years worked with WMATA on funding, safety issues, and other challenges. He said that Maryland understands the importance of Metro to the region. He said that MDOT has some philosophical and technical issues with the language in the resolution, and that they would like more time to get the language right.

Mr. Mendelson asked Mr. Lewis what would be accomplished by delaying a month.

Mr. Lewis said that there are some issues with the wording in the Statement of Principles. As an example, he noted the language regarding WMATA's bond rating.

As a point of order, Mr. Meyer asked for a second to the motion to table the resolution for a month.

The motion was seconded.

Mr. Elrich said that the principles are basic, and since they do not directly address the problem of funding, he thinks the vote should go forward today.

Mr. Nohe asked if Mr. Lewis had discussed this resolution with the governor of Maryland.

Mr. Lewis said that he had not.

Mr. Nohe said that he is open to deferring because he did not want the TPB signing on to something that one of the chief elected officials in the region has not been briefed on.

Chairman Newton said that the TPB is empowered with doing everything it can to ensure that there is a discussion to address WMATA's problems.

Mr. Meyer said that he was absent at the May meeting, yet he was comfortable with the board approving items related to his jurisdiction. He said he was ready to vote at the meeting.

Mr. Fisette that the resolution simply affirms principles and supports the COG board's decision. He said that it would not be a good sign to delay this vote.

Mr. Lewis said it was important to take more time to make sure the language is right.

Chairman Newton called for a vote to postpone approval of Resolution R26-2017 until the July meeting. The motion failed. In a show of hands, nine members voted in favor and 17 voted against the motion for postponement.

Chairman Newton called for a vote to adopt Resolution R26-2017 supporting WMATA's Plan and the recommendations of the Metro Strategy Group as adopted by COG on June 14, 2017. The motion passed with 21 votes for and three against. Representatives from Prince William County and MDOT asked to be recorded as abstaining from voting.

INFORMATION ITEMS

10. 2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN: OUTREACH AND COMMUNICATIONS UPDATE

Mr. Hampton said that he works with the TPB staff on outreach and communications for the new long-range plan which is currently underway. He summarized proposed changes to the quadrennially update to the long-range plan, including the addition of an unconstrained element, more public outreach, and a visual identity overhaul. He said that his presentation will cover the new look or brand for the long-range plan, the public opinion survey, consultant assistance, and stakeholder feedback.

Mr. Hampton said that the goal of the new brand is to make communication and materials for the plan to be easily identifiable while remaining fresh, simple, and on message. The new brand, called Visualize 2045, is meant to say something meaningful about the plan while being consistent with the TPB brand. The underlying message is that the long-range plan is going to serve as a tool for the TPB for decision-making. It is also a tool for understanding the region's transportation future. The Visualize 2045 brand will be used on the website, the survey, and collateral giveaways. He said that everyone is encouraged to start referring to the 2018 long-range plan update as Visualize 2045 from here on.

Mr. Hampton said that the first priority of the public opinion survey was to make it useful by providing information to planners and decision makers, especially for the implementing agencies that are responsible for submitting projects to the CLRP. They also wanted to make the survey easy and fun for people that chose to participate. The survey asks people, regardless of where they live in the region, what they think about transportation in the Washington area. He said that the survey is being conducted

online via a tool called MetroQuest. It asks questions about: daily travel patterns and behaviors; key issues related to reliability, affordability, travel time, travel options, and safety; and for ideas about improvements that survey takers would like to see in the region. He said that there are two methods for gathering survey responses. The first is a controlled sample that is being conducted via a mail-based survey. This method will ensure a representative sample of the region's population. The goal is to get 600 responses for this part of the survey. The other method is an open survey to collect responses from a broad swath of the region's population.

Mr. Hampton said that staff is working with outreach consultants to help with survey administration on the ground. The outreach consultants will send survey teams to 15 events in the region. Also looking for opportunities to host information tables. TPB staff will be supporting this work via its normal communications channels, including TPB News and social media, as well as working with COG's Office of Communications and the consultant for media outreach and ad buys. He encouraged board members to spread the word about the survey in their jurisdictions.

Mr. Hampton said that survey results will be shared with stakeholders later this year to collect more input.

Mr. Emerine that it is fantastic that the survey allows users to submit land-use policy ideas. He asked if there were accompanying materials that help survey users understand the connection between land-use and transportation.

Mr. Hampton said that the survey really focuses on people's daily travel experience. He said that they included the land-use aspect for users that understand the connection and had opinions to share. He said that the issue of land-use can be explored in more depth during the stakeholder activities later in the year.

Mr. Emerine asked when survey results would be shared with the board and Long-Range Plan Task Force.

Mr. Hampton said that the results will be analyzed in August and shared in September or October, around the time the call for projects for the constrained element is released.

Mr. Meyer asked if the results will be broken out within the region. He said he is curious to see if different parts of the region have different concerns.

Mr. Hampton said that past surveys, including the Priorities Plan, were broken out by geographic sub-area, but not at the jurisdictional level. He said that this survey will look at different cross-sections of the region, like inner-core, suburbs, and outer-suburbs.

Mr. Meyer said that if the entire sample is only 600 people, it will be difficult to break down the results subregionally in a way that is statistically significant. It seems that this is a small sample size.

Mr. Hampton said that he will consult with staff survey experts and respond to Mr. Meyer with more information on the sample size.

Mr. Enslinger asked if the survey URL was available.

Mr. Hampton said the URL was Visualize2045.org.

11. LONG-RANGE PLAN TASK FORCE STATUS REPORT

Mr. Fisette said that a memo was distributed that provides an overview of the Long-Range Plan Task Force process. He said that the task force is the culmination of many people's thoughts about whether or not the long-range plan solves problems or improves the current situation. He said that TPB staff has been providing guidance on how to proceed. He said that the newest development was to group projects

and programs into bundles that could contain as many as six to ten discrete policies, programs, or projects. The reason for combining policies and programs and projects is to multiply the impact over implementing just one discrete item. The task force is currently working to create these bundles. Working with staff and consultants, the goal is to bring ten bundles to the TPB.

Mr. Lovain asked if these ten bundles would include as many as ten policies, programs, or projects each. He asked if these bundles are available for review.

Mr. Srikanth said that the bundles are on the Long-Range Plan Task Force website.

Mr. Lovain asked if the bundles were grouped thematically.

Mr. Srikanth said yes. He noted that scenario analysis conducted over the past 25 years shows that no matter how expensive an individual project or policy may be, they do not result in game-changing improvements to the performance of the system. By bundling policies, programs, and projects that complement each other, then you could expect a greater improvement when compared to system performance. He said that the board could chose to approve two bundles, or ten.

Mr. Lovain asked if improving walkability around Metrorail stations would be included in a bundle to increase accessibility.

Mr. Srikanth said yes, that was one of the elements within a theme around which one of the bundles was developed.

Mr. Schwartz asked if there has been any consideration in how these different bundles will be analyzed. He said he worries that relying on past analysis will bias results. He said a fresh analysis is in order.

Mr. Srikanth said that significant progress has been made in preparing resources to conduct a new analysis. He said that consultant services have also been secured for this work.

Mr. Schwartz asked if the members of the TPB would have an opportunity to meet with the consultants and staff who are conducting the analysis so that board members can better understand how the analysis is being designed.

Mr. Srikanth said that they are available for discussion at any time.

OTHER ITEMS

12. ADJOURN

No other business was brought before the board. The meeting was adjourned at 2:11 p.m.

Meeting Highlights: TPB Technical Committee June 2017

The Technical Committee met on July 7, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB agenda:

- **TPB agenda item 7**
Traci McPhail, the Chair of the Car-Free Day Steering Committee, gave a presentation on Car Free Day 2017. She explained that Car-Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car-free policies and initiatives.
- **TPB agenda item 8**
Kanti Srikanth, TPB Staff Director, briefed the committee on recent activities of the Long-Range Plan Task Force. He said the TPB at its July meeting will be asked to accept, for further analysis, a set of initiatives consisting of projects, programs, and policies. Further analyses to occur this summer and fall will help to determine if the initiatives make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents. Next the task force will work on developing a process by which the TPB can later endorse a final selection from among those initiatives studied for future concerted TPB action with the goal of ultimately including them in future long-range plan updates. The Director briefed the committee on the summer schedule of the LRPTF.

The following items were presented for information and discussion:

- Tim Roseboom of the Virginia Department of Rail and Public Transportation (DRPT) gave a presentation on DRPT's current and proposed project prioritization process. This was one in a series of presentations aimed at highlighting how the different funding agencies in the region prioritize projects for funding in the CLRP and TIP.
- Emily Stock of provided a project status update on the DC2RVA High-Speed Rail Project, which recently issued a Draft Environmental Impact Statement (DEIS). The DEIS is currently undergoing final Federal Railroad Administration (FRA) review and DRPT anticipates that the document will be released to the public in late summer of 2017. The release of the DEIS will initiate a 60-day public comment period that will include a set of public hearings throughout the project corridor.
- TPB staff provided an update on Visualize 2045. The update included a status report on public outreach activities, including the survey which is now underway, and the development of the Financial Plan.
- TPB staff provided an overview of the status of the short-range travel modelling improvements that are currently underway.
- TPB staff provided an overview on the federal Enhanced Mobility grant solicitation process, which is beginning in August. The Regional Public Transportation Subcommittee has been involved in this process.
- TPB staff briefed the committee on the purpose, content, and outcomes of the Vision Zero Professional Development Workshop, which took place on June 23. Jurisdictions that were highlighted in the presentation included Montgomery County, Alexandria and the District of Columbia.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – July 7, 2017**

DISTRICT OF COLUMBIA

DDOT -----
DCOP Dan Emerine

MARYLAND

Charles County Ben Yeckley
Frederick County -----
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County -----
Prince George's County Anthony Foster
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Kari Snyder
Matt Baker
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County -----
Manassas -----
NVTA -----
NVTC Patricia Happ
Prince William County James Davenport
PRTC Betsy Massie
VRE Christine Hoeffner
VDOT Norman Whitaker
Regina Moore
VDRPT Tim Roseboom
Todd Horsley
NVPDC -----
VDOA -----
WMATA Allison Davis

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS Laurel Hammig
MWAQC -----
MWAA Mike Hewitt

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Ken Joh, DTP
Wendy Klancher, DTP
Mark Moran, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Steve Walz, DEP

OTHER

Traci McPhail, NBTMD
Alex Brun, MDE
Jalen Jennings, VDOT
Emily Stock, VDRPT
Clinton Edwards, VDRPT
Faisal Hameed, Parsons (DC2RVA Team)
Allison Hahn, NVTC
Nicholas Perry, MWAA
Bill Orleans



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 13, 2017

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: July 13, 2017

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

- SR2-2018: To amend the FY 2017-2022 Transportation Improvement Program (TIP) to include \$18.6 million in National Highway Performance Program (NHPP) and Regional Surface Transportation Program funding for the I-66 Study/Access Improvements project; and to include \$7.4 in NHPP and advanced construction funding for the Arcola Boulevard (Northern Segment) 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.
- SR2-2018: Resolution to approve changes to the Federal Functional Classification System of Streets in Charles, Frederick, Montgomery, and Prince George's Counties, as requested by the Maryland Department of Transportation.

The Steering Committee also approved two mid-year appointments to the TPB Citizens Advisory Committee. CAC alternate Paul Angelone was approved to serve as the member for the District of Columbia for the remainder of the 2017 term. David Murphy was approved as a CAC alternate member for the District.

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

- SR1-2018
- SR28-2018
- Memo: Mid-year appointments to CAC

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 I-66 STUDY/ACCESS
IMPROVEMENTS (OUTSIDE THE BELTWAY) AND ARCOLA BOULEVARD (NORTHERN SEGMENT)
PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, in the attached letter of June 28 and June 29, VDOT has requested that the FY 2017-2022 TIP be amended to release \$23.3 million in state, advanced construction (AC) funding, and add \$12.4 million in National Highway Performance Program (NHPP) funding from funding prior to the FY 2017-2022 period and add \$11.27 million in NHPP and \$7.34 million in Regional Surface Transportation Program (RSTP) funding to FY 2017 for the I-66 Study/Access Improvements project (TIP ID 6347); to remove two related projects (TIP IDs 6348 and 6568); and to include \$5.7 million in AC and \$1.7 million in NHPP funding in FY 2017 for the Arcola Boulevard (Northern Segment) project (TIP ID 6599), as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, or are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to release \$23.3 million in state, AC funding, and add \$12.4 million in NHPP funding from funding prior to the FY 2017-2022 period and add \$11.27 million in NHPP and \$7.34 million in RSTP funding to FY 2017 for the I-66 Study/Access Improvements project (TIP ID 6347); to remove two related projects (TIP IDs 6348 and 6568); and to include \$5.7 million in AC and \$1.7 million in NHPP funding in FY 2017 for the Arcola Boulevard (Northern Segment) project (TIP ID 6599), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 7, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 28, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for Arcola Boulevard construction, Loudoun County, VA (UPC# 111481)

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for the construction of Arcola Boulevard between John Mosby Highway (US 50) and Loudoun County Parkway (VA 606) in Loudoun County, Virginia. This project will improve the north-south traffic movements in the southern part of the County and will provide a direct route to the future Metro Rail station at Old Ox Road. This is a new roadway with a four-lane cross section including bicycle and pedestrian facilities. The amendment reflects the Virginia Commonwealth Transportation Board's latest estimates and planned obligations. VDOT is adding approximately \$1.685 million in Federal National Highway Performance Program (NHS-NHPP) funding and approximately \$5.706 million in Advance Construction (AC) funding for planning and preliminary engineering (PE) in FY 17.

The project funding is consistent with the revenue projections VDOT provided for the 2014 CLRP Financial Element. This project is regionally significant for air quality conformity analysis. It is listed in the 2016 CLRP and the related Air Quality Conformity Analysis..

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on July 7th, 2017. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

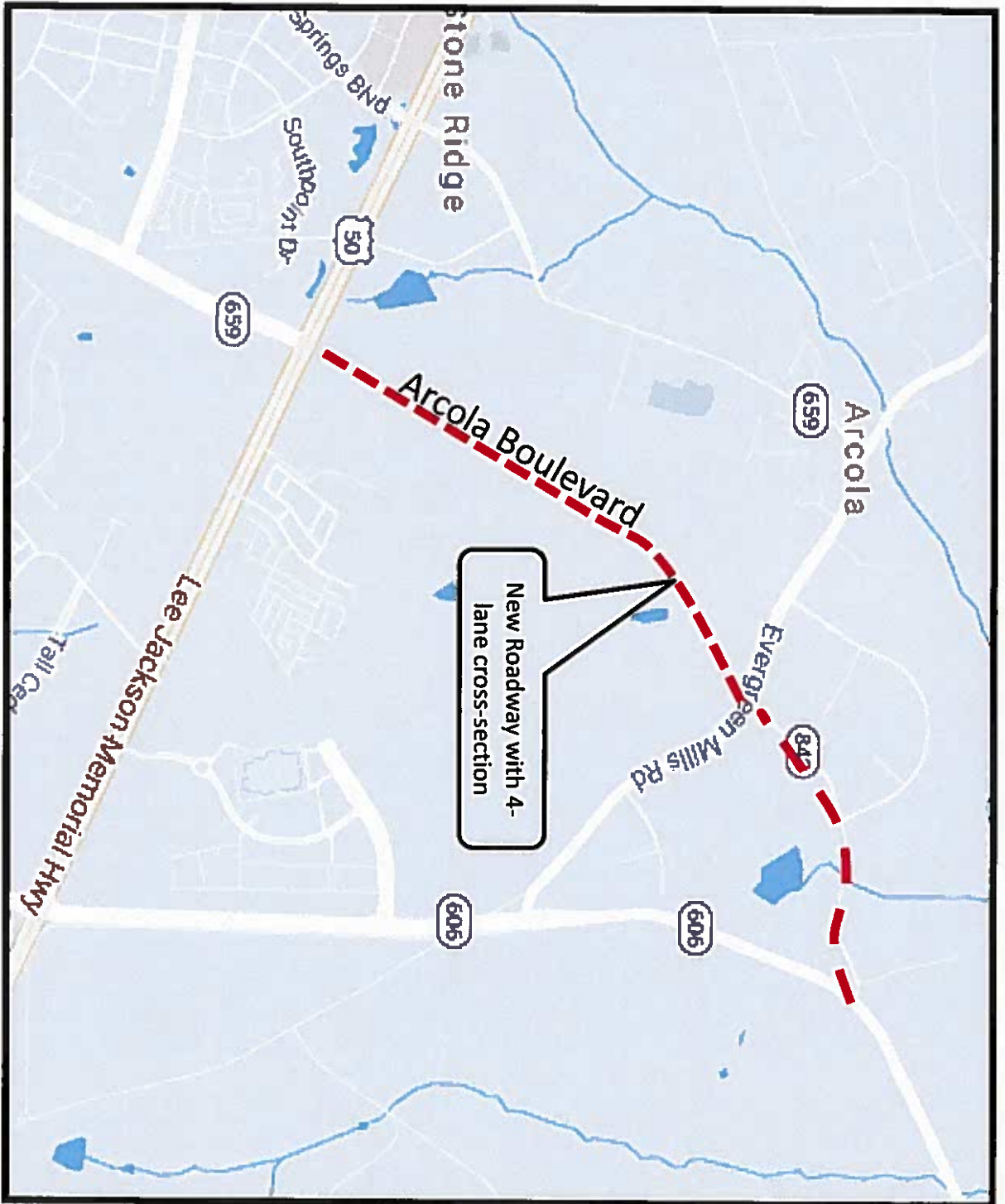
Sincerely,

A handwritten signature in blue ink that reads 'Helen Cuervo'.

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

cc:

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



ARCOLA BLVD (ROUTE 50 TO LOUDOWN COUNTY PKWY)

UPC # 111481, TIP # 6599



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 29, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for I-66 Improvements Outside the Beltway: P.E. (UPC# 54911)

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for the Preliminary Engineering phase of I-66 Outside the Beltway (Between I 495 and US 15) in Fairfax and Prince William Counties, Virginia. This project will improve the congested east-west traffic movements on I-66. The amendment is based on actual obligations and current estimates approved by the Virginia Commonwealth Transportation Board.

This project is already listed in the TIP. The amendment modifies previous funding and also eliminates two related TIP entries: TIP ID #s 6348 and 6568. The amendment will release \$20,104,920 (AC-Other State), release \$2,684,644 (AC-NNPP/E), release \$500,000 (AC-NHPP) FFY15, add \$9,712,628 (NHPP) & \$2,674,071 (NHPP/E) FFY15, add \$7,172,771 (NHPP), \$11,167,603 (NHPP/E), \$102,972 (NH), & \$7,338,122 (RSTP) FFY17. The net results of these releases and additions have been entered in the TPB's iTIP database.

The project funding is consistent with the revenue projections VDOT provided for the 2014 CLRP Financial Element. This project is regionally significant for air quality conformity analysis. It is listed in the 2016 CLRP and the related Air Quality Conformity Analysis..

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on July 7th, 2017. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Susan Shaw, P.E., 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 | |
|--|-------------------|---|------------------|----------|---------|---------|---------------------------------------|---------|---------|---------------|--|
| I-66 Study / Access Improvements(Outside the Beltway) | | | | | | | | | | | |
| TIP ID: 6347 | Agency ID: 54911, | Title: I 66 Preliminary Engineering for EIS | | | | | Project Cost: \$73,823 Complete: 2017 | | | | |
| Facility: I 66 | AC | 100/0/0 | | 13,816 a | | | | | | 13,816 | |
| From: I 495 | NHPP | 87/13/0 | 11,116 a | 8,237 a | | | | | | 8,237 | |
| To: VA 15 | NHPP 1 | 100/0/0 | 2,675 a | 11,168 a | | | | | | 11,168 | |
| | RSTP | 80/20/0 | | 9,173 a | | | | | | 9,173 | |
| Total Funds: | | | | | | | | | | 42,394 | |

Description: I-66 Study/Preliminary Engineering for EIS

Amendment: update based on actual oblig's & current estimate **Approved on: 7/7/2017**
 release \$20,104,920 (AC-Other State), release \$2,684,644 (AC-NNPP/E), release \$500,000 (AC-NHPP) FFY15, add \$9,712,628 (NHPP) & \$2,674,071 (NHPPE/E) FFY15, add \$7,172,771 (NHPP), \$11,167,603 (NHPP/E), \$102,972 (NH), & \$7,338,122 (RSTP) FFY17.

| | | | | | | | | | | | |
|---|------------------------------|-----------------------------------|--------------------|--------------------|--|--|---|--|--|------------------|--|
| I-66 Study / Access Improvements(Outside the Beltway) | | | | | | | | | | | |
| TIP ID: 6348 | Agency ID: 105239 | Title: I-66 PPTA Study | | | | | Project Cost: \$11,500 Complete: | | | | |
| Facility: I 66 | AC | 100/0/0 | 500 a | 6,862 a | | | | | | 6,862 | |
| From: I 95 | NHPP | 100/0/0 | | 3,138 a | | | | | | 3,138 | |
| To: VA 15 | NHS | 80/20/0 | 4,000 a | | | | | | | | |
| Total Funds: | | | | | | | | | | 10,000 | |

Description: Develop additional information for procurement. Break out of UPC 54911.

Amendment: Remove Project **Approved on: 7/7/2017**
 Release all funding and remove project from the TIP (included in TIP ID 6347).

| | | | | | | | | | | | |
|--|------------------------------|--------------------------------|--|---------------------|--|--|---|--|--|-------------------|--|
| I-66 Corridor Improvements Project | | | | | | | | | | | |
| TIP ID: 6568 | Agency ID: 105500 | Title: I-66 Tier II | | | | | Project Cost: \$51,539 Complete: | | | | |
| Facility: I 66 | AC | 100/0/0 | | 8,195 a | | | | | | 8,195 | |
| From: I 495 | NHPP | 88/12/0 | | 20,529 a | | | | | | 20,529 | |
| To: US 15 | | | | | | | | | | | |
| Total Funds: | | | | | | | | | | 28,724 | |

Description: FROM: I-495 Beltway TO: Rte 15

Amendment: Remove Project **Approved on: 7/7/2017**
 Release all funding and remove project from the TIP (included in TIP ID 6347).

**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 |
|--|--------|-------------------|------------------|--|---------|---------|---------|------------------------|---------|----------------|
| Arcola Boulevard (Northern Segment) | | | | | | | | | | |
| TIP ID: 6599 | | Agency ID: 111481 | | Title: ARCOLA BLVD (ROUTE 50 TO LOUDOUN COUNTY PKWY) | | | | Project Cost: \$54,928 | | Complete: 2023 |
| Facility: 842 Arcola Blvd | | AC | 100/0/0 | 5,706 | a | | | | | 5,706 |
| From: US 50 | | NHPP | 100/0/0 | 1,685 | a | | | | | 1,685 |
| To: VA 606 Old Ox Road | | | | | | | | | | |
| Total Funds: | | | | | | | | | | 7,391 |

Description: Construction of Arcola Boulevard in its entirety between US 50 and VA 606

CLRP 3308, 3307 & 3306 are also covered under this TIP

Amendment: Update 2017 Funding **Approved on: 7/7/2017**
 Add \$1,684,642 (NHPP) & \$5,706,288 (AC-NHPP) FFY17 PE phase

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

**RESOLUTION ON CHANGES TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM
OF STREETS IN CHARLES, FREDERICK, MONTGOMERY, AND PRINCE GEORGE'S COUNTIES,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

WHEREAS, the Federal Functional Classification System of Streets for Suburban Maryland was approved by the TPB in 2006; and

WHEREAS, revisions to the Federal Functional Classification System of Streets must be done in coordination and cooperation with the MPO; and

WHEREAS, in the attached letter of June 28, MDOT has requested changes to the map of the federal functional classification of selected streets, as described in the attached materials;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the changes to the map of the Federal Functional Classification System of Streets for Charles, Frederick, Montgomery, and Prince George's counties, as requested by MDOT and described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 7, 2017.



Maryland Department of Transportation
The Secretary's Office

Lawrence J. Hogan, Jr.
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

June 28, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) seeks the National Capital Region Transportation Planning Board's (TPB) approval of recommended updates to the Federal Highway Administration's (FHWA) roadway functional classification in the suburban Maryland portion of the TPB planning area.

The MDOT State Highway Administration (SHA) worked collaboratively over the past year with transportation staff in Charles, Frederick, Montgomery and Prince George's counties through the decennial Federal functional classification adjustment process. The recommended alterations, which have been agreed upon by both MDOT SHA and the four county governments, are included in the attached tables.

MDOT requests that this resolution be approved by the TPB Steering Committee at its July 7, 2017, meeting.

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

Sincerely,

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

Attachments

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

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



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Steve Kaii-Ziegler, AICP
Director

Phone: 301-645-0627
Fax: 301-638-0807
Email: PGMAdmin@CharlesCountyMD.gov

May 26, 2017

Mr. C. Scott Pomento, P.E.
Director of Office of Planning
and Preliminary Engineering
Maryland State Highway Administration, MS-C411
707 N. Calvert Street
Baltimore MD 21202



Dear Mr. Pomento:

Charles County staff has worked collaboratively with the State Highway Administration in the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed adjustments as reflected in the attached table and map dated February 7, 2017. We request that you present the proposed Federal functional classification designations to Transportation Planning Board (TPB) for their review and approval and ultimately to Federal Highway Administration (FHWA).

Thank you for your attention and assistance in this matter. Please contact Mr. Jason Groth, Chief of Resource & Infrastructure Management (RIM) if you need additional information or clarification. Mr. Groth can be reached by email to grothj@charlescountymd.gov or by calling (301) 396-5814.

Sincerely,

Steve Kaii-Ziegler, AICP
Director

- cc: Mr. Eric Beckett, Chief of Regional and Intermodal Planning, State Highway Administration
- Ms. Heather Murphy, Director of Planning and Capital Programming, Maryland Department of Transportation
- Mr. Peter Sotherland, Federal Aid Systems Program Manager, State Highway Administration
- Mr. Jerry Einolf, Chief of Data Services Engineering, State Highway Administration
- Ms. Corren Johnson, Acting District 5 Engineer, State Highway Administration
- Mr. David Rodgers, Regional Planner, State Highway Administration
- Mr. Jason Groth, Chief of Resource & Infrastructure Management, Charles County

Charles County Proposed Functional Classification Changes, February 7, 2017

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|--------------------|-------------------|------------------------|----------------------------|--------------------|-------------|--------|
| VFW Rd | Old Washington Rd | US 301 | Local | Minor Collector | Urban | 0.14 |
| Sub Station Rd | US 301 | MD 925 | Minor Arterial | Minor Collector | Urban | 0.03 |
| Pinefield Rd | MD 5 | End | Local | Minor Collector | Urban | 1.25 |
| Industrial Park Dr | Smallwood Pkwy | Post Office Rd | Local | Minor Collector | Urban | 1.20 |
| Demarr Rd | US 301 | St Charles Pkwy | Local | Minor Collector | Urban | 1.53 |
| Hamilton Rd | Western Pkwy | Acton Ln | Major Collector | Minor Collector | Urban | 1.20 |
| St Pauls Dr | St Charles Pkwy | Piney Church Rd | Major Collector | Minor Collector | Urban | 0.94 |
| Glen Albin Rd | Oak Ave | Spring Hill Newtown Rd | Major Collector | Minor Collector | Urban | 1.56 |
| Hawthorne Rd | US 301 | Washington Ave | Major Collector | Minor Collector | Urban | 0.28 |
| Pierce Rd | US 301 | Western Pkwy | Local | Minor Collector | Urban | 0.14 |
| MD 227 | Ward Pl | Metropolitan Church Rd | Minor Arterial | Major Collector | Urban | 2.59 |
| MD 227 | US 301 | West of Pickeral St | Minor Arterial | Major Collector | Urban | 1.15 |
| Middletown Rd | Billingsley Rd | Blue Lake Pl | Minor Arterial | Major Collector | Urban | 0.45 |
| Bensville Rd | MD 228 | Billingsley Rd | Minor Arterial | Major Collector | Urban | 3.63 |
| Acton Ln | Hamilton Rd | Co Line | Local | Major Collector | Urban | 0.26 |
| Billingsley Rd | MD 227 | Prince Edward Dr | Local | Major Collector | Urban | 2.06 |
| Laplata Rd | Suffolk Dr | Charles St | Minor Arterial | Major Collector | Urban | 1.07 |
| Hawthorne Rd | Quailwood Pkwy | US 301 | Principal Arterial - Other | Minor Arterial | Urban | 0.87 |
| Charles St | US 301 | Prospect Hill Rd | Principal Arterial - Other | Minor Arterial | Urban | 2.67 |
| MD 225 | MD 210 | Lower Wharf Rd | Principal Arterial - Other | Minor Arterial | Urban | 0.29 |

| Decennial Functional Classification Update, Charles County | | | | |
|--|----------------|------------------|----------------|------------------|
| Charles County Mileage Extent, Urban Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
| Local | 360.7 | 73% | 354.1 | 71% |
| Minor Collector | 2.0 | 0% | 10.3 | 2% |
| Major Collector | 50.1 | 10% | 57.3 | 12% |
| Minor Arterial | 37.8 | 8% | 32.8 | 7% |
| Principal Arterial - Other | 45.2 | 9% | 41.4 | 8% |
| Principal Arterial - Other Freeway/Expressway | 0.0 | 0% | 0.0 | 0% |
| Interstate | 0.0 | 0% | 0.0 | 0% |
| Total | 495.7 | | 495.7 | |

| Charles County Mileage Extent, Rural Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
|---|----------------|------------------|----------------|------------------|
| Local | 420.8 | 72% | 414.2 | 71% |
| Minor Collector | 62.7 | 11% | 71.0 | 12% |
| Major Collector | 60.5 | 10% | 67.7 | 12% |
| Minor Arterial | 22.0 | 4% | 16.9 | 3% |
| Principal Arterial - Other | 17.9 | 3% | 14.0 | 2% |
| Principal Arterial - Other Freeway/Expressway | 0.0 | 0% | 0.0 | 0% |
| Interstate | 0.0 | 0% | 0.0 | 0% |
| Total | 583.9 | | 583.9 | |



FREDERICK COUNTY GOVERNMENT

DIVISION OF PLANNING & PERMITTING
Department of Planning

Jan H. Gardner
County Executive

Steven C. Horn, Division Director
Jim Gugel, Director

January 5, 2017

Mr. C. Scott Pomento, P.E.
Director of Office of Planning
and Preliminary Engineering
Maryland State Highway Administration, MS-C411
707 N. Calvert Street
Baltimore MD 21202

RE: Frederick County Functional Classification Revisions

Dear Mr. Pomento:

The Frederick County Planning and Permitting Division staff collaborated with State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. I have reviewed and concur with the proposed revisions contained in the map and table, dated December 14, 2016.

Prior to submitting the finalized adjustments to Federal Highway Administration (FHWA), a presentation regarding the proposed Federal Functional Classification Designations is requested to the National Capital Region Transportation Planning Board for their review and approval.

Thank you for your attention and assistance in this matter. Please contact Jim Gugel, jgugel@frederickcountymd.gov, if you need additional information or clarification.

Sincerely,



Jim Gugel
Planning Director

Frederick County Proposed Functional Classification Changes, December 14, 2016

| Route Name | Begin Point | End Point | Existing Classification | Proposed Classification | Urban/Rural | Length |
|---------------------|--------------------|-------------------|-------------------------|-------------------------|-------------|--------|
| Moser Rd | Tocati St | Frederick Rd | Major Collector | Minor Collector | Urban | 1.36 |
| Frederick Rd | Moser Rd | Water St | Major Collector | Minor Collector | Urban | 0.29 |
| Water St | Frederick Rd | W Main St | Major Collector | Minor Collector | Urban | 0.13 |
| Shookstown Rd | Montevue Ln | Rosemont Ave | Local | Minor Collector | Urban | 0.92 |
| Stadium Dr | New Design Rd | S Market St | Major Collector | Minor Collector | Urban | 0.57 |
| Pine Ave | E Church St | E 4th St | Major Collector | Minor Collector | Urban | 0.08 |
| W College Terrace | W Patrick St | W 2nd St | Local | Minor Collector | Urban | 0.32 |
| E 9th St | N East St | Apache Ct | Local | Minor Collector | Urban | 0.36 |
| Center St | W South St | Prospect Blvd | Local | Minor Collector | Urban | 0.58 |
| Prospect Blvd | Center St | S Jefferson St | Local | Minor Collector | Urban | 0.56 |
| Eaglehead Dr | Square Fort | Meadowlake Rd | Local | Minor Collector | Urban | 0.98 |
| Coppermine Rd | Edge of UA | MD 31 | Local | Minor Collector | Rural | 6.82 |
| Waverley Dr | US 40 | Shookstown Rd | Major Collector | Minor Collector | Urban | 0.77 |
| Bowers Rd | US 40 | US 40 | Major Collector | Minor Collector | Urban | 0.35 |
| Bowers Rd | Bowers Rd | Shookstown Rd | Major Collector | Minor Collector | Urban | 0.86 |
| Mt Phillip Rd | Old national Pike | Butterfly Ln | Major Collector | Minor Collector | Urban | 0.49 |
| Doctor Perry Rd | Thurston Rd | MD 355 | Local | Minor Collector | Urban | 3.22 |
| Big Woods Rd | MD 355 | MD 80 | Local | Minor Collector | Rural | 2.21 |
| MD 383 | MD 180 | UA | Major Collector | Minor Collector | Urban | 1.50 |
| Coppermine Rd | MD 194 | edge of UA | Local | Minor Collector | Urban | 0.94 |
| Biggs Ford Rd | Fountain Rock Rd | Main St | Major Collector | Minor Collector | Urban | 1.21 |
| Main St | W Pennsylvania Ave | Frederick St | Major Collector | Minor Collector | Urban | 0.30 |
| Taney Ave | W 7th St | Thomas Johnson Dr | Local | Minor Collector | Urban | 0.62 |
| Thomas Johnson Dr | Hayward Rd | Heather Ridge Dr | Local | Minor Collector | Urban | 1.69 |
| Browningsville Rd | Co Line | Windsor Rd | Major Collector | Minor Collector | Urban | 0.62 |
| Windsor Rd | MD 75 | Browningsville Rd | Major Collector | Minor Collector | Urban | 1.25 |
| Browningsville Rd | Windsor Rd | MD 75 | Local | Minor Collector | Urban | 1.38 |
| Devilbiss Bridge Rd | US 15 | Old Frederick Rd | Local | Minor Collector | Urban | 0.34 |
| Linganore Rd | MD 144 | Gas House Pike | Local | Minor Collector | Urban | 3.19 |
| Bartonsville Rd | MD 144 | Edge of US | Local | Minor Collector | Urban | 1.54 |
| West Crum Rd | Frederick St | MD 194 | Major Collector | Minor Collector | Urban | 0.11 |
| E 9th St | N Market St | N East St | Major Collector | Minor Collector | Urban | 0.23 |

| Route Name | Begin Point | End Point | Existing Classification | Proposed Classification | Urban/Rural | Length |
|--------------------|----------------------|---------------------|-------------------------------|-------------------------|-------------|--------|
| W 9th St | Motter Ave | N Market St | Minor Arterial | Minor Collector | Urban | 0.13 |
| W 9th St | Fairview Ave | Motter Ave | Major Collector | Minor Collector | Urban | 0.30 |
| New Design Rd | Adamstown Rd | Tuscarora Rd | Local | Minor Collector | Urban | 3.75 |
| MD 180 | MD 17 | MD 79 | Local | Minor Collector | Urban | 1.67 |
| Mussetter Rd | Old National Pike | Ijamsville Rd | Local | Minor Collector | Urban | 2.38 |
| Bill Moxley Rd | Old National Pike | Bartholows Rd | Local | Minor Collector | Urban | 2.73 |
| Woodville Rd | Edge of UA | Old AnnApolis Rd | Major Collector | Minor Collector | Urban | 1.20 |
| Daysville Rd | Edge of UA | MD 26 | Local | Minor Collector | Rural | 4.52 |
| Water Street Rd | Edge of UA | MD 26 | Major Collector | Minor Collector | Urban | 1.94 |
| Claridge Dr South | Spring Ridge Pkwy | Quinn Rd | Local | Minor Collector | Urban | 0.37 |
| Quinn Rd | Claridge Dr South | Terra Firma Rd | Local | Minor Collector | Urban | 0.35 |
| Terra Firma Rd | Quinn Rd | MD 144 | Local | Minor Collector | Urban | 0.30 |
| Daysville Rd | Water Street Rd | Edge of UA | Local | Minor Collector | Urban | 0.28 |
| Water Street Rd | Daysville Rd | Edge of UA | Minor Arterial | Minor Collector | Urban | 1.04 |
| Bartonsville Rd | Edge of UA | Reichs Ford Rd | Local | Minor Collector | Rural | 0.77 |
| Propsect Rd | Westridge Dr | Fred Co Line | Minor Arterial | Major Collector | Urban | 0.90 |
| MD 550 | north of Kelbaugh Rd | US 15 | Minor Arterial | Major Collector | Urban | 0.82 |
| MD 77 | Edge of UA Rd | MD 550 | Minor Arterial | Major Collector | Rural | 1.06 |
| Hessong Bridge Rd | US 15 | Creagerstown Rd | Minor Collector | Major Collector | Rural | 6.21 |
| Franklin St | E South St | E Patrick St | Principal Arterial - Other | Major Collector | Urban | 0.22 |
| Opossumtown Pike | Hayward Rd | US 15 | Minor Arterial | Major Collector | Urban | 1.52 |
| Bentz St | W 7th St | South St | Minor Arterial | Major Collector | Urban | 0.87 |
| Motter Ave | US 15 | W 7th St | Minor Arterial | Major Collector | Urban | 0.88 |
| Schifferstadt Blvd | N Market St | Stratford Dr | Local | Major Collector | Urban | 0.83 |
| Spring Ridge Pkwy | MD 144 | Claridge Dr | Local | Major Collector | Urban | 1.33 |
| Gas House Pike | Edge of UA | MD 75 | Minor Collector | Major Collector | Rural | 0.52 |
| Holter Rd | Jefferson Pike | S Church St | Local | Major Collector | Urban | 6.42 |
| Old Middletown Rd | MD 17 | south of Bussard Rd | Minor Arterial | Major Collector | Urban | 1.24 |
| Old Middletown Rd | Richard Remsburg Rd | MD 180 | Minor Arterial | Major Collector | Urban | 1.17 |
| MD 464 | Petersville Rd | east of Maple Ave | Minor Arterial | Major Collector | Urban | 0.29 |
| MD 79 | Edge of UA | MD 180 | Minor Collector | Major Collector | Rural | 0.94 |
| MD 180 | Petersville Rd | Edge of UA | Minor Collector | Major Collector | Rural | 2.36 |
| Lander Rd | Mountville Rd | MD 180 | Minor Arterial | Major Collector | Urban | 0.24 |

| Route Name | Begin Point | End Point | Existing Classification | Proposed Classification | Urban/Rural | Length |
|----------------------|----------------------|----------------------|-------------------------------|-------------------------|-------------|--------|
| MD 180 | Lander Rd | Old Middletown Rd | Minor Arterial | Major Collector | Urban | 0.31 |
| MD 77 | Edge of UA | Railroad | Minor Arterial | Major Collector | Rural | 0.02 |
| MD 80 | MD 85 | Michaels Mill Rd | Minor Arterial | Major Collector | Urban | 1.33 |
| Reichs Ford Rd | Edge of UA | Reels Mill Rd | Minor Collector | Major Collector | Rural | 0.35 |
| MD 550 | US 15 | E Main St | Minor Arterial | Major Collector | Urban | 0.78 |
| W 7th St | US 15 | N Market St | Minor Arterial | Major Collector | Urban | 0.71 |
| new Design Rd | Elmer Derr Rd | Adamstown Rd | Minor Collector | Major Collector | Urban | 3.47 |
| Elmer Derr Rd | Cap Stine Rd | Ballenger Creek Pike | Local | Major Collector | Urban | 2.09 |
| Corporate Dr | MD 351 | Crestwood Blvd | | Major Collector | Urban | 1.61 |
| Ijamsville | I-70 | MD 80 | Minor Collector | Major Collector | Rural | 3.71 |
| Old National Pike | Bartholows Rd | Bill Moxley Rd | Minor Collector | Major Collector | Urban | 1.39 |
| E 7th St | N Market St | N East St | Minor Arterial | Major Collector | Urban | 0.29 |
| US 40 | Co Line | Shookstown Rd | Major Collector | Minor Arterial | Urban | 8.03 |
| MD 85 | I-270 | Michaels Mill Rd | Principal Arterial - Other | Minor Arterial | Urban | 3.69 |
| MD 27 | Co. Line | Penn Shop Rd | Principal Arterial - Other | Minor Arterial | Urban | 0.21 |
| MD 550 | Long Rd | Edge of UA | Major Collector | Minor Arterial | Urban | 5.82 |
| MD 77 | Edge of UA | Fred Co Line | Major Collector | Minor Arterial | Rural | 6.24 |
| MD 85 | Manor Woods Rd | Fingerboard Rd | Major Collector | Minor Arterial | Urban | 0.80 |
| Crestwood Blvd | Ballenger Creek Pike | MD 85 | Local | Minor Arterial | Urban | 2.38 |
| Ballenger Creek Pike | ramp to I-70 | Crestwood Blvd | Major Collector | Minor Arterial | Urban | 0.29 |
| Burkittsville Rd | north of MD 340 | Edge of UA | Major Collector | Minor Arterial | Rural | 8.77 |
| MD 550 | Edge of UA | Woodsboro Pike | Major Collector | Minor Arterial | Urban | 0.97 |
| MD 77 | Tipping Dr | Edge of UA | Major Collector | Minor Arterial | Urban | 0.45 |
| Burkittsville Rd | Maerk Rd | Edge of UA | Major Collector | Minor Arterial | Urban | 0.68 |
| Burkittsville Rd | Edge of UA | US 340 | Major Collector | Minor Arterial | Urban | 0.12 |
| MD 144 | Quinn Orchard Rd | N Jefferson St | Principal Arterial - Other | Minor Arterial | Urban | 2.60 |
| S Jefferson St | US 40 | MD 144 | Principal Arterial - Other | Minor Arterial | Urban | 0.79 |

| Route Name | Begin Point | End Point | Existing Classification | Proposed Classification | Urban/Rural | Length |
|--------------|----------------------|----------------------|----------------------------|---|-------------|--------|
| E South St | S Market St | Franklin St | Principal Arterial - Other | Minor Arterial | Urban | 0.82 |
| W Patrick St | W College Terr | US 15 | Principal Arterial - Other | Minor Arterial | Urban | 0.51 |
| MD 75 | Edge of UA | MD 355 | Major Collector | Minor Arterial | Urban | 1.68 |
| MD 80 | Edge of UA | I-270 SB ramp | Major Collector | Minor Arterial | Urban | 3.12 |
| W South St | MD 144 | S Market St | Principal Arterial - Other | Minor Arterial | Urban | 0.81 |
| MD 75 | MD 26 | Old New Market Rd | Major Collector | Minor Arterial | Urban | 6.76 |
| MD 75 | Pleasant Grove Dr | Prices Distillery Rd | Major Collector | Minor Arterial | Urban | 1.67 |
| MD 355 | MD 75 | Fire Tower Rd | Major Collector | Minor Arterial | Urban | 0.19 |
| MD 80 | MD 75 | Edge of UA | Major Collector | Minor Arterial | Urban | 0.88 |
| MD 80 | Edge of UA | Edge of UA | Major Collector | Minor Arterial | Urban | 1.27 |
| MD 144 | W College Terr | N Jefferson St | Principal Arterial - Other | Minor Arterial | Urban | 0.26 |
| MD 26 | Edge of UA | Fred Co Line | Minor Arterial | Principal Arterial - Other | Rural | 13.62 |
| US 340 | east of MD 17 | east of MD 180 | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Rural | 3.90 |
| US 15 | South of MD 806 | Edge of UA | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Urban | 1.63 |
| US 15 | US 340 | State Line | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Urban | 6.96 |
| US 15 | PA State Line | Motters Station Rd | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Urban | 4.61 |
| US 15 | Motters Station Rd | Edge of Frederick UA | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Rural | 2.90 |
| US 15 | Edge of Frederick UA | Roddy Creek Rd | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Urban | 0.26 |

| Route Name | Begin Point | End Point | Existing Classification | Proposed Classification | Urban/Rural | Length |
|------------|-------------|--------------|----------------------------|---|-------------|--------|
| US 15 | Sundays LN | MD 806 | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Rural | 6.31 |
| US 15 | MD 806 | Pryor Rd | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Urban | 2.30 |
| US 340 | Edge of UA | Wash Co Line | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Urban | 2.44 |
| US 340 | Lander Rd | Edge of UA | Principal Arterial - Other | Principal Arterial - Other Freeway/Expressway | Urban | 2.14 |

Decennial Functional Classification Update, Frederick County Mileage Extent

| Frederick County Mileage Extent, Urban Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
|---|-----------------------|-------------------------|-----------------------|-------------------------|
| Local | 687.8 | 71% | 646.2 | 67% |
| Minor Collector | 16.5 | 2% | 54.9 | 6% |
| Major Collector | 113.1 | 12% | 93.9 | 10% |
| Minor Arterial | 65.3 | 7% | 97.5 | 10% |
| Principal Arterial - Other | 39.5 | 4% | 9.2 | 1% |
| Principal Arterial - Other Freeway/Expressway | 16.0 | 2% | 36.3 | 4% |
| Interstate | 29.8 | 3% | 29.8 | 3% |
| Total | 967.9 | | 967.9 | |

| Frederick County Mileage Extent, Rural Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
|---|-----------------------|-------------------------|-----------------------|-------------------------|
| Local | 719.3 | 70% | 719.3 | 70% |
| Minor Collector | 118.9 | 12% | 104.8 | 10% |
| Major Collector | 123.7 | 12% | 138.9 | 14% |
| Minor Arterial | 40.9 | 4% | 39.8 | 4% |
| Principal Arterial - Other | 24.2 | 2% | 24.2 | 2% |
| Principal Arterial - Other Freeway/Expressway | 0.0 | 0% | 0.0 | 0% |
| Interstate | 0.0 | 0% | 0.0 | 0% |
| Total | 1027.0 | | 1027.0 | |



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

May 12, 2017

Mr. C. Scott Pomento, P.E., Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration, MS-C41 1
707 N. Calvert Street
Baltimore, Maryland 21202

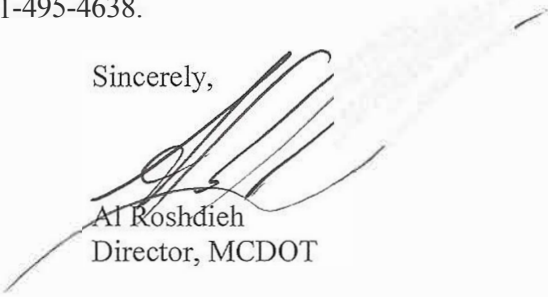
Dear Mr. Pomento:

The Montgomery County Department of Transportation (MCDOT) and Montgomery County Planning Department staff collaborated with Maryland State Highway Administration (SHA) in the decennial Federal Functional Classification System adjustment process. We have reviewed and concur with the proposed augments contained in the attached map and table produced in collaboration with the Planning Department and SHA staff, dated February 2017.

Prior to submitting the finalized adjustments to the Federal Highway Administration, a presentation regarding the *proposed* Federal Functional Classification Designations is requested for submission to the National Capital Region Transportation Planning Board for review and approval.

Thank you for your attention and assistance in this matter. Should you have any questions, please contact Mr. Andrew Bossi, MCDOT at 240-777-7200, or Mr. Russell Provost, Planning Department, 301-495-4638.

Sincerely,


Al Roshdiah
Director, MCDOT

Pam Dunn
Chief Functional Planning and
Policy Division, Montgomery
County Planning Department

AR:ab:kcf

Enclosure

cc: Mr. Andrew Bossi, Senior Engineer, MCDOT

Office of the Director

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

bee: Mr. Eric Beckett, Chief of Regional and Intermodal Planning, SHA
Ms. Heather Murphy, Director of Planning and Capital Programming, MDOT
Mr. Peter Sotherland, Federal Aid Systems Program Manager, SHA
Mr. Jerry Einolf, Assistant Chief of Data Services Engineering, SHA
Mr. Casey Anderson, Chair, Montgomery County Planning Board
Ms. Pamela Dunn, Functional Planning, Montgomery County Planning Department
Mr. Russell Provost, Functional Planning, Montgomery County Planning Department

Montgomery County Proposed Functional Classification Changes, January 4, 2017

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|-------------------|-------------------|----------------------|-------------------------|--------------------|-------------|--------|
| Eggert Dr | Macarthur Blvd | Persimmon Tree Rd | Major Collector | Minor Collector | Urban | 0.69 |
| Persimmon Tree Ln | Persimmon Tree Rd | Persimmon Tree Rd | Major Collector | Minor Collector | Urban | 0.59 |
| Lilly Stone Dr | Persimmon Tree Ln | Seven Locks Rd | Major Collector | Minor Collector | Urban | 0.81 |
| Gainsborough Rd | Bells Mill Rd | Democracy Blvd | Local | Minor Collector | Urban | 0.68 |
| Stedwick Rd | Watkins Mill Rd | Watkins Mill Rd | Local | Minor Collector | Urban | 0.98 |
| Broadwood Dr | MD 586 | Baltimore Rd | Major Collector | Minor Collector | Urban | 0.51 |
| Edmonston Dr | MD 586 | Baltimore Rd | Major Collector | Minor Collector | Urban | 0.38 |
| Charles St | Baltimore Rd | Seth Pl | Major Collector | Minor Collector | Urban | 0.05 |
| Seth Pl | Charles St | Park Rd | Major Collector | Minor Collector | Urban | 0.18 |
| Park Rd | Seth Pl | S Horners Ln | Major Collector | Minor Collector | Urban | 0.07 |
| S Horners Ln | Park Rd | N Horners Ln | Major Collector | Minor Collector | Urban | 0.05 |
| N Stonestreet Ave | Frederick Ave | Ashley Ave | Local | Minor Collector | Urban | 0.17 |
| Dover Rd | E Gude Dr | N Horners Ln | Local | Minor Collector | Urban | 0.41 |
| N Horners Ln | Frederick Ave | Dover Rd | Local | Minor Collector | Urban | 0.04 |
| Lewis Ave | Edmonston Dr | Rockcrest Cir | Local | Minor Collector | Urban | 0.28 |
| Broadwood Dr | MD 586 | Lewis Ave | Local | Minor Collector | Urban | 0.55 |
| Farmland Dr | Old Stage Rd | Terminus | Local | Minor Collector | Urban | 0.89 |
| Old Stage Rd | Tildenwood Dr | Dinwiddie Dr | Local | Minor Collector | Urban | 0.61 |
| Tilden La | Old Stage Rd | Terminus | Local | Minor Collector | Urban | 0.50 |
| Bauer Dr | MD 28 | Emory La | Local | Minor Collector | Urban | 0.80 |
| Glenallan Ave | MD 97 | Randolph Rd | Major Collector | Minor Collector | Urban | 0.63 |
| Emory Ln | MD 115 | MD 97 | Major Collector | Minor Collector | Urban | 1.78 |
| Homecrest Rd | Bel Pre Rd | Longmead Crossing Dr | Major Collector | Minor Collector | Urban | 1.06 |
| Hewitt Ave | MD 97 | Rippling Brook Dr | Major Collector | Minor Collector | Urban | 0.87 |
| Peach Orchard Rd | Briggs Chaney Rd | MD 198 | Major Collector | Minor Collector | Urban | 1.57 |
| Brickyard Rd | Falls Rd | Macarthur Blvd | Major Collector | Minor Collector | Urban | 2.12 |
| Newbridge Dr | MD 190 | Democracy Blvd | Major Collector | Minor Collector | Urban | 1.43 |
| Kentsdale Dr | Newbridge Dr | MD 191 | Major Collector | Minor Collector | Urban | 1.05 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|--------------------|---------------------|---------------------|-------------------------|--------------------|-------------|--------|
| Avenel Farm Dr | Oaklyn Dr | Oaklyn Dr | Local | Minor Collector | Urban | 1.07 |
| Cameron St | Second Ave | Spring St | Major Collector | Minor Collector | Urban | 0.34 |
| Hurley Ave | Wootton Pkwy | MD 28 | Major Collector | Minor Collector | Urban | 0.75 |
| Mannakee St | MD 28 | Henderson Cir | Major Collector | Minor Collector | Urban | 0.15 |
| Mannakee St | Henderson Cir | MD 355 | Major Collector | Minor Collector | Urban | 1.06 |
| Indianola Dr | Crabbs Branch Way | terminus | Local | Minor Collector | Urban | 0.89 |
| Needwood Rd | Redland Rd | Redland Rd | Local | Minor Collector | Urban | 0.89 |
| Medical Center Dr | Great Seneca Hwy | MD 28 | Local | Minor Collector | Urban | 1.13 |
| Chestnut St | MD 117 | MD 355 | Major Collector | Minor Collector | Urban | 0.32 |
| Flower Hill Way | Washington Grove Ln | Snouffers School Rd | Local | Minor Collector | Urban | 1.21 |
| Beall Ave | Henderson Cir | N Washington St | Major Collector | Minor Collector | Urban | 0.74 |
| N Washington St | Beach Dr | Denfeld Ave | Major Collector | Minor Collector | Urban | 0.16 |
| Denfeld Ave | Wexford Dr | Newport Mill Rd | Major Collector | Minor Collector | Urban | 0.66 |
| Newport Mill Rd | MD 193 | Parker Ave | Major Collector | Minor Collector | Urban | 1.03 |
| Parker Ave | Newport Mill Rd | MD 97 | Major Collector | Minor Collector | Urban | 0.75 |
| Judson Rd | Parker Ave | Randolph Rd | Major Collector | Minor Collector | Urban | 0.80 |
| Lorain Ave | MD 193 | Forest Glen Rd | Major Collector | Minor Collector | Urban | 0.42 |
| Forest Glen Rd | Lorain Ave | Forsythe Ave | Major Collector | Minor Collector | Urban | 1.33 |
| Inwood Ave | Dennis Ave | MD 193 | Major Collector | Minor Collector | Urban | 0.69 |
| Marianna Dr | Aspen Hill Rd | Bauer Dr | Local | Minor Collector | Urban | 0.61 |
| Parkland Dr | Aspen Hill Rd | Renn St | Major Collector | Minor Collector | Urban | 0.12 |
| Bauer Dr | Renn St | MD 28 | Major Collector | Minor Collector | Urban | 1.96 |
| Leland St | MD 191 | Woodmont Ave | Major Collector | Minor Collector | Urban | 0.24 |
| Weller Rd | Bushey Dr | MD 97 | Major Collector | Minor Collector | Urban | 1.09 |
| Havard St | Veirs Mill Rd | Bushey Dr | Major Collector | Minor Collector | Urban | 0.59 |
| Bushey Dr | MD 586 | Harbard St | Major Collector | Minor Collector | Urban | 0.66 |
| Gold Min Rd | Heritage Hills Dr | MD 97 | Major Collector | Minor Collector | Urban | 0.51 |
| Queen Elizabeth Dr | Morningwood Dr | MD 97 | Major Collector | Minor Collector | Urban | 1.31 |
| Menden Farm Dr | Old Baltimore Rd | Prince Philip Dr | Local | Minor Collector | Urban | 0.26 |
| Hines Rd | Cashell Rd | MD 97 | Major Collector | Minor Collector | Urban | 1.31 |
| Ardennes Ave | Twinbrook Pkwy | MD 586 | Major Collector | Minor Collector | Urban | 0.95 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|----------------------|------------------|----------------------|-------------------------|--------------------|-------------|--------|
| Falls Chapel Way | MD 189 | MD 189 | Local | Minor Collector | Urban | 1.61 |
| Deborah Dr | Bells Mill Rd | Gainsborough Rd | Local | Minor Collector | Urban | 1.28 |
| Postoak Rd | Tuckerman Ln | Seven Locks Rd | Local | Minor Collector | Urban | 1.21 |
| Victory Ln | Gainsborough Rd | MD 189 | Local | Minor Collector | Urban | 0.97 |
| Dennis Ave | MD 97 | Leslie St | Local | Minor Collector | Urban | 0.65 |
| Brunswick Ave | Plyers Mill Rd | Dennis Ave | Local | Minor Collector | Urban | 0.36 |
| Whittier Blvd | Wilson Ln | Woodhaven Blvd | Major Collector | Minor Collector | Urban | 0.47 |
| Parkwood Dr | Franklin St | MD 547 | Major Collector | Minor Collector | Urban | 1.05 |
| Dorset Ave | MD 190 | MD 355 | Major Collector | Minor Collector | Urban | 1.19 |
| Grafton St | MD 355 | MD 185 | Major Collector | Minor Collector | Urban | 0.59 |
| Lamberton Dr | Arcola Ave | terminus | Local | Minor Collector | Urban | 1.13 |
| Forest Glen Rd | Jones Mill Rd | Forsythe Ave | Major Collector | Minor Collector | Urban | 0.10 |
| Market St | MD 97 | A St | Major Collector | Minor Collector | Urban | 0.21 |
| Cromwell Dr | MD 396 | MD 190 | Major Collector | Minor Collector | Urban | 0.35 |
| Springfield Dr | Cromwell Dr | MD 190 | Major Collector | Minor Collector | Urban | 0.37 |
| Howard Chapel Dr | MD 108 | Gue Rd | Major Collector | Minor Collector | Urban | 1.74 |
| Kings Valley Rd | Kingstead Rd | Bethesda Church Rd | Major Collector | Minor Collector | Urban | 1.60 |
| Kings Valley Rd | MD 27 | Kingstead Rd | Major Collector | Minor Collector | Urban | 1.19 |
| Scenery Dr | Middlebrook Rd | Germantown Rd | Major Collector | Minor Collector | Urban | 0.77 |
| Henderson Cir | Mannakee St | Mannakee St | Major Collector | Minor Collector | Urban | 0.13 |
| Longmead Crossing Dr | Park Vista Dr | Normandy Crossing Dr | Major Collector | Minor Collector | Urban | 0.32 |
| Rippling Brook Dr | Bel Pre Rd | Hewitt Ave | Major Collector | Minor Collector | Urban | 0.65 |
| Galway Dr | Calverton Blvd | Fairland Rd | Major Collector | Minor Collector | Urban | 0.70 |
| Marcliff Rd | Tuckerman Ln | Tilden Ln | Major Collector | Minor Collector | Urban | 0.57 |
| Ritchie Pkwy | Wootton Pkwy | W Edmonston Dr | Major Collector | Minor Collector | Urban | 0.55 |
| Sweepstakes Rd | MD 27 | MD 124 | Major Collector | Minor Collector | Urban | 1.06 |
| Bradmoor Dr | MD 191 | Greentree Rd | Major Collector | Minor Collector | Urban | 0.59 |
| Gue Rd | Howard Chapel Dr | Long Corner Rd | Major Collector | Minor Collector | Urban | 0.47 |
| Oak Dr | Kingstead Rd | MD 27 | Major Collector | Minor Collector | Urban | 0.32 |
| Kingstead Rd | Kings Valley Rd | Oak Rd | Major Collector | Minor Collector | Urban | 0.80 |
| Woodhaven Blvd | Whittier Blvd | Bradley Blvd | Major Collector | Minor Collector | Urban | 0.14 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|---|-------------------|-------------------|-------------------------|--------------------|-------------|--------|
| Beall Ave | Nelson St | Henderson Cir | Major Collector | Minor Collector | Urban | 0.29 |
| Henderson Cir | Beall Ave | Beall Ave | Major Collector | Minor Collector | Urban | 0.07 |
| Heatherfield Rd | Parkland Dr | MD 97 | Major Collector | Minor Collector | Urban | 0.45 |
| Marianna Dr | Bauer Dr | Parkland Dr | Major Collector | Minor Collector | Urban | 0.06 |
| Newcastle Ave | Forsythe Ave | Forest Glen Rd | Major Collector | Minor Collector | Urban | 0.25 |
| Forest Glen Rd | Newcastle Ave | Plyers Mill Rd | Major Collector | Minor Collector | Urban | 0.24 |
| Plyers Mill Rd (Forest Glen Rd, MD 192) | Seminary Rd | MD 97 | Major Collector | Minor Collector | Urban | 0.68 |
| Renn St | Parkland Dr | Bauer Dr | Major Collector | Minor Collector | Urban | 0.07 |
| MIDDLEBROOK RD | Scenery Dr | Mid County Hwy | Local | Minor Collector | Urban | 0.28 |
| SCENERY DR | Middlebrook Rd | MD 355 | Local | Minor Collector | Urban | 0.70 |
| SECOND AVE | Seminary Pl | MD 390 | Local | Minor Collector | Urban | 0.51 |
| LOST KNIFE RD | Odendhal Ave | MD 124 | Local | Minor Collector | Urban | 0.51 |
| CHRISTOPHER AVE | MD 124 | MD 355 | Local | Minor Collector | Urban | 0.77 |
| BROSCART RD | MD 28 | Medical Center Dr | Local | Minor Collector | Urban | 0.49 |
| DIAMONDBACK DR | MD 28 | Fields Rd | Local | Minor Collector | Urban | 0.70 |
| Cheshire Dr | Old Georgetown Rd | Grosvenor Ln | Local | Major Collector | Urban | 0.05 |
| Grosvenor Ln | Cheshire Dr | MD 355 | Minor Arterial | Major Collector | Urban | 1.14 |
| Fieldcrest Rd | MD 124 | MD 108 | Minor Arterial | Major Collector | Urban | 1.68 |
| Washington Grove La | Midcounty Hwy | terminus | Local | Major Collector | Urban | 0.81 |
| MD 188 | Macarthur Blvd | MD 187 | Minor Arterial | Major Collector | Urban | 3.26 |
| MD 190 | Edge of UA | Falls Rd | Minor Arterial | Major Collector | Urban | 5.83 |
| Travilah Rd | MD 190 | Dufief Mill Rd | Minor Arterial | Major Collector | Urban | 2.53 |
| Quince Orchard Rd | Dufief Mill Rd | MD 28 | Minor Arterial | Major Collector | Urban | 2.52 |
| MD 192 | Plyers Mill Rd | Stoneybrook Dr | Minor Arterial | Major Collector | Urban | 1.04 |
| Jones Mill Rd | Jones Bridge Rd | Forsythe Ave | Minor Arterial | Major Collector | Urban | 0.95 |
| MD 547 | MD 355 | MD 185 | Minor Arterial | Major Collector | Urban | 1.80 |
| Beach Dr | MD 355 | MD 547 | Local | Major Collector | Urban | 1.16 |
| Beach Dr | Franklin St | Stoneybrook Dr | Local | Major Collector | Urban | 2.64 |
| Sligo Creek Pkwy | MD 193 | Dennis Ave | Local | Major Collector | Urban | 0.90 |
| Old Baltimore Rd | MD 97 | MD 108 | Minor Arterial | Major Collector | Urban | 1.25 |
| Warfield Rd | East of Dorsey Rd | Laytonsville Rd | Minor Collector | Major Collector | Urban | 0.41 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|-----------------------|-----------------------------|--------------------------|-------------------------------|--------------------|-------------|--------|
| Montrose Rd | MD 189 | I-270 | Minor Arterial | Major Collector | Urban | 1.37 |
| Bethesda Church Rd | MD 27 | MD 124 | Minor Arterial | Major Collector | Urban | 0.52 |
| Richter Farm Rd | north of Autumn Crest Rd | Schaeffer Rd | Minor Collector | Major Collector | Urban | 1.18 |
| MD 117 | Steeple Rd | structure | Minor Arterial | Major Collector | Urban | 0.27 |
| West Old Baltimore Rd | I-270 | west of Seneca Ayr Dr | Minor Arterial | Major Collector | Urban | 0.25 |
| Hawkins Creamery Rd | Laytonsville Rd | edge of UA | Minor Collector | Major Collector | Rural | 1.35 |
| Dufief Mill Rd | Travilah Rd | MD 28 | Minor Arterial | Major Collector | Urban | 2.27 |
| Stoneybrook Dr | Forsythe Ave | MD 192 | Minor Arterial | Major Collector | Urban | 0.75 |
| PLYERS MILL RD | MD 192 | Summit Ave | Minor Arterial | Major Collector | Urban | 0.01 |
| SUMMIT AVE | Plyers Mill Rd | MD 547 | Minor Arterial | Major Collector | Urban | 0.17 |
| MD 192 | MD 185 | Plyers Mill Rd | Minor Arterial | Major Collector | Urban | 0.10 |
| SHAKESPEARE BLVD | Neelsville Church Rd | Observation Dr | Local | Major Collector | Urban | 0.97 |
| SENECA MEADOWS PKWY | MD 118 | Observation Dr | Local | Major Collector | Urban | 1.14 |
| STEWART LA | US 29 | Lockwood Dr | Local | Major Collector | Urban | 0.47 |
| LOCKWOOD DR | MD 650 | Stewart Ln | Local | Major Collector | Urban | 0.69 |
| CRABBS BRANCH WAY | Shady Grove Rd | terminus | Local | Major Collector | Urban | 0.39 |
| MD 182 | MD 200 | Norbeck Rd | Principal Arterial - Other | Minor Arterial | Urban | 1.51 |
| MD 108 | Brookeville Rd | MD 650 | Principal Arterial - Other | Minor Arterial | Urban | 6.39 |
| MD 410 | US 29 | MD 195 | Principal Arterial - Other | Minor Arterial | Urban | 1.33 |
| MD 190 | Falls Rd | I-495 | Principal Arterial - Other | Minor Arterial | Urban | 3.38 |
| MD 97 | MD 108 | Brookeville Rd | Principal Arterial - Other | Minor Arterial | Urban | 4.64 |
| MD 650 | MD 108 | Norbeck Rd | Principal Arterial - Other | Minor Arterial | Urban | 2.49 |
| MD 28 | MD 112 | MD 124 | Principal Arterial - Other | Minor Arterial | Urban | 2.48 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|------------------------------|-------------------|-----------------|-------------------------------|-------------------------------|-------------|--------|
| MD 108 | MD 27 | Bowman Acres Ln | Principal Arterial - Other | Minor Arterial | Urban | 1.81 |
| MD 27 | MD 355 | MD 108 | Principal Arterial - Other | Minor Arterial | Urban | 6.56 |
| MD 27 | MD 108 | Gue Rd | Principal Arterial - Other | Minor Arterial | Urban | 1.09 |
| MD 410 | MD 650 | MD 195 | Principal Arterial - Other | Minor Arterial | Urban | 0.69 |
| MD 195 | Grant Ave | MD 410 | Principal Arterial - Other | Minor Arterial | Urban | 0.05 |
| LITTLE SENECA PKWY | Snowden Farm Pkwy | MD 355 | none | Minor Arterial | Urban | 0.63 |
| RIFFLE FORD RD | MD 118 | MD 28 | Local | Minor Arterial | Urban | 3.04 |
| MONTROSE PKWY (MD 927- A) | Maple Ave | Hoya St | Local | Principal Arterial - Other | Urban | 0.29 |
| MONTROSE PKWY | Hoya St | Montrose Pkwy | Local | Principal Arterial - Other | Urban | 1.02 |

| Decennial Functional Classification Update, Montgomery County Mileage Extent | | | | |
|--|----------------|------------------|----------------|------------------|
| Montgomery County Mileage Extent, Urban Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
| Local | 2145.4 | 75% | 2108.7 | 74% |
| Minor Collector | 9.6 | 0% | 81.0 | 3% |
| Major Collector | 235.0 | 8% | 223.0 | 8% |
| Minor Arterial | 213.3 | 7% | 221.7 | 8% |
| Principal Arterial - Other | 177.1 | 6% | 144.7 | 5% |
| Principal Arterial - Other Freeway/Expressway | 30.3 | 1% | 31.6 | 1% |
| Interstate | 39.2 | 1% | 39.2 | 1% |
| Total | 2849.9 | | 2849.9 | |

| Montgomery County Mileage Extent, Rural Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
|--|----------------|------------------|----------------|------------------|
| Local | 214.8 | 65% | 214.8 | 65% |
| Minor Collector | 36.1 | 11% | 34.7 | 11% |
| Major Collector | 54.0 | 16% | 55.4 | 17% |
| Minor Arterial | 22.7 | 7% | 22.7 | 7% |
| Principal Arterial - Other | 0.0 | 0% | 0.0 | 0% |
| Principal Arterial - Other Freeway/Expressway | 0.0 | 0% | 0.0 | 0% |
| Interstate | 2.3 | 1% | 2.3 | 1% |
| Total | 329.9 | | 329.9 | |

| Prince George's County Proposed Functional Classification Changes, December 2016 | | | | | | |
|--|--------------------------|-----------------|-------------------------|--------------------|-------------|--------|
| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
| Chillum Rd | MD 500 | County Line | Minor Arterial | Major Collector | Urban | 2.1 |
| Kirby Rd | Temple Hill Rd | Old Branch Ave | Minor Arterial | Major Collector | Urban | 1.5 |
| Temple Hill Rd | Fisher Rd | MD 414 | Minor Arterial | Major Collector | Urban | 0.7 |
| Croom Rd | US 301 | Sasscer Ln | Minor Arterial | Major Collector | Urban | 1.1 |
| Rosaryville Rd | US 301 | MD 223 | Minor Arterial | Major Collector | Urban | 2.7 |
| Campus Way South | MD 202 | Joyceton Dr | Local | Major Collector | Urban | 0.2 |
| Belair Dr | MD 450 | MD 3 | Minor Arterial | Major Collector | Urban | 2.4 |
| Kenhill Dr | MD 197 | Belair Dr | Minor Arterial | Major Collector | Urban | 0.7 |
| Brandywine Rd | Kathleen Ln | Ice Plant Rd | Minor Arterial | Major Collector | Urban | 0.4 |
| Muirkirk Rd | Muirkirk Meadows Dr | US 1 | Minor Arterial | Major Collector | Urban | 0.2 |
| Springfield Rd | Powder Mill Rd | MD 564 | Minor Arterial | Major Collector | Urban | 3.4 |
| Powder Mill Rd | MD 295 | Springfield Rd | Minor Arterial | Major Collector | Urban | 0.6 |
| Cheshire Dr | Old Georgetown Rd | Grosvenor Ln | Local | Major Collector | Urban | 0.05 |
| Grosvenor Ln | Cheshire Dr | MD 355 | Minor Arterial | Major Collector | Urban | 1.14 |
| Fieldcrest Rd | MD 124 | MD 108 | Minor Arterial | Major Collector | Urban | 1.68 |
| Washington Grove La | Midcounty Hwy | terminus | Local | Major Collector | Urban | 0.81 |
| MD 188 | Macarthur Blvd | MD 187 | Minor Arterial | Major Collector | Urban | 3.26 |
| MD 190 | Edge of UA | Falls Rd | Minor Arterial | Major Collector | Urban | 5.83 |
| Travilah Rd | MD 190 | Dufief Mill Rd | Minor Arterial | Major Collector | Urban | 2.53 |
| Quince Orchard Rd | Dufief Mill Rd | MD 28 | Minor Arterial | Major Collector | Urban | 2.52 |
| MD 192 | Plyers Mill Rd | Stoneybrook Dr | Minor Arterial | Major Collector | Urban | 1.04 |
| Jones Mill Rd | Jones Bridge Rd | Forsythe Ave | Minor Arterial | Major Collector | Urban | 0.95 |
| MD 547 | MD 355 | MD 185 | Minor Arterial | Major Collector | Urban | 1.80 |
| Beach Dr | MD 355 | MD 547 | Local | Major Collector | Urban | 1.16 |
| Beach Dr | Franklin St | Stoneybrook Dr | Local | Major Collector | Urban | 2.64 |
| Sligo Creek Pkwy | MD 193 | Dennis Ave | Local | Major Collector | Urban | 0.90 |
| Old Baltimore Rd | MD 97 | MD 108 | Minor Arterial | Major Collector | Urban | 1.25 |
| Warfield Rd | East of Dorsey Rd | Laytonsville Rd | Minor Collector | Major Collector | Urban | 0.41 |
| Montrose Rd | MD 189 | I-270 | Minor Arterial | Major Collector | Urban | 1.37 |
| Bethesda Church Rd | MD 27 | MD 124 | Minor Arterial | Major Collector | Urban | 0.52 |
| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
| Richter Farm Rd | north of Autumn Crest Rd | Schaeffer Rd | Minor Collector | Major Collector | Urban | 1.18 |

| | | | | | | |
|-----------------------|----------------------|-----------------------|----------------------------|-----------------|-------|------|
| MD 117 | Steeple Rd | structure | Minor Arterial | Major Collector | Urban | 0.27 |
| West Old Baltimore Rd | I-270 | west of Seneca Ayr Dr | Minor Arterial | Major Collector | Urban | 0.25 |
| Hawkins Creamery Rd | Laytonsville Rd | edge of UA | Minor Collector | Major Collector | Rural | 1.35 |
| Dufief Mill Rd | Travilah Rd | MD 28 | Minor Arterial | Major Collector | Urban | 2.27 |
| Stoneybrook Dr | Forsythe Ave | MD 192 | Minor Arterial | Major Collector | Urban | 0.75 |
| PLYERS MILL RD | MD 192 | Summit Ave | Minor Arterial | Major Collector | Urban | 0.01 |
| SUMMIT AVE | Plyers Mill Rd | MD 547 | Minor Arterial | Major Collector | Urban | 0.17 |
| MD 192 | MD 185 | Plyers Mill Rd | Minor Arterial | Major Collector | Urban | 0.10 |
| SHAKESPEARE BLVD | Neelsville Church Rd | Observation Dr | Local | Major Collector | Urban | 0.97 |
| SENECA MEADOWS PKWY | MD 118 | Observation Dr | Local | Major Collector | Urban | 1.14 |
| STEWART LA | US 29 | Lockwood Dr | Local | Major Collector | Urban | 0.47 |
| LOCKWOOD DR | MD 650 | Stewart Ln | Local | Major Collector | Urban | 0.69 |
| CRABBS BRANCH WAY | Shady Grove Rd | terminus | Local | Major Collector | Urban | 0.39 |
| Farmington Rd | Livingston Rd | MD 210 | Principal Arterial - Other | Minor Arterial | Urban | 0.8 |
| Livingston Rd | Piscataway Rd | Farmington Rd | Principal Arterial - Other | Minor Arterial | Urban | 0.7 |
| Livingston Rd | Clarion Rd | Piscataway Rd | Principal Arterial - Other | Minor Arterial | Urban | 1.3 |
| Livingston Rd | Clarion Rd | MD 210 | Major Collector | Minor Arterial | Urban | 1.0 |
| MD 223 | Livingston Rd | MD 4 | Principal Arterial - Other | Minor Arterial | Urban | 12.6 |
| MD 197 | I-595 | Normal School Rd | Principal Arterial - Other | Minor Arterial | Urban | 4.7 |
| Brandywine Rd | Floral Park Rd | Groveton Dr | Major Collector | Minor Arterial | Urban | 2.3 |
| Coventry Way | Old Branch Ave | MD 5 | Local | Minor Arterial | Urban | 0.3 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|-----------------------|-------------------|-------------------|-------------------------------|--------------------|-------------|--------|
| MD 197 | MD 295 | Powder Mill Rd | Principal Arterial - Other | Minor Arterial | Urban | 1.7 |
| MD 182 | MD 200 | Norbeck Rd | Principal Arterial - Other | Minor Arterial | Urban | 1.51 |
| MD 108 | Brookeville Rd | MD 650 | Principal Arterial - Other | Minor Arterial | Urban | 6.39 |
| MD 410 | US 29 | MD 195 | Principal Arterial - Other | Minor Arterial | Urban | 1.33 |
| MD 190 | Falls Rd | I-495 | Principal Arterial - Other | Minor Arterial | Urban | 3.38 |
| MD 97 | MD 108 | Brookeville Rd | Principal Arterial - Other | Minor Arterial | Urban | 4.64 |
| MD 650 | MD 108 | Norbeck Rd | Principal Arterial - Other | Minor Arterial | Urban | 2.49 |
| MD 28 | MD 112 | MD 124 | Principal Arterial - Other | Minor Arterial | Urban | 2.48 |
| MD 108 | MD 27 | Bowman Acres Ln | Principal Arterial - Other | Minor Arterial | Urban | 1.81 |
| MD 27 | MD 355 | MD 108 | Principal Arterial - Other | Minor Arterial | Urban | 6.56 |
| MD 27 | MD 108 | Gue Rd | Principal Arterial - Other | Minor Arterial | Urban | 1.09 |
| MD 410 | MD 650 | MD 195 | Principal Arterial - Other | Minor Arterial | Urban | 0.69 |
| MD 195 | Grant Ave | MD 410 | Principal Arterial - Other | Minor Arterial | Urban | 0.05 |
| LITTLE SENECA PKWY | Snowden Farm Pkwy | MD 355 | none | Minor Arterial | Urban | 0.63 |
| RIFFLE FORD RD | MD 118 | MD 28 | Local | Minor Arterial | Urban | 3.04 |
| Riverview Rd | Swan Creek Rd | West Riverview Rd | Major Collector | Minor Collector | Urban | 1.0 |
| District Heights Pkwy | County Rd | Marbury Dr | Major Collector | Minor Collector | Urban | 1.4 |
| Village Green Dr | Sheriff Rd | Barlowe Rd | Major Collector | Minor Collector | Urban | 0.3 |
| Greenleaf Rd | MD 704 | terminus | Local | Minor Collector | Urban | 0.4 |
| Floral Park Rd | MD 223 | Livingston Rd | Principal Arterial - Other | Minor Collector | Urban | 0.6 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|-------------------------|---------------------|------------------|-------------------------|--------------------|-------------|--------|
| Henderson Rd | Temple Hill Rd | Yorkville Rd | Major Collector | Minor Collector | Urban | 1.4 |
| Duley Station Rd | US 301 | Wallace Ln | Major Collector | Minor Collector | Urban | 1.2 |
| Fort Washington Rd | Halyard Pl | Swan Creek Rd | Major Collector | Minor Collector | Urban | 1.7 |
| Fort Washington Rd | Swan Creek Rd | Riverview Rd | Major Collector | Minor Collector | Urban | 0.9 |
| Fort Foote Rd | Oxon Hill Rd | Oxon Hill Rd | Major Collector | Minor Collector | Urban | 3.1 |
| Kerby Hill Rd | Oxon Hill Rd | MD 210 | Major Collector | Minor Collector | Urban | 0.6 |
| County Rd | Marlboro Pike | MD 458 | Major Collector | Minor Collector | Urban | 0.6 |
| Lakehurst Ave | Marlboro Pike | Marbury Dr | Major Collector | Minor Collector | Urban | 0.6 |
| Marbury Dr | Kipling Pkwy | terminus | Major Collector | Minor Collector | Urban | 0.2 |
| Mitchellville Rd | US 301 | Bishopmill Dr | Local | Minor Collector | Urban | 0.8 |
| Capitol Heights Blvd | Marlboro Pike | Central Ave | Major Collector | Minor Collector | Urban | 1.1 |
| Buckingham Dr | Stonybrook Dr | Belair Dr | Major Collector | Minor Collector | Urban | 0.8 |
| Pittsfield Ln | Pointer Ridge Dr | Mitchellville Rd | Major Collector | Minor Collector | Urban | 0.4 |
| Whitehall Dr | MD 197 | Old Chapel Rd | Major Collector | Minor Collector | Urban | 0.7 |
| Kembridge Dr | Kenhill Dr | Belair Dr | Major Collector | Minor Collector | Urban | 1.0 |
| Tulip Grove Dr | Collington Rd | Belair Dr | Major Collector | Minor Collector | Urban | 0.6 |
| Old Laurel Bowie Rd | MD 564 | Maple Ave | Major Collector | Minor Collector | Urban | 0.5 |
| Lamont Dr | Riverdale Rd | Good Luck Rd | Major Collector | Minor Collector | Urban | 1.0 |
| Taylor Rd | Decatur St | MD 410 | Major Collector | Minor Collector | Urban | 1.0 |
| 42nd Ave | MD 410 | Jefferson St | Major Collector | Minor Collector | Urban | 0.8 |
| 42nd Ave | Jefferson St | Decatur St | Local | Minor Collector | Urban | 0.4 |
| Hamilton St | Gallatin St | 42nd Ave | Local | Minor Collector | Urban | 0.3 |
| Muirkirk Meadows Dr | US 1 | Muirkirk Rd | Minor Arterial | Minor Collector | Urban | 0.3 |
| Fifth St | MD 198 | Main St | Major Collector | Minor Collector | Urban | 0.5 |
| Main St | MD 216 | US 1 | Major Collector | Minor Collector | Urban | 0.7 |
| Cherry Tree Crossing Rd | US 301 | rail crossing | Major Collector | Minor Collector | Urban | 0.3 |
| Brooke Ln | Ritchie Marlboro Rd | Brown Station Rd | Major Collector | Minor Collector | Urban | 1.5 |
| Greenmount Ave | Calverton Blvd | Briggs Chaney Rd | Major Collector | Minor Collector | Urban | 0.7 |
| Old Branch Ave | Yorkville Rd | Allentown Rd | Major Collector | Minor Collector | Urban | 1.1 |
| Fletchertown Rd | Hillmeade Rd | High Bridge Rd | Major Collector | Minor Collector | Urban | 1.7 |
| Cherrywood Ln | Mercer Dr | Cheswood Ln | Major Collector | Minor Collector | Urban | 0.5 |
| Moylan Dr | Millstream Dr | MD 450 | Major Collector | Minor Collector | Urban | 0.6 |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|----------------------|------------------|----------------------|-------------------------|--------------------|-------------|--------|
| Prospect Hill Rd | MD 193 | Hillmeade Rd | Major Collector | Minor Collector | Urban | 1.0 |
| Cheswood Ln | Cherrywood Ln | Race Track Rd | Major Collector | Minor Collector | Urban | 0.0 |
| Trinity Dr | MD 450 | Belair Dr | Major Collector | Minor Collector | Urban | 0.4 |
| Victory Ln | Gainsborough Rd | MD 189 | Local | Minor Collector | Urban | 0.97 |
| Dennis Ave | MD 97 | Leslie St | Local | Minor Collector | Urban | 0.65 |
| Brunswick Ave | Plyers Mill Rd | Dennis Ave | Local | Minor Collector | Urban | 0.36 |
| Whittier Blvd | Wilson Ln | Woodhaven Blvd | Major Collector | Minor Collector | Urban | 0.47 |
| Parkwood Dr | Franklin St | MD 547 | Major Collector | Minor Collector | Urban | 1.05 |
| Dorset Ave | MD 190 | MD 355 | Major Collector | Minor Collector | Urban | 1.19 |
| Grafton St | MD 355 | MD 185 | Major Collector | Minor Collector | Urban | 0.59 |
| Lamberton Dr | Arcola Ave | terminus | Local | Minor Collector | Urban | 1.13 |
| Forest Glen Rd | Jones Mill Rd | Forsythe Ave | Major Collector | Minor Collector | Urban | 0.10 |
| Market St | MD 97 | A St | Major Collector | Minor Collector | Urban | 0.21 |
| Cromwell Dr | MD 396 | MD 190 | Major Collector | Minor Collector | Urban | 0.35 |
| Springfield Dr | Cromwell Dr | MD 190 | Major Collector | Minor Collector | Urban | 0.37 |
| Howard Chapel Dr | MD 108 | Gue Rd | Major Collector | Minor Collector | Urban | 1.74 |
| Kings Valley Rd | Kingstead Rd | Bethesda Church Rd | Major Collector | Minor Collector | Urban | 1.60 |
| Kings Valley Rd | MD 27 | Kingstead Rd | Major Collector | Minor Collector | Urban | 1.19 |
| Scenery Dr | Middlebrook Rd | Germantown Rd | Major Collector | Minor Collector | Urban | 0.77 |
| Henderson Cir | Mannakee St | Mannakee St | Major Collector | Minor Collector | Urban | 0.13 |
| Longmead Crossing Dr | Park Vista Dr | Normandy Crossing Dr | Major Collector | Minor Collector | Urban | 0.32 |
| Rippling Brook Dr | Bel Pre Rd | Hewitt Ave | Major Collector | Minor Collector | Urban | 0.65 |
| Galway Dr | Calverton Blvd | Fairland Rd | Major Collector | Minor Collector | Urban | 0.70 |
| Marcliff Rd | Tuckerman Ln | Tilden Ln | Major Collector | Minor Collector | Urban | 0.57 |
| Ritchie Pkwy | Wootton Pkwy | W Edmonston Dr | Major Collector | Minor Collector | Urban | 0.55 |
| Sweepstakes Rd | MD 27 | MD 124 | Major Collector | Minor Collector | Urban | 1.06 |
| Bradmoor Dr | MD 191 | Greentree Rd | Major Collector | Minor Collector | Urban | 0.59 |
| Gue Rd | Howard Chapel Dr | Long Corner Rd | Major Collector | Minor Collector | Urban | 0.47 |
| Oak Dr | Kingstead Rd | MD 27 | Major Collector | Minor Collector | Urban | 0.32 |
| Kingstead Rd | Kings Valley Rd | Oak Rd | Major Collector | Minor Collector | Urban | 0.80 |
| Woodhaven Blvd | Whittier Blvd | Bradley Blvd | Major Collector | Minor Collector | Urban | 0.14 |

Decennial Functional Classification Update, Prince George's County Mileage Extent

| Prince George's County Mileage Extent, Urban Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
|---|-----------------------|-------------------------|-----------------------|-------------------------|
| Local | 2057.0 | 75% | 2054.5 | 75% |
| Minor Collector | 4.5 | 0% | 42.7 | 2% |
| Major Collector | 255.5 | 9% | 235.5 | 9% |
| Minor Arterial | 173.7 | 6% | 187.5 | 7% |
| Principal Arterial - Other | 148.4 | 5% | 118.8 | 4% |
| Principal Arterial - Other Freeway/Expressway | 61.0 | 2% | 61.0 | 2% |
| Interstate | 46.9 | 2% | 46.9 | 2% |
| Total | 2746.9 | | 2746.9 | |

| Prince George's County Mileage Extent, Rural Roads | Existing Miles | Existing Percent | Proposed Miles | Proposed Percent |
|---|-----------------------|-------------------------|-----------------------|-------------------------|
| Local | 143.7 | 68% | 143.7 | 68% |
| Minor Collector | 28.5 | 13% | 28.5 | 13% |
| Major Collector | 31.2 | 15% | 31.2 | 15% |
| Minor Arterial | 5.3 | 2% | 5.3 | 2% |
| Principal Arterial - Other | 2.6 | 1% | 2.6 | 1% |
| Principal Arterial - Other Freeway/Expressway | 0.0 | 0% | 0.0 | 0% |
| Interstate | 0.0 | 0% | 0.0 | 0% |
| Total | 211.3 | | 211.3 | |

| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
|---|----------------|-------------------|---|----------------------------|-------------|--------|
| Beall Ave | Nelson St | Henderson Cir | Major Collector | Minor Collector | Urban | 0.29 |
| Henderson Cir | Beall Ave | Beall Ave | Major Collector | Minor Collector | Urban | 0.07 |
| Heatherfield Rd | Parkland Dr | MD 97 | Major Collector | Minor Collector | Urban | 0.45 |
| Marianna Dr | Bauer Dr | Parkland Dr | Major Collector | Minor Collector | Urban | 0.06 |
| Newcastle Ave | Forsythe Ave | Forest Glen Rd | Major Collector | Minor Collector | Urban | 0.25 |
| Forest Glen Rd | Newcastle Ave | Plyers Mill Rd | Major Collector | Minor Collector | Urban | 0.24 |
| Plyers Mill Rd (Forest Glen Rd, MD 192) | Seminary Rd | MD 97 | Major Collector | Minor Collector | Urban | 0.68 |
| Renn St | Parkland Dr | Bauer Dr | Major Collector | Minor Collector | Urban | 0.07 |
| MIDDLEBROOK RD | Scenery Dr | Mid County Hwy | Local | Minor Collector | Urban | 0.28 |
| SCENERY DR | Middlebrook Rd | MD 355 | Local | Minor Collector | Urban | 0.70 |
| SECOND AVE | Seminary Pl | MD 390 | Local | Minor Collector | Urban | 0.51 |
| LOST KNIFE RD | Odendhal Ave | MD 124 | Local | Minor Collector | Urban | 0.51 |
| CHRISTOPHER AVE | MD 124 | MD 355 | Local | Minor Collector | Urban | 0.77 |
| BROSCHART RD | MD 28 | Medical Center Dr | Local | Minor Collector | Urban | 0.49 |
| DIAMONDBACK DR | MD 28 | Fields Rd | Local | Minor Collector | Urban | 0.70 |
| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
| Route Name | Begin Point | End Point | Existing Classification | New Classification | Urban/Rural | Length |
| MD 704 | Co Line | I-595 | Minor Arterial | Principal Arterial - Other | Urban | 5.1 |
| MD 726 Ramp | MD 726 | Green Landing Rd | Principal Arterial - Other Freeway/Expressway | Principal Arterial - Other | Urban | 0.3 |
| MD 458 | MD 5 | MD 414 | Minor Arterial | Principal Arterial - Other | Urban | 0.2 |
| MONTROSE PKWY (MD 927-A) | Maple Ave | Hoya St | Local | Principal Arterial - Other | Urban | 0.29 |
| MONTROSE PKWY | Hoya St | Montrose Pkwy | Local | Principal Arterial - Other | Urban | 1.02 |



MEMORANDUM

TO: Transportation Planning Board Steering Committee
FROM: Abigail Zenner, TPB Communications Specialist
SUBJECT: Mid-year appointments to CAC
DATE: June 30, 2017

In May, Keith Benjamin, one of the members of the CAC from the District of Columbia, resigned. This memorandum presents the nominations to replace the member from the District of Columbia for the remainder of the 2017 term.

TPB Vice-Chairman Charles Allen has nominated one of the District of Columbia alternates, Paul Angelone, to take the place of Keith Benjamin as a full member of the CAC. In addition, he has nominated David Murphy as a new alternate from the District of Columbia.

Since these are mid-year appointments, it was decided that they could be approved by the TPB Steering Committee and do not need to be sent to the full board.

As a reminder, according to the TPB's Participation Plan, the CAC comprises 15 members. Six of these members—two each from the District of Columbia, Maryland, and Virginia—are designated by the previous year's CAC. The TPB officers nominate nine individuals—three each from the District of Columbia, Maryland, and Virginia. The 2017 CAC members were approved by the TPB in January.

The applications for the two new appointees are attached.

Paul Angelone

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I have an interest to utilize my experiences to help implement the region's forward-thinking transportation plans. I am an active bicyclist, metro rider, and pedestrian but also own a car. Transportation decisions impact the lives of every resident and I would like to contribute to ensure that future decisionmaking by the TPB enables the region to become more equitable and accessible for both current and future residents.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My strong background in public policy, educational background in urban planning, and experience working for the Urban Land Institute (ULI) and the Obama Administration would make me an excellent addition to the CAC. This experience will help me to translate community needs into meaningful recommendations for the TPB on to long-range regional transportation policy. In my current position, I am director for the ULI's Advisory Services Program which has been providing strategic advice to communities and organizations on a wide variety of real estate, planning, urban design and public policy subjects. I have managed panels addressing complex infrastructure, transportation, and land use issues across the United States. I also have led the development of a learning tool to provide public officials a better understanding of the trade-offs that affect real estate development.

Prior to joining ULI I worked for the federal government – first for the White House Council on Environmental Quality and then for the U.S. Fish and Wildlife Service and the U.S. Department of the Interior – to actively promote and advance Administration policy regarding the environment. I coordinated major cross-cutting programs among multiple Federal agencies, states, local governments, tribes, and the public related to climate change, infrastructure, and resilience efforts within the United States and territories. This included working closely with the U.S. Army Corps of Engineers to speed up their planning process and increase public engagement through the National Environmental Policy Act, which included studying the need for additional multi-modal freight terminals near the Illinois International Port District.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I attend community meetings hosted by a variety of public policy organizations, District government, and Trinidad neighborhood groups. My role in CAC would be in my personal capacity as an interested District resident. I have volunteered on multiple political campaigns for District offices.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I have a strong interest in making the metropolitan region's 22 jurisdictions, two states and the District of Columbia, plus the federal government work better together. Transportation is one of the key areas where there has been successful regional cooperation but a re-envisioning of this structure needs to be done. By better structuring our transportation planning across jurisdictional boundaries, the Washington D.C. region will be able to better address other critical issues such as economic and racial inequalities, inadequate housing supply, climate and environmental issues, and economic development.

David Murphy

Why are you interested in serving on the TPB's Citizen Advisory Committee?

Washington, DC has become one of the largest metropolitan areas in the country and continues to grow. I want to help assure that growth is met with viable transit alternatives that compliment the diversity and prosperity of the region.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am particularly interested in rail transport, transit accessibility for lower income regions, and encouraging commuting.

In my previous employment, I served as the leader of a MARC train riders advisory group, dedicating much of my efforts towards recruiting new riders and creating a more transit friendly environment at Fort Meade. I successfully lobbied for additional shuttles during off-peak hours, and a safer bike connection between the station and the base.

I would like to parlay this experience toward advocacy for larger projects that connect more people to a car-free commute, alleviating traffic, and making it safer and easier to get around the region without an automobile.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Former contributor and active advocate with Greater Greater Washington

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I am retired and car free. I dedicate much of my free time to independent research on American transit systems, their growth, and impact on their communities.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 13, 2017

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

Kanti Srikanth

From: Kraut, Aaron [mailto:Aaron.Kraut@montgomerycountymd.gov]
Sent: Wednesday, July 12, 2017 1:52 PM
To: Kanti Srikanth <ksrikanth@mwkog.org>
Cc: Lyn Erickson <lerickson@mwkog.org>
Subject: RE: Please oppose further analysis of a northern Potomac River Crossing/Corridor

Kanti,

Thanks for distributing. The resolution was introduced at Council yesterday and is scheduled for action at the July 18 session. Several co-sponsors signed on so it seems likely to pass but I will confirm next week and send you a final copy of the resolution with any amendments.

Aaron Kraut
Legislative Aide

From: Berliner's Office, Councilmember
Sent: Monday, July 10, 2017 5:23 PM
Cc: Berliner, Roger <Roger.Berliner@montgomerycountymd.gov>
Subject: Please oppose further analysis of a northern Potomac River Crossing/Corridor

Dear Members of the Transportation Planning Board,

On Tuesday, I will introduce the attached resolution at the Montgomery County Council urging you to reject a study of the Additional Northern Bridge Crossing/Corridor project recommended July 5 by the Long-Range Plan Task Force.

Montgomery County has long opposed another Potomac River bridge crossing because of the severe negative impacts such a project would have on our environment, our Agricultural Reserve, established residential neighborhoods and in promoting sprawl. An outer Potomac crossing project has repeatedly failed to gain traction on both sides of the river over the years for these reasons.

Additionally, it has been the position of the Montgomery County Council that the best way to deal with the real congestion we experience on the American Legion Bridge between Northern Virginia and Montgomery County is to focus on real solutions. One option our Council has repeatedly lobbied the states of Virginia and Maryland to pursue is the expansion of high-occupancy toll lanes on the Virginia side of the Capital Beltway onto the American Legion Bridge and all the way to I-270 in Maryland.

Studies have demonstrated that the vast majority of commuters traveling across the American Legion Bridge are headed to destinations within or near the Capital Beltway, making an expensive, time-consuming Potomac River crossing a serious mistake – especially considering the resources we must devote to improving existing regional transportation systems such as Metro.

I ask that you do not accept the Additional Northern Bridge Crossing/Corridor project for further analysis at your July 19 meeting. Thank you for your consideration and please let me know if you have any questions.

Roger Berliner
Council President
Chair, Transportation, Infrastructure, Energy & Environment Committee

Resolution No.: _____
Introduced: _____
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President Berliner

SUBJECT: Opposition to a New Potomac River Bridge Crossing

Background

1. On July 5, 2017, the Long-Range Plan Task Force of the National Capital Region Transportation Planning Board (TPB) recommended that the TPB approve further study of the “Additional Northern Bridge Crossing/Corridor” project.
2. The “Additional Northern Bridge Crossing/Corridor” project would consist of a new northern bridge crossing of the Potomac River as part of a multimodal roadway corridor extended from Virginia Route 28 into Montgomery County to connect to the Intercounty Connector (ICC).
3. On July 19, 2017, the TPB is scheduled to decide whether to accept the recommendation of the Long-Range Plan Task Force to do further study of the “Additional Northern Bridge Crossing/Corridor” project.
4. Montgomery County and the State of Maryland have consistently and repeatedly opposed construction of a “second crossing” of the Potomac River into Montgomery County. The route for such a crossing was removed from the master plan of highways and from the state’s highway program in 1974. There is no feasible route for such a roadway in Montgomery County, given the establishment of the Montgomery County Agricultural Reserve in 1980 and the amount of land now held in easements in perpetuity primarily for agricultural and limited residential uses.
5. This proposed corridor would significantly degrade the Agricultural Reserve, created by the Montgomery County Council in 1980 to conserve farmland and to protect the environment, as well as established residential neighborhoods in Potomac, Darnestown, North Potomac, Rockville and Gaithersburg.
6. The Agricultural Reserve has helped Montgomery County retain more than 500 farms that contribute more than a quarter billion dollars annually to Montgomery County’s economy, employing more than 10,000 residents. It has served as a critical environmental

stewardship tool, protecting forests, streams, and the federally-designated Piedmont Sole Source Aquifer through permanent agricultural land preservation easements.

7. Numerous previous studies have been conducted of an additional Potomac River bridge connecting Northern Virginia and Montgomery County, including a 2001 study by the Federal Highway Administration that was cancelled at the request of Congressman Frank Wolf (R) of Northern Virginia because of serious concerns about the negative impact of the project to neighborhoods on both sides of the river, the environment, the C&O Canal National Historical Park, and users of the Canal towpath. Studies have also demonstrated that a vast majority amount of commuters utilizing this corridor travel to destinations within or near the Capital Beltway.
8. As set forth below, the Montgomery County Council has made it clear on numerous occasions that the most important priorities in the I-270 corridor extending all the way to the American Legion Bridge -- a terribly congested corridor that imposes unacceptable travel times on Montgomery County residents and the region -- is to provide significant additional high-occupancy toll (HOT) lane capacity during peak periods that would also accommodate transit. These priorities should be implemented before further consideration of an additional crossing that would seriously degrade the environment, promote more sprawl, detract from fixing what is broken, compete for scarce transportation dollars, and create serious jurisdictional tensions.
9. In 2012, the Montgomery County Council and Fairfax County Board of Supervisors requested that the Maryland Department of Transportation (MDOT) include as part of a \$6 million study in MDOT's Consolidated Transportation Program the addition of two HOT lanes to the Capital Beltway from the I-270 West Spur to Virginia, consistent with the Commonwealth of Virginia Transportation Board's call to extend its Beltway express toll lanes into Maryland.
10. In 2015, the Montgomery County Council and Fairfax County Board of Supervisors reiterated the request to study toll lanes across the American Legion Bridge and asked their state's respective governors and transportation secretaries to focus their attention and resources on proposed improvements to the existing bridge rather than on an additional Potomac River crossing.
11. In 2015, the Virginia Commonwealth Transportation Board found that based on current and projected future transportation conditions, the most pressing and immediate needs for improved Potomac River crossings included reducing congestion on the American Legion Bridge and expanding Metrorail capacity between Rosslyn and Foggy Bottom in Washington, DC.
12. In June 2017, County Executive Isiah Leggett and the Montgomery County Council requested as one of their top transportation project priorities that MDOT advance a study of capacity and operational strategies from I-270 and along the Capital Beltway into Virginia that address freeway performance along with transit connections over the Potomac River, including advancement of HOT lanes between the I-270 West Spur and Virginia.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

The Council urges the National Capital Region Transportation Planning Board to oppose further study of the "Additional Northern Bridge Crossing/Corridor" project and to reject inserting a new Potomac River bridge crossing into its long-range transportation plan.

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council



National Capital Region
Transportation Planning Board

June 21, 2017

Matthew J. Welbes
Executive Director
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Mr. Welbes:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by Montgomery County for \$3,778,942 million in federal funds under the Low and No Emission Vehicle Deployment (LoNo) Program to support the purchase of 9 fully battery electric buses along with 9 charging stations. These buses will replace clean diesel vehicles and operate in the City of Takoma Park.

The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens through cleaner and higher quality transportation service. The support and promotion of electric vehicles is one of the near-term strategies of our adopted Regional Transportation Priorities Plan.

We urge your favorable consideration of Montgomery County's request, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in cursive script that reads "Bridget".

Bridget Donnell Newton
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Al Roshdih, Director, Montgomery County Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 13, 2017

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Sergio Ritacco, Wendy Klancher, and Lynn Winchell-Mendy, TPB Transportation Planners
SUBJECT: Solicitation for Applications for Enhanced Mobility Grants
DATE: July 13, 2017

PURPOSE

The Transportation Planning Board (TPB), on behalf of the Metropolitan Washington Council of Governments, (COG), is responsible for planning and project selection for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (referred to as “Enhanced Mobility”) Program for the DC-VA-MD Urbanized Area. The purpose of this memo is to announce and request assistance from members in publicizing the solicitation for grant applications under the Enhanced Mobility program.

The Enhanced Mobility Program aims to fill gaps in transportation for older adults and persons with disabilities by providing matching grants for services that go above and beyond traditional public transit and the Americans with Disabilities Act (ADA) complementary paratransit service. Eligible projects include travel training, vehicle acquisition and volunteer driver programs specifically serving people who have mobility impairments.

The Enhanced Mobility program is a unique opportunity for the TPB to directly plan, select and fund transportation projects; and this is the only situation where the TPB has sole responsibility for planning, project prioritization and decision-making for operating and capital projects. COG and the TPB oversee the implementation of these grants, ranging from \$50,000 to \$500,000, and 34 projects totaling over \$10 million have been funded to date.

SUMMARY

On August 14, 2017, the TPB will begin soliciting applications for Enhanced Mobility grant funding with a deadline of November 3, 2017 at 2 P.M. Five pre-application conferences will be held in August; one in Northern Virginia, one in Suburban Maryland, and three at COG. Eligible applicants are non-profit agencies, private providers, transit agencies, and local governments. Eligible projects must end or begin in the Washington DC-VA-MD Urbanized Area, which is shown in Figure 1. Applicants must apply for a minimum grant request of \$150,000 in total funding (federal plus match). Attached you will also find a flyer with the details for potential applicants which we will ask that you distribute within your jurisdiction and external contacts. The flyer includes information on eligibility, the competitive selection process, and the dates and locations of the mandatory pre-application conferences. Additional details can be found at tpbcoordination.org.

BACKGROUND

COG is the designated recipient for the Enhanced Mobility program for the Washington DC-VA-MD Urbanized Area. The program provides approximately \$2.75 million per year in matching grants for non-profit organizations, local governments, transit agencies and private for-profit providers through matching grant funds for capital and operating expenses. The FTA grant funding is meant to incentivize coordination of services, meaning agencies working together to provide specialized transportation to clients and eliminate any duplication and potentially save on costs. Federal and state regulatory barriers make coordination of actual services across state lines in a multi-state region difficult to achieve. However, the TPB has had success with funding grants that promote the coordination of services within a single jurisdiction or a single state.

The TPB has conducted two solicitations for Enhanced Mobility grants since 2014 and funded 34 projects totaling over \$10 million. The list of funded projects can be found at tpbcoordination.org. A peer workshop highlighting innovative practices by grantees of Enhanced Mobility, New Freedom, and Job Access and Reverse Commute (JARC) funding was held on May 31, 2017 and was featured in the June 13, 2017 TPB News article "[Enhanced Mobility grantees share the secrets to their success.](#)"

Prior to the Enhanced Mobility program, the TPB facilitated seven solicitations for FTA's former JARC and New Freedom programs, and funded 59 projects totaling over \$22 million.

The TPB's Coordinated Human Service Transportation Plan

The federally-required and TPB-approved Coordinated Human Service Transportation Plan ("Coordinated Plan") guides the implementation of the Enhanced Mobility program. The Coordinated Plan identifies the unmet transportation needs of people with disabilities and older adults, strategies and priority projects for addressing the unmet needs and outlines the competitive selection process for grant funding. The TPB adopted the Coordinated Plan in 2014 which was developed under the guidance of the former Human Service Transportation Coordination Task Force and the Access for All Advisory Committee. Every two years the TPB issues a solicitation for grant applications.

Currently, the Access for All Advisory Committee is tasked with providing guidance on priority projects for the funding and any updates of the Coordinated Plan. The Human Service Transportation Coordination Task Force was phased-out in 2016 due to the completion of its objectives.

2017 ENHANCED MOBILITY GRANT SOLICITATION

The TPB will conduct a solicitation for grant applications beginning on August 14 to November 3, 2017. Approximately \$5.5 million in federal funds is available for capital and operating grants that improve transportation for people with disabilities and older adults. These funds must be matched by the applicant: 20% for capital or mobility management grants and 50% for operating grants.¹ Matching funds must be identified by the time of application. Projects must end or begin in the Washington DC-VA-MD Urbanized Area as shown in Figure 1. The grants are for two-years of funding and applicants must apply for a minimum grant request of \$150,000 in total funding (federal plus match). Federal rules require that at least 55% of the funds be spent on capital projects for non-profit agencies and qualifying local governments.

¹ FTA defines mobility management as short-range planning and management activities and grants for improving coordination among public transportation and other transportation service providers.

Competitive Selection Process and Priority Projects

The Coordinated Plan outlines the selection process for Enhanced Mobility grants: an independent Selection Committee, chaired by a TPB member, will be comprised of local and national experts in transit, human services, disabilities and aging who will review the applications and make recommendations for funding. TPB officers will be asked to concur with the recommendations followed by TPB action to approve the Selection Committee's funding recommendations. In past years, applicants have requested twice as much funding as what is available. Selection Committee members evaluate applications on the selection criteria listed here and further described at tpbcoordination.org:

- Coordination of Specialized Transportation among Agencies;
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects);
- Institutional Capacity to Manage and Administer an FTA grant (includes past grant performance);
- Project Feasibility;
- Regional Need; and
- Customer Focus.

The TPB's Coordinated Plan identifies the following priority projects to make the best use of limited grant funding, and the AFA Committee confirmed these priorities at its May 11, 2017 meeting. Applications that respond to any of the priority projects will receive up to 12 points in the selection process scoring which is comprised of six criteria that total to a maximum total of 100 points. Applicants can still propose eligible projects other than the priority projects. For specific eligibility guidance, see the FTA circular 9070.1G or contact TPB staff.² More details about the priority projects are here: <http://bit.ly/2u3BDpy>

Priority Projects

- | | |
|--|---|
| • Mobility Manager at the Local Government Level | • Tailored Transportation Service (Vehicle Acquisition) |
| • Challenge Grant for Coordinated Planning Efforts | • Deviated Bus or Feeder Service |
| • Personal Mobility Counseling Services | • Use of Wheelchair Accessible Taxis |
| • Travel Training | • Shuttle or Taxi Service to Transit |
| • Door-through-Door Service | • Volunteer Driver Programs |
| • Sensitivity and Customer Service Training | • Bus Stop and Sidewalk Improvements |

² FTA Circular 9070.1G is at <https://www.federalregister.gov/documents/2014/06/06/2014-13178/enhanced-mobility-of-seniors-and-individuals-with-disabilities-final-circular>

Pre-Application Conferences

TPB staff will be holding five pre-application conferences to provide potential applicants with information on eligible projects, the online application process, how to use the grant budget templates, the federal requirements and the TPB's selection process. Every applicant must attend a session and registration is required; details are at tpbcoordination.org.

| | |
|---|--|
| Thursday, August 3 1:30 P.M. to 3:30 P.M. | Thomas Jefferson Library Falls Church, VA |
| Tuesday, August 8 2:00 P.M. to 4:00 P.M. | COG Room 1 |
| Wednesday, August 16 11:00 A.M. to 1:00 P.M. | MD-National Capital Park & Planning Commission: Silver Spring, MD |
| Wednesday, August 23 2:00 P.M. to 4:00 P.M. | COG Room 1 |
| Tuesday, August 29 10:00 A.M. to 12:00 P.M. | COG Room 1 |

SOLICITATION OUTREACH AND ADVERTISING

Staff will announce this grant opportunity in several ways: distribution to this body, the Access for All Advisory committee, email-blasts and other TPB communication channels including mentions in *TPB News*, social media posts, and limited media placement.

To ensure as many potential applications are aware of this opportunity throughout the region, staff requests that members share the attached Solicitation-at-a-Glance flyer within their jurisdiction, agencies, external contacts, and other human service and transportation groups.

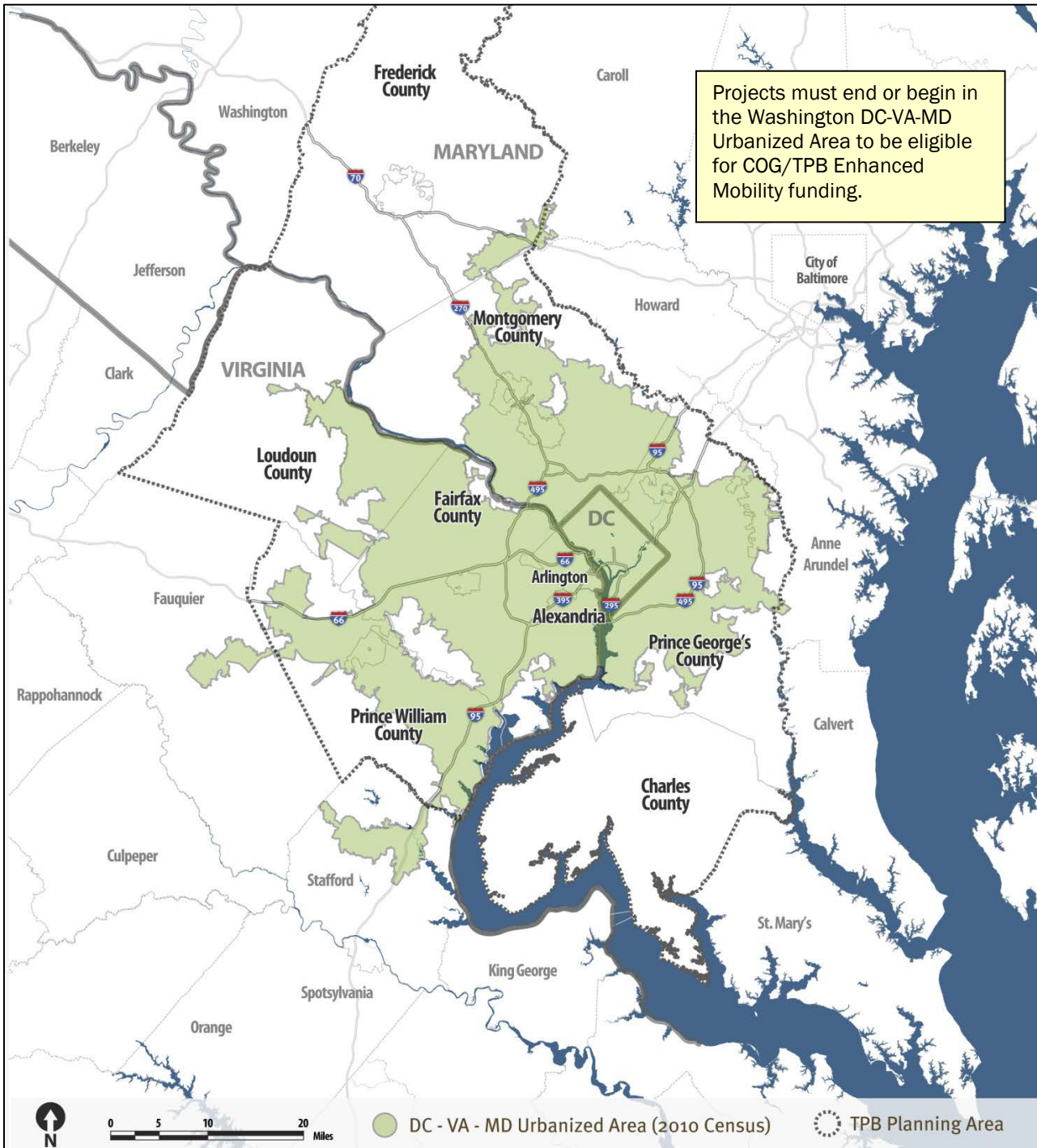
TIMELINE

After the TPB approves the Selection Committee's recommendations for grant funding (anticipated for January or February 2018), TPB staff will notify applicants in writing and those selected for funding will have approximately 30 days to complete the required FTA documents. Following FTA approval, COG will provide sub-grant agreements to the recipients. Depending on the timing of FTA approval and the final signature of the sub-grant agreements, grantees can expect to begin project implementation in March or April 2019.

FOR MORE INFORMATION

Please contact Lynn Winchell-Mendy (lmendy@mwkog.org, (202) 962-3253), Sergio Ritacco (sritacco@mwkog.org, (202) 962-3232), or Wendy Klancher (wklancher@mwkog.org, (202) 962-3321 with questions).

FIGURE 1: THE WASHINGTON DC-VA-MD URBANIZED AREA



For detailed jurisdictional maps with zip codes, visit tpbcoordination.org.



ENHANCED MOBILITY PROGRAM 2017 GRANT SOLICITATION

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) will conduct a solicitation for applications for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program. **Applications will be accepted Monday, Aug. 14 through 2:00 P.M. Friday, Nov. 3, 2017.**

FUNDING AMOUNTS

Approximately \$5.5 million in federal funds will be available. Funds must be matched by the applicant: 20% for capital or mobility management grants and 50% for operating grants. Matching funds must be identified by the time of application. Applicants must apply for a minimum grant request of \$150,000 in total funding (federal plus match).

The Enhanced Mobility of Seniors and Individuals with Disabilities program enhances mobility for seniors and persons with disabilities by providing matching grants for transportation services that go above and beyond traditional public transit and paratransit service.

ELIGIBILITY

Non-profit agencies, private providers, transit agencies and local governments are eligible. Both capital and operating projects are eligible but the service must begin or end in the Washington DC-VA-MD Urbanized Area. Detailed maps are at tpbcoordination.org. For specific eligibility guidance, see the FTA circular 9070.1G or contact staff.

PRIORITY PROJECTS

Priority Projects have been identified to address significant gaps in transportation for older adults and people with disabilities. The list of 12 priority projects includes travel training, mobility managers, and taxi and shuttle services, among others. Find the full list at bit.ly/2u3BDpy.

Applications that respond to any of the priority projects will receive up to 12 points in the selection process scoring which includes six criteria that total to a maximum of 100 points.

PRE-APPLICATION CONFERENCES

Applicants must attend a pre-application conference and registration is required. Register at tpbcoordination.org.

- **Thursday, August 3**
1:30–3:30 P.M.
Thomas Jefferson Library, Falls Church, VA
- **Tuesday, August 8**
2:00–4:00 P.M.
COG, Washington, D.C.
- **Wednesday, August 16**
11:00 A.M.–1:00 P.M.
Maryland-National Capital Park & Planning Commission, Montgomery County, MD
- **Wednesday, August 23**
2:00–4:00 P.M.
COG, Washington, D.C.
- **Tuesday, August 29**
10:00 A.M.–12:00 P.M.
COG, Washington, D.C.

COMPETITIVE SELECTION PROCESS

An independent selection committee will make recommendations for funding to the TPB based on the six selection criteria that total a maximum of 100 points. The selection criteria can be found at tpbcoordination.org and include the following:

- Demonstration of coordination among agencies and/or jurisdictions
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects)
- Institutional capacity of the applicant to manage and administer an FTA grant including prior grant performance (if applicable)

If you have questions or need assistance, contact:

Lynn Winchell-Mendy, COG Grants Manager: lmendy@mwkog.org, (202) 962-3253
Sergio Ritacco, Website and Application Support: sritacco@mwkog.org, (202) 962-3232

ALTERNATIVE FORMATS AND ACCOMMODATIONS

Alternative formats of the application and this document are available upon request. Please contact Sergio Ritacco at (202) 962-3232 or sritacco@mwkog.org. TDD (202) 962-3213. Please allow seven working days for preparation of the material. If accommodations for people with disabilities are needed for the pre-application conferences, please also contact Sergio Ritacco.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, TPB Operations Programs Director
SUBJECT: 2017 Commuter Connections Employer Recognition Awards
DATE: July 19, 2017

The intent of this memorandum is to provide a summary of the 2017 Commuter Connections Employer Recognition Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2017, Commuter Connections celebrated the 20th year of the Employer Recognition Awards program. Nominations for the awards categories of Incentives, Marketing and Telework were received in February and reviewed by a selection committee in March which was chaired by the City of Gaithersburg Council Member and TPB member Neil Harris.

The 2017 Employer Recognition Awards event was held at the National Press Club on June 22, 2017. The event was emceed by the City of Rockville and TPB Chair Bridget Donnell Newton. Awards presenters included: District of Columbia Council Member and TPB Vice Chair Charles Allen; Kanathur Srikanth, TPB Director of Transportation Planning; Janeen Kuser, Director of Partnerships, Office of Communications and Marketing, Maryland Transit Administration; and Robert Thomson, Reporter (retired), The Washington Post.

Awards recipients included:

Incentives: The Cadmus Group, Arlington, VA

Marketing: American Society of Health System Pharmacists (ASHP), Bethesda, MD

Telework: TCG, Inc., Washington, DC

Employer Services Sales Team Achievement Award: Montgomery County Commuter Services

Employer Services Organization Achievement Award: Carlyle Community Council



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, Senior Transportation Planner
SUBJECT: Vision Zero Workshop Summary
DATE: July 11, 2017

This memo will summarize the Vision Zero Workshop held at COG on June 23rd, 2017, sponsored by the TPB's Bicycle and Pedestrian Subcommittee.

BACKGROUND

The Bicycle and Pedestrian Subcommittee sponsors professional development workshops annually. These workshops allow staff, consultants, and the public to learn more about the state of the practice, especially in the Washington region, on a variety of pedestrian and bicycle related topics.

The Bicycle and Pedestrian Subcommittee chose Vision Zero as a workshop topic in response to increasing local interest, including a regional day-long Vision Zero summit that took place on March 31st at George Washington University. The TPB Citizens Advisory Committee has also expressed an interest in Vision Zero.

The June 23rd workshop also provided an opportunity to share information under Vision Zero as well as under the Towards Zero Deaths initiative and other regional traffic safety activities.

VISION ZERO

Vision Zero is an approach to road safety thinking. It can be summarized as: No loss of life is acceptable. Safety must be built into the system.

Originally a Swedish initiative which started in 1997, Vision Zero has been adopted by dozens of cities and counties across the US, including three in the Washington region – DC, Alexandria, and Montgomery County.

TOWARDS ZERO DEATHS

Towards Zero Deaths is an initiative backed by FHWA, the Governors Highway Safety Association, GHSA, AASHTO, and other national organizations. It focuses on bringing different stakeholders together behind a common goal. Timeframes vary depending on the strategy and goals are typically non-zero within the time frame of a plan.

Towards Zero Deaths policies are often found at the state level, while Vision Zero policies in the US are typically adopted by cities. All three States in our region have Towards Zero Deaths commitments in their Strategic Highway Safety Plans.

VISION ZERO IN THE WASHINGTON REGION

At the June 23rd workshop DDOT, Alexandria, and Montgomery County representatives discussed their Vision Zero policies, while MDOT and VDOT presenters explained the Towards Zero Deaths approach of their Strategic Highway Safety Plans.

DC was the first jurisdiction regionally to adopt Vision Zero policy, with an action plan published in December 2015. The DC Vision Zero policy calls for zero traffic fatalities and serious injuries by 2024. No major reduction in fatalities has occurred yet.

The City of Alexandria Council adopted a Vision Zero Policy in January 2017. Alexandria's Vision Zero policy calls for the elimination of traffic fatalities by 2028. Public outreach has been extensive and aggressive in reaching nontraditional audiences and locations. A major purpose of the exercise of has been to build consensus around safety as a priority.

Montgomery County's Vision Zero policy will build on the County's pedestrian safety initiative, which dates to 2009, and which has had considerable success. Montgomery Vision Zero calls for zero fatalities and serious Injuries by 2030. Challenges to execution in Montgomery County include trade-offs between speed reduction and expectations of travel time in a large county, as well as state control over many of the roads, for which the State has its own goals and time frame.

The State plans emphasize data, and making data publicly available, to assist their partner agencies' efforts.

WORKSHOP DISCUSSIONS

The June 23rd workshop emphasized the practical implications of Vision Zero/Towards Zero Deaths for agency staff. Approximately 50 participated, including DOT and DPW staff, planners, and consultants. The wide range of activities discussed at the workshop reflects the active stance the region's agencies have on pedestrian and traffic safety.

Presentations are available on the web site at:

<https://www.mwcog.org/events/2017/6/23/vision-zero-professional-development-workshop/>.

ITEM 7 – Action

July 19, 2017

Approval of Regional Car Free Day 2017 Proclamation

Staff

Recommendation: Approve the Car Free Day 2017 Proclamation.

Issues: None

Background: In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

July 19, 2017



**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

**PROCLAMATION ESTABLISHING SEPTEMBER 22, 2017
AS CAR FREE DAY
IN THE WASHINGTON METROPOLITAN REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington Region; and

WHEREAS, the TPB through its Commuter Connections program promotes and organizes the annual Car Free Day event along with its network members throughout the Washington area; and

WHEREAS, Car Free Day invites Washington region citizens to telework and try alternative forms of transportation such as transit, bicycling and walking, and “car lite” methods such as carpools and vanpools; and

WHEREAS, Car Free Day benefits the National Capital Region through improved air quality, mobility, parking demands, and energy conservation; and

WHEREAS, Car Free Day corresponds with European Mobility Week, occurring September 16-22, celebrating sustainable mobility.

NOW, therefore, be it resolved that the National Capital Region Transportation Planning Board:

- 1. Proclaims September 22, 2017 as Car Free Day throughout the Washington Metropolitan Region; and**
- 2. Encourages citizens to pledge to be Car Free or Car-lite by visiting www.carfreemetrodc.org; and**
- 3. Asks TPB Member jurisdictions to adopt similar proclamations in support of Car Free Day.**

National Capital Region Transportation Planning Board July 19, 2017

Nicholas Ramfos
TPB Operations Programs Director



National Capital Region
Transportation Planning Board

Agenda Item #7

Car Free Day Background

- First took place in the DC region in 2007.
- Event started in Europe in 1995, went global in 2000 and is part of Europe's mobility week.
- For at least one day during mobility week, cities set aside an area solely for pedestrians, cyclists and public transit that is ordinarily used by cars.
- Car Free Day is celebrated in 1,500 cities in 40 countries.



National Capital Region
Transportation Planning Board

Agenda Item #:7
July 19, 2017

Car Free Day Background

- Regional rollout occurred in 2008 with TPB support.
- COG/TPB's Commuter Connections program promotes and organizes Car Free Day along with its network members.
- Invites Washington region citizens to try alternative forms of transportation such as transit, bicycling and walking.
- Includes car-lite methods such as carpools and vanpools; also supports practice of teleworking.
- Results included in the Commuter Connections TERM Analysis.



National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017

3

International

Paris



Manado City, Indonesia



EUROPEAN MOBILITY WEEK
16-22 SEPTEMBER



DO THE RIGHT MIX

An initiative of the

Ghaziabad, India



National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017

4

2016 Media Coverage Headlines

Car Free Day Registration Opens
Alternative Transportation in the Spotlight this Week
World Car Free Day is Thursday: 5 Cities Taking part and What They're Doing
Ditching Your Car on World Car Free Day
Try Transit Week and Car Free Day Encourage Driving Alternatives
Car Free Day is Sept. 22
Car Free Day Campus Challenge
Go Car Free in Alexandria on World Car Free Day!
Eyes on the Prizes: Car Free Day 2016
Here's a good reason to ditch your car Thursday: It's World Car Free Day

reston ^{now}

YAHOO!
NEWS

FrederickNewsPost.com



 Red Brick Town
Alexandria's Neighborhood Blog



National Capital Region
Transportation Planning Board

The Washington Post

Agenda Item #7
July 19, 2017

5

Open Participation

Pledge to be Car Free at
www.carfreemetrodc.org

- ✓ Workers
 - ✓ Students
 - ✓ Homemakers
 - ✓ Seniors
- Primary targets are individuals who ordinarily travel alone by car for work, errands and classes.
 - Secondary groups are those already in Car Free travel modes.

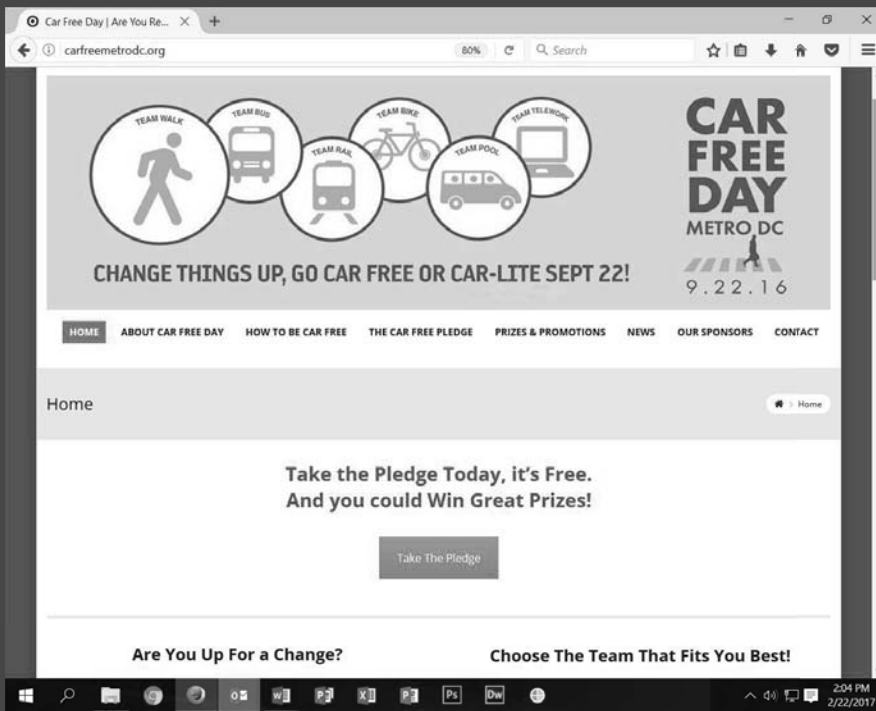


National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017

6

Car Free Day Web Site

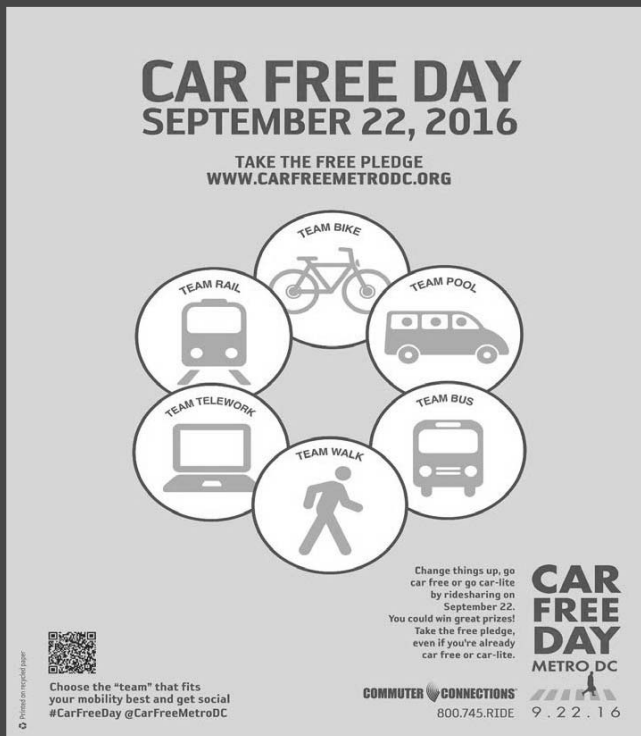


National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017

7

Promotional Materials



National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017

8

Social Media



facebook

Car Free Day | Are You Re... x (1) Car Free Day x (1) Car Free Day

https://www.facebook.com/carfreemetrod/

CAR FREE DAY METRO DC
9.22.16

Car Free Day @carfreemetros

Home About Photos Pledge Likes Events Posts Create a Page

READY TO TAKE THE CAR FREE DAY TEAM PLEDGE?
JOIN A TEAM THAT FITS YOUR MOBILITY BEST & TAKE THE FREE PLEDGE! AT CARFREEMETRODC.ORG

Photos

Non-Profit Organization

Car Free Day 2015 will be celebrated on Sept. 22 this year. Choose between #TeamFall, #TeamBus, #TeamVan, #TeamTelework, #TeamBike, or #TeamLike.

4,149 Likes

Message Now

www.carfreemetrod.org

People Also Like

National Capital Region Transportation Planning Board

Car Free Day | Are You Re... x Commuter Connections... x (1) Car Free Day

https://twitter.com/CarFreeMetroDC

READY TO TAKE THE CAR FREE DAY TEAM PLEDGE?
JOIN A TEAM THAT FITS YOUR MOBILITY BEST & TAKE THE FREE PLEDGE! AT CARFREEMETRODC.ORG

CAR FREE DAY METRO DC
9.22.16

Commuter Connections

Car Free Day is an international event celebrated in the Washington DC metropolitan region on Sept 22nd. The event encourages individuals to uncar that day.

Joined July 2009

270 Tweets 90 Following 686 Followers 161 Likes

Commuter Connections @CarFreeMetroDC · 26 Oct 2016
Joy West won the Car Free Day 2016 raffle for concert tix & backstage passes to the @WAMZQ Fall Fest, with country band @athousandhorses

Car Free Day 2015 will be celebrated on Sept. 22 this year. Choose between #TeamFall, #TeamBus, #TeamVan, #TeamTelework, #TeamBike, or #TeamLike.

4,149 Likes

Message Now

www.carfreemetrod.org

People Also Like



Agenda Item #7
July 19, 2017

Paid Social Media

there are
1 billion
vehicles on the
globe. make it
one less
for the day

pledge for free at carfreemetrod.org

CAR FREE DAY METRO DC
9.22.16

strength
in numbers

and you could win a
Crunch Fitness membership too!

pledge for free at carfreemetrod.org

CAR FREE DAY METRO DC
9.22.16



Agenda Item #7
July 19, 2017

Digital Ads



National Capital Region
Transportation Planning Board

Take the FREE pledge at carfreemetrod.org

WASHINGTON'S TOP NEWS 92° WASHINGTON, DC LISTEN LIVE 101.5 FM LISTEN LATEST TRAFFIC

NEWS TRAFFIC WEATHER Search

LOCAL Va. Md. D.C. Traffic Weather Election Metro HEADLINES GET ALERTS

PREVIOUS STORIES: Finnish police arrest 2 asylum seekers L. EUROPE NEWS US ambassador to Italy in freestom eve...

Home - Latest News - World News - Europe News - Bayer, Monsanto try to create global chemical and ag giant

Bayer, Monsanto try to create global chemical and ag giant

AP By DAVID HUGHES September 14, 2016 11:21 am

FRANKFURT, Germany (AP) — The U.S. seedmaker Monsanto agreed to a \$57 billion buyout offer from Germany's Bayer in a deal that would create a global agricultural and chemical giant.

The deal comes with record-harvest driving crop prices to painfully low levels for farmers.

Video in four months that Bayer returned with a richer offer to sell the acquisition to

THE WAY YOU PAY HAS EVOLVED

LEARN MORE

NAVY FEDERAL Credit Union pay Federally Insured by NCUA.

DON'T MISS

INSIDE TRUMP'S LUXURY DC HOTEL

The Trump International Hotel held a soft opening of the luxury hotel on Oct. 12 ahead of a grand opening ceremony in October. Trump's company will a lease from the

wtop WASHINGTON'S TOP NEWS 92° WASHINGTON, DC LISTEN LIVE 101.5 FM LISTEN LATEST TRAFFIC

NEWS TRAFFIC WEATHER Search

LOCAL Va. Md. D.C. Traffic Weather Election Metro HEADLINES GET ALERTS

NEWS: Metro to announce 247 work zone changes

Meeting will discuss ways to avoid another Cleveland Park Metro flood

Massachusetts company designing airplane of the future

Bayer, Monsanto try to create global chemical and ag giant

Green Line resumes after metro track, station work

Address section near a tourist destination

Va. gun rights activists sue Katie Couric

Summer's quick fix for Calvary Home 7 is no full recharge

Investigator: Driver who fatally struck baby did not see him

McCartney to plan to divorce NSA from U.S. Cyber Command

2016 Fall Fests

Colts, Redskins, Redskins to look up Redskins Center

What's new in DC? The new DC Metro station will be a major step in the city's transportation planning.

What's new in DC? The new DC Metro station will be a major step in the city's transportation planning.

AT CARFREEMETRODC.ORG (pledging is free)

COMMITTEE CONNECTIONS

LIVING

WTOP'S LIST TOP 100 NEWS

TOP 100 NEWS



Agenda Item #7
July 19, 2017 | 11

Radio Support



toby knapp @tkradio

Break out the bike for CarFreeDay September 22! Take the free Pledge at Carfreemetrod.org! #ad

4:47pm · 16 Sep 2016 · TweetDeck

VIEW TWEET ACTIVITY

Sprint 7:18 PM 77%

Mike Jones

Home Posts Photos Friends Ab...

Mike Jones 5 mins ·

One day will make a difference and can lead to more! September 22nd is Car Free Day in the DMV. I took the pledge and you can do the same: riding Metro, biking, bus, walking to work, carpooling, everything helps. And once you sign up, you can win some sweet priz... See More

NGS UP, GO CAR FREE OR CAR-LITE SEPT 22!

Car Free Day | Are You Ready To Take The Pledge?



National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017 | 12

Transit



National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017

13

Jurisdiction Events



National Capital Region
Transportation Planning Board

Agenda Item #7
July 19, 2017

14

2017 CFD Call To Action

- 10,000 Pledges - Goal
- TPB Proclamation
- Pledges from TPB Members
- Local Activities/Events
- Media Coverage



Questions?



2016 TPB Proclamation Signing



ITEM 8 – Action

July 19, 2017

Long-Range Plan Task Force: Proposed Initiatives To Be Approved by the TPB for Further Analysis

Staff

Recommendation: Approve Resolution R1-2018 to accept Long-Range Plan Task Force Initiatives for further analysis.

Issues: None

Background: The Long-Range Plan Task Force will recommend for TPB's acceptance 10 projects, policies, and programs ("initiatives") for further analysis "to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's regional governing documents," as the task force was charged to do by TPB Resolution R16-2017, As Amended. When the TPB accepts these 10 initiatives for analysis, TPB staff and their contractor team will immediately begin their analysis, which will allow the task to remain on schedule for the delivery of the final report at the end of the calendar year.

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

**RESOLUTION ACCEPTING LONG-RANGE PLAN TASK FORCE
INITIATIVES FOR FURTHER ANALYSIS**

WHEREAS, the National Capital Regional Transportation Planning Board (TPB), as 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 TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally Constrained Long Range Plan (CLRP) as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

WHEREAS, the TPB has noted that the combination of project inputs and the planned land use reflected in the current CLRP results in less than satisfactory levels of performance of the region's transportation system compared to current conditions and does not make significant progress towards achieving the goals laid out in TPB and COG's governing documents; and

WHEREAS, the TPB understands that one of its primary responsibilities is "to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principals by advancing a more effective set of project and policy inputs to the region's long range transportation plans"; and

WHEREAS, the TPB believes the region needs to develop a Long-Range Transportation Plan that goes beyond the project inputs reflected in its current CLRP, and that includes a combination of programs, projects and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents; and

WHEREAS, the TPB adopted R16-2017, As Amended, establishing the Long-Range Plan Task Force with the mission of "identifying for TPB's acceptance in July 2017 for further analyses approximately 6-10 projects, policies or programs to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents"; and

WHEREAS, the Long-Range Plan Task Force used existing governing TPB and COG policy documents as guidance, including the goals from the Regional Transportation Priorities Plan,

Region Forward, and the Vision, and the challenges in achieving the goals as identified in the Regional Transportation Priorities Plan; and

WHEREAS, the Long-Range Plan Task Force, over the course of the past three months, had identified over 80 individual project, policy, and program ideas, and undertook a process to narrow that long list down to 10 initiatives that are worthy of further analysis to assess their potential impact on the performance of the region's transportation system, as presented in Table 1 of the attached memo dated July 13, 2017; and

WHEREAS, the 10 initiatives go beyond what is included in the current CLRP such that each initiative is regional in nature and will be assessed to see if they have the potential to make noticeable improvements in some aspects of regional performance toward achieving the goals described in TPB and COG's governing documents, and such that each initiative includes supporting elements that increase the improvement potential of each initiative; and

WHEREAS, the crafting of this combination of initiatives was extremely difficult and reflects the task force's best attempt at thinking regionally and recognizing that the diversity of the region's transportation needs and solutions merits being open to assessing projects, programs and policies which may be appealing to some, but not all member jurisdictions; and

WHEREAS, the acceptance of these 10 initiatives for further analysis by the TPB does not: (1) reflect an endorsement of the initiatives or elements thereof; (2) guarantee that any of the individual initiatives will be endorsed by the TPB in December or added into the Long-Range Transportation Plan; and (3) and cannot require any jurisdiction to alter any existing or future plans for transportation projects, land-use, pricing or travel demand management policies or programs; and

WHEREAS, the acceptance of the 10 initiatives by the TPB will mean that staff will undertake a planning level technical analysis to determine any potential improvement in the performance levels of the region's transportation system; and

WHEREAS, the technical analysis of the 10 initiatives will include potential quantitative and qualitative benefits to the region of the initiatives as well as rough estimates of cost, the results of which will be shared with the task force and TPB later this fall; and

WHEREAS, the results of the analysis will not by themselves become determining factors for any further action the TPB may wish to take, rather, the results will help inform a more detailed discussion by the TPB regarding if any of the initiatives should be considered for further endorsement by the TPB; and

WHEREAS, such a discussion could include other factors such as more detailed definition and analysis of the components of the initiatives, cost-benefit considerations, identification of the funding needed to implement the initiatives, and the viability of taking any action needed to implement policies or programs.

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Accepts for further analysis the attached list of 10 improvement initiatives from Table 1 of the attached July 13, 2017 memo as recommended by the Long-Range Plan Task Force.
2. Charges staff with analyzing if and how any of these 10 initiatives could make significantly better progress towards achieving the goals laid out in TPB and COG's regional governing documents, using the goals and challenges for guidance.
3. Charges the task force with reviewing the analysis and presenting to the TPB later this year a summary of findings and with presenting to the TPB a recommended process by which the TPB may later endorse a final selection from among the 10 initiatives for inclusion in the aspirational element of the region's Long-Range Transportation Plan and/or future concerted TPB action. The task force may also choose to present the TPB with a recommendation of the final selection.
4. Charges the Task Force and staff to explore possible sources of funding and financing strategies for advancing these regionally significant projects, policies or programs.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jay Fiset, Chairman, TPB Long-Range Plan Task Force
SUBJECT: Projects, Policies, and Programs Recommended for TPB Acceptance for Analysis
DATE: July 13, 2017

This memorandum presents the 10 projects, policies, and programs (“initiatives”¹) that the TPB Long-Range Plan Task Force recommends to TPB for further analysis “to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG’s regional governing documents,” as the task force was charged to do by TPB Resolution R16-2017, As Amended. The recommended package of 10 initiatives allows for the analysis of a wide variety of improvement ideas, including multi-modal (highway and transit) projects, pricing, land use and travel demand management strategies. As such, the initiatives in Table 1 are best accepted as a package as a whole to maintain the spirit of discussions and basis of recommendation from the task force as well as to keep the schedule defined in R16-2017, As Amended.

This section below describes the principles the task force used to select these 10 initiatives recommended for analysis, describes the next steps, and presents the 10 initiatives recommended for analysis in Table 1.

PRINCIPLES FOR SELECTION

Over the course of the past three months, the task force identified over 80 individual project, policy, and program ideas for consideration, and undertook a process to narrow that long list down to approximately 6 to 10 initiatives for further analysis. In recommending initiatives to advance for analysis, the task force recognized that members represent a wide variety of interests with different perspectives, and in deliberations put an emphasis on recommending a set of initiatives worthy of further analysis to assess their potential regional level impact on the performance of the region’s transportation system, even if some of the initiatives are controversial. Task force members had opportunities to identify and discuss their preferred initiatives, and the task force agreed on the following general principles in selecting initiatives to recommend to TPB for analysis:

- Each initiative goes beyond what is currently included in the existing CLRP.
- Each initiative is regional in nature and is worthy of analysis to examine whether it has the potential to make noticeable improvements in regional performance toward achieving the goals described in TPB and COG’s regional governing documents.

¹ Initiatives were defined as mega-projects, mega-programs, or mega-policies of a regional scale that may involve multiple components. Use of the term “initiative” allows the task force to proceed without needing to differentiate between those that are projects, policies, or programs.

- Considerations of the viability (e.g., political or financial) of initiatives were limited at this point because at this stage the task force is proposing initiatives for further analysis, not for inclusion in the long-range plan. Some of the initiatives generated significant controversy among task force members, but the task force concluded that it was important for them to be analyzed given that the ideas are worthy of further analysis to assess whether they hold potential to produce noticeable improvements in the region.
- Where an initiative requires multiple components to achieve substantial improvements and those components all relate sufficiently to each other, they were considered one cohesive initiative (e.g., a mega-project/program/policy).
- Each initiative is assumed to include supporting elements. For example, transit initiatives will be accompanied by improvements in bicycle and pedestrian access and supported by land use policies that focus development around transit stations.
- As a whole, the initiatives should allow for the analysis of a wide variety of options and solutions, including multi-modal, technology, project, program, and policy elements.

NEXT STEPS

The TPB will be asked to accept these 10 initiatives for further analysis. The TPB’s acceptance of this package does not imply that any of the individual initiatives will be endorsed by the TPB in December or added into the Long-Range Transportation Plan.

When the TPB accepts these 10 initiatives for analysis, TPB staff and their contractor team will immediately begin their analysis, which will allow the task to remain on schedule for the delivery of the final report at the end of the calendar year. This report will provide the TPB with information as to how these initiatives might help the region move closer to its regional goals and a planning level estimate of the cost of implementing the initiatives. This information together with other considerations such as the viability (including funding and support from stakeholders and decision makers) will inform the TPB’s future discussion and action in December as to whether any of the initiatives should be endorsed for inclusion into the aspirational element of the region’s Long-Range Transportation Plan.

**TABLE 1 10 INITIATIVES RECOMMENDED FOR ANALYSIS
BY TPB LONG RANGE PLAN TASK FORCE**

| <i>Initiative</i> | <i>Components</i> |
|---|---|
| Multimodal Initiatives | |
| 1. Regional Express Travel Network | <ul style="list-style-type: none"> • Express toll lanes network (free to HOV and transit) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge. • New express bus services on network (paid in part through tolls) connecting major Activity Centers. |

| <i>Initiative</i> | <i>Components</i> |
|--|--|
| 2. Regional Congestion Hotspot Relief Program | <ul style="list-style-type: none"> • Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections. • Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows). • Expanded regional incident management where appropriate. • Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations. |
| 3. Additional Northern Bridge Crossing / Corridor | <ul style="list-style-type: none"> • New northern bridge crossing of Potomac River, as a multimodal corridor. • New express bus services connecting existing Activity Centers in this multimodal corridor. |
| <i>Transit Initiatives</i> | |
| 4. Regionwide High-Capacity Transitways (such as Bus Rapid Transit) | <ul style="list-style-type: none"> • High-capacity transit networks (such as bus rapid transit (BRT)) in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC (moveDC), and transitway from Branch Ave to Waldorf, specifications according to jurisdiction plans. • Improved bicycle and pedestrian connections and access improvements to transit stations. |
| 5. Regional Commuter Rail Enhancements | <ul style="list-style-type: none"> • VRE System Plan 2040 and MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service). • Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities. • Improved bicycle and pedestrian connections and access improvements to rail stations. |
| 6. Metrorail Regional Core Capacity Improvements | <ul style="list-style-type: none"> • 100% 8-car trains • Metrorail station improvements at high-volume stations in system core. • Second Rosslyn station to reduce interlining and increase frequency. • New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront. • Improved bicycle and pedestrian connections and access improvements to rail stations. |

| <i>Initiative</i> | <i>Components</i> |
|---|---|
| 7. Transit Rail Extensions | <ul style="list-style-type: none"> • Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills. • Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later). • Purple line extension to Tysons (west) and Eisenhower Avenue (east). • Improved bicycle and pedestrian connections and access improvements to rail stations. |
| <i>Policy-Focused Initiatives</i> | |
| 8. Optimize Regional Land-Use Balance | <ul style="list-style-type: none"> • Optimize jobs/housing balance regionwide. • Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit. • Build more housing in the region to match employment (about 130,000 more households). |
| 9. Transit Fare Policy Changes | <ul style="list-style-type: none"> • Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments. • Free transit for low-income residents. |
| 10. Amplified Travel Demand Management for Commute Trips | <p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> • Employer-based parking cash-out • Expanded employer-based transit/vanpool benefits • Expanded telework and flexible schedule adoption • Substantial increase in priced commuter parking in major Activity Centers. |

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

**REVISED RESOLUTION ESTABLISHING THE MISSION AND TASKS
FOR PHASE II OF THE LONG RANGE PLAN TASK FORCE**

WHEREAS, the National Capital Regional Transportation Planning Board (TPB), as 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 TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally Constrained Long Range Plan (CLRP) as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

WHEREAS, the unanimously adopted TPB Regional Transportation Priorities Plan (RTPP) focuses on six goals – providing a comprehensive range of transportation options; promoting a strong regional economy including a healthy regional core and dynamic activity centers; ensuring adequate system maintenance, preservation and safety; maximizing operational effectiveness and safety of the transportation system; enhancing environmental quality and protecting natural and cultural resources; and supporting inter-regional and international travel and commerce; and

WHEREAS, the unanimously approved Council of Governments' Region Forward Report reinforces and builds on these RTPP transportation goals; makes compact, walkable, mixed-use, transit-oriented communities the land use priority; and includes other priorities such as a significant decrease in greenhouse gas emissions, minimizing economic disparities, access to affordable housing, and wellness, among others; and

WHEREAS, the Council of Governments' National Capital Region Climate Change Report sets a goal of reducing greenhouse gas emissions 80 percent below 2005 levels by 2050; and

WHEREAS, the Access for All Committee expressed a range of concerns about the current CLRP including, the East-West divide showing the region not only divided by race and income but also by access to jobs, accessibility and safety, and the need for Metro core capacity funding to stabilize and expand services to vulnerable communities, and the need for improved services for people with disabilities and challenges to transit equity; and

WHEREAS, there is great concern that the combination of project inputs to the current CLRP results in unsatisfactory performance compared to current conditions, with peak hour congested lane miles increasing by 65%¹, daily vehicle hours of delay increasing by 74%¹, and reductions in CO2 emissions falling far short of the region's 80% multi-sectoral goal; and

WHEREAS, the Washington Metropolitan Transit Authority (WMATA), projects as much as a \$25 billion capital need for rehabilitation and capacity for the over 40-year-old Metrorail system, and other existing infrastructure needs major rehabilitation or multi-modal expansion including the Memorial Bridge, Long Bridge, and American Legion Bridge; and

WHEREAS, the "All-Build" scenario from the Report on Phase I of the Long-Range Plan Task Force found that even if the region spent an additional \$100 billion on new capital projects through 2040, over and above the \$42 billion currently assumed in the CLRP, the region would still face increased congestion, indicating that it will be impossible to build our way out of congestion with new infrastructure alone; and

WHEREAS, past TPB planning efforts that used the Cooperative Forecast to test alternate land use and policy scenarios, such as the "What Would It Take" and "Aspirations" scenarios, have shown significant benefits from policy and land use changes that promote multimodal travel and reduce VMT; and

WHEREAS, the TPB understands that one of its primary responsibilities is "to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principals by advancing a more effective set of projects and policy inputs to the region's long range transportation plans"; and

WHEREAS, the TPB believes the region needs to develop a Long Range Transportation Plan that goes beyond the project inputs reflected in its current CLRP, and includes a combination of programs, projects, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents.

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Formally convenes the Long Range Plan Task Force (Task Force) led by the officers of the TPB, whose members will be appointed by the Chairman of the TPB and made up of representatives of the TPB member jurisdictions and agencies plus one representative each from the TPB's Citizen's Advisory Committee and Access for All Advisory Committee.
2. Charges the Task Force and staff to build on the December 2016 Phase I Report of the Long-Range Plan Task Force, and draw directly from existing governing TPB and COG

¹ Transportation Planning Board, "Performance Analysis of the 2016 CLRP Amendment", November 16, 2016

policy documents such as the Regional Transportation Priority Plan, Region Forward, and the Climate Change Report.

3. Charges the Task Force and staff to consider lessons learned from the various alternative scenario exercises conducted by TPB and WMATA staff such as “What Would it Take,” “Aspirations,” and “Connect Greater Washington.”
4. Charges the Task Force and staff to develop measurable goals and performance metrics considering the best practices in long range transportation plans - including in the areas of performance measures, project evaluation and selection, and scenario analysis - that have been developed by other MPOs to achieve projects, policies, and programs as described in #6 below.
5. Charges the Task Force and staff with acquiring and utilizing any state of the art and more fully integrated regional land use and transportation model necessary to ensure the ability to test alternative program, policy, land use, and project combinations, including an analysis of prospective changes to land use and traveler behavior because of such alternatives.
6. Charges the Task Force and staff, by June 2017, with identifying for TPB’s acceptance in July 2017 for further analyses approximately 6-10 projects, policies, or programs to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG’s governing documents, and to also develop a process by which the TPB will later endorse a final selection from among these for future concerted TPB action with the goal of constructing a Long Range Transportation Plan and ultimately including them in future CLRP updates.
7. Charges the Task Force and staff to explore possible sources of funding and financing strategies for advancing these regionally significant projects, policies or programs.
8. Charges the Task Force and staff with completing all these tasks by December 31, 2017, to inform the upcoming comprehensive update to the CLRP, as well as future updates.

ITEM 9–Information

July 19, 2017

Virginia Railway Express (VRE) Regional Rail Service

Staff

Recommendation: Briefing on the Virginia Railway Express (VRE) Regional Rail Service.

Issues: None

Background: The commuter railroad's role in the region will be highlighted, including its plans for future growth and expansion, and as a regional partner in the metropolitan transportation planning process. VRE began service 25 years ago, in June 1992, and has become an integral part of the regional transportation system.

VRE AT 25

A QUARTER CENTURY OF SERVICE

National Capital Region
Transportation Planning Board
July 19, 2017



A BETTER WAY. A BETTER LIFE.



WHAT WE ARE

- Virginia Railway Express is a “joint project” of the:
 - Northern Virginia Transportation Commission



- Potomac & Rappahannock Transportation Commission



VIRGINIA RAILWAY EXPRESS



WHO WE ARE

A commuter rail system
Running on existing railroad tracks

Serving Washington DC and
Northern Virginia

*Carrying long-distance commuters
to DC, Arlington & Alexandria*

Two lines, 96 miles
*Adding peak capacity to
I-95, I-395 & I-66 corridors**

19,500 daily trips
*Commuters that would
otherwise drive alone in cars**



VIRGINIA RAILWAY EXPRESS

* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution, 2014

REGIONAL COLLABORATION

WMATA Metrorail

*Expands the reach of VRE rail
Used by 17% of VRE riders*

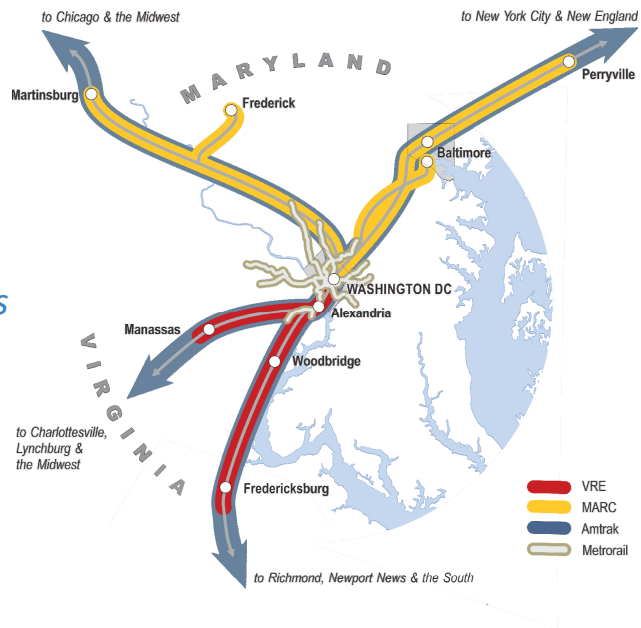
Amtrak Virginia Trains

*Step-Up fares available
Faster ride option for longer trips*

MTA/MARC Train Service

*Fare Integration
Exploring Opportunities for
Through Running*

***Infrastructure improvements
needed for further growth***



VIRGINIA RAILWAY EXPRESS

WHAT WE ARE KNOWN FOR

Safe Operations

Quality Service

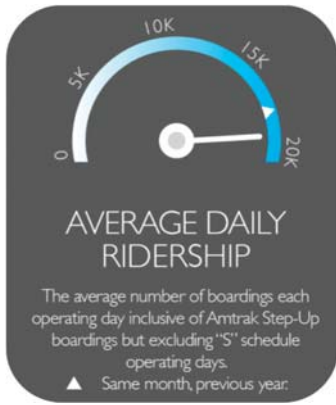
Reliable Service

High Customer Satisfaction

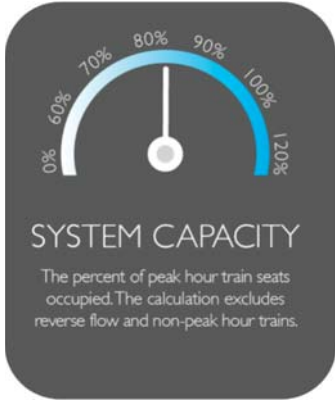
Strong Partnerships with Host Railroads



VIRGINIA RAILWAY EXPRESS



VRE MEASURES OF SUCCESS

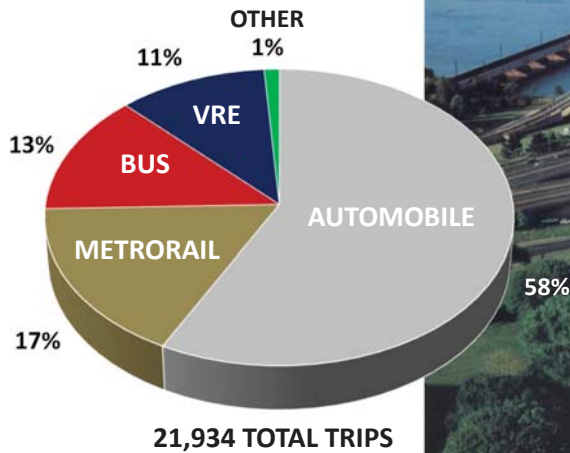


OUR IMPORTANCE TO THE CAPITAL REGION

- Part of a balanced system
- Reduces peak congestion
- Cost-effective means of adding peak capacity
- Maximize economic competitiveness of the National Capital region



Peak Hour Trips from Virginia to DC across the 14th Street Bridges (6:30 to 7:30 AM)



VIRGINIA RAILWAY EXPRESS

Source: MWCOG Transportation Planning Board 2013 Central Employment Core Cordon Count

9



VIRGINIA RAILWAY EXPRESS

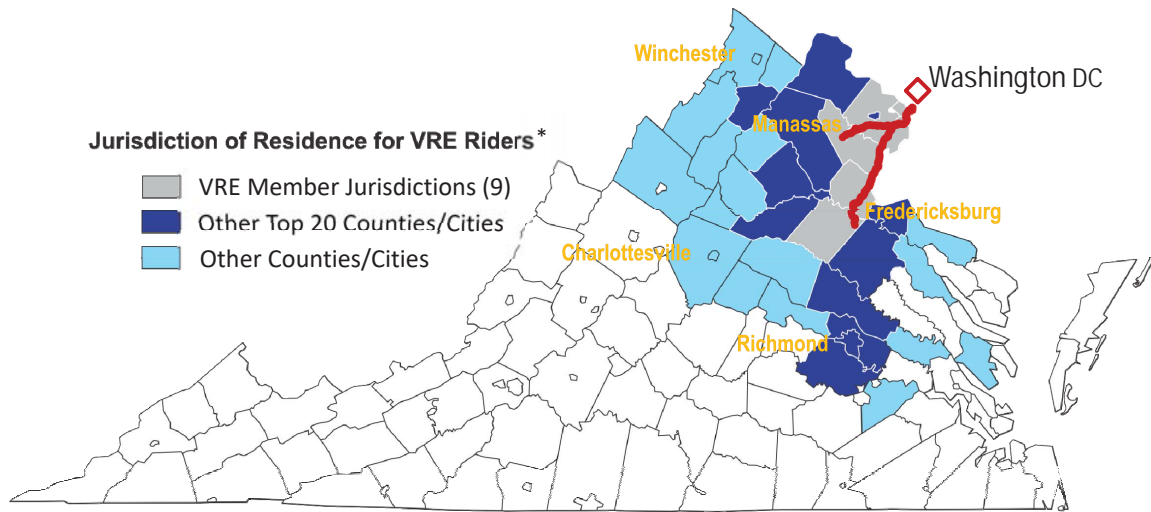
WHERE OUR RIDERS GO

- L'Enfant busiest station
 - Primary destination
 - Nearby offices
 - Metro connections
- Crystal City, Union Station & Alexandria
 - Next three busiest destinations
- Busiest origin stations are at the end of lines
 - Big park-ride lots
 - Most VRE passengers have a car available*

* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution, 2014

10

On a typical weekday VRE draws ridership from 39 Virginia Jurisdictions



VIRGINIA RAILWAY EXPRESS

* Source: 2015 Master Agreement Survey



VRE SYSTEM PLAN 2040

Provide capacity improvements for ridership growth

PHASE 1: *Run Longer Trains*

- More railcars
- More station parking
- More train storage tracks
- Second & longer platforms

PHASE 2 & 3: *Run More Trains*

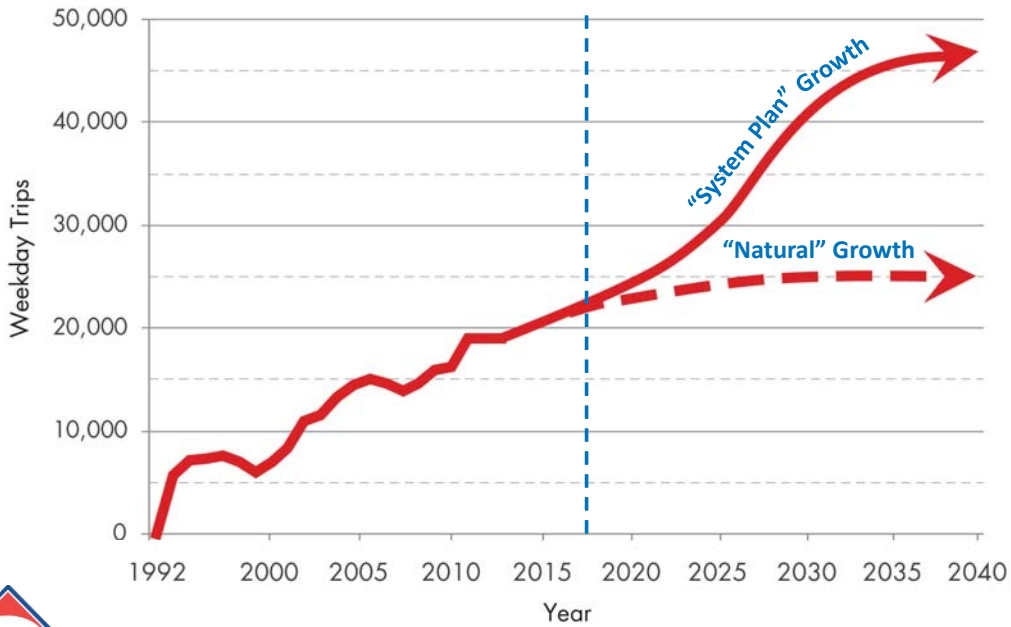
- Earn additional slots through capacity improvements
 - Additional CSXT tracks
 - Long Bridge (core) Expansion
 - More parking, railcars, yards



VIRGINIA RAILWAY EXPRESS

POTENTIAL FOR GROWTH

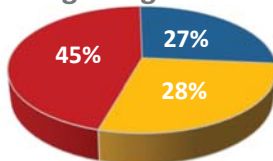
System Plan 2040 Goal: more than double VRE ridership



LONG BRIDGE EXPANSION PROJECT



Long Bridge Traffic

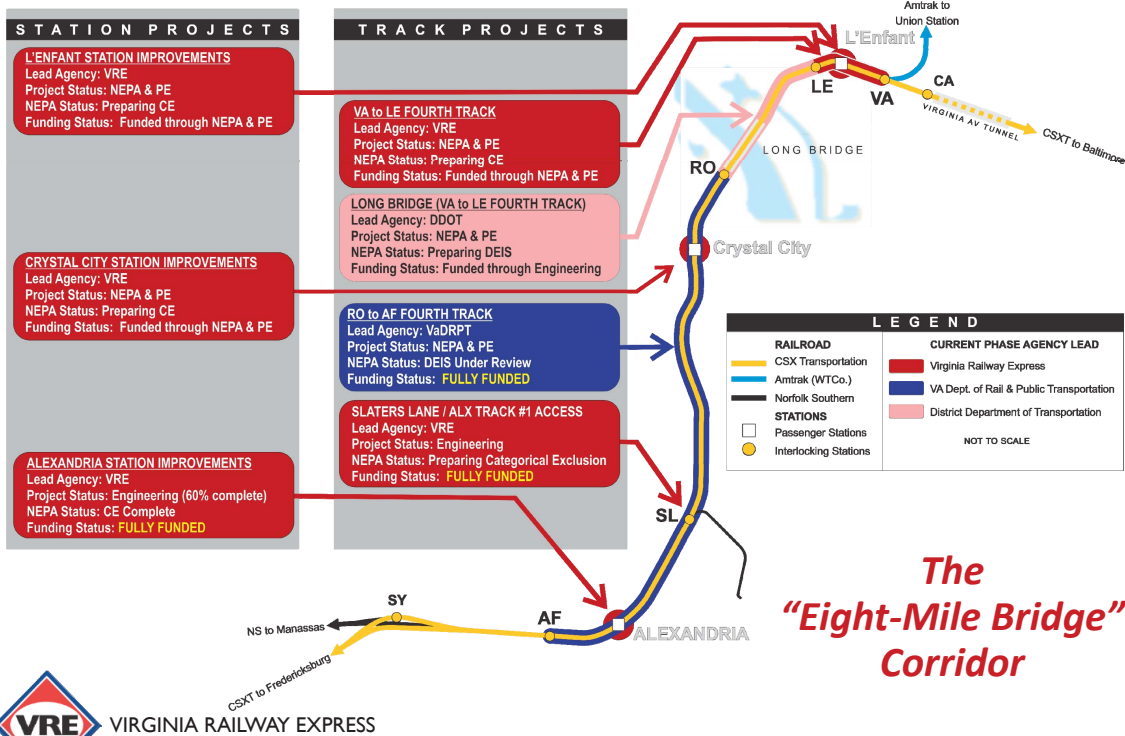


■ CSXT ■ VRE ■ Amtrak

- Expand capacity from two to four tracks
 - Between LE (L'Enfant) to RO (Rosslyn) Interlockings
 - Six separate bridges spread over 1.4 miles
 - Benefits passenger and freight rail
 - Necessary for more commuter train service (VRE & MARC)
- PE & NEPA funded through USDOT TIGER grant
- Engineering funded through *Atlantic Gateway*



LONG BRIDGE CORRIDOR PROGRAM

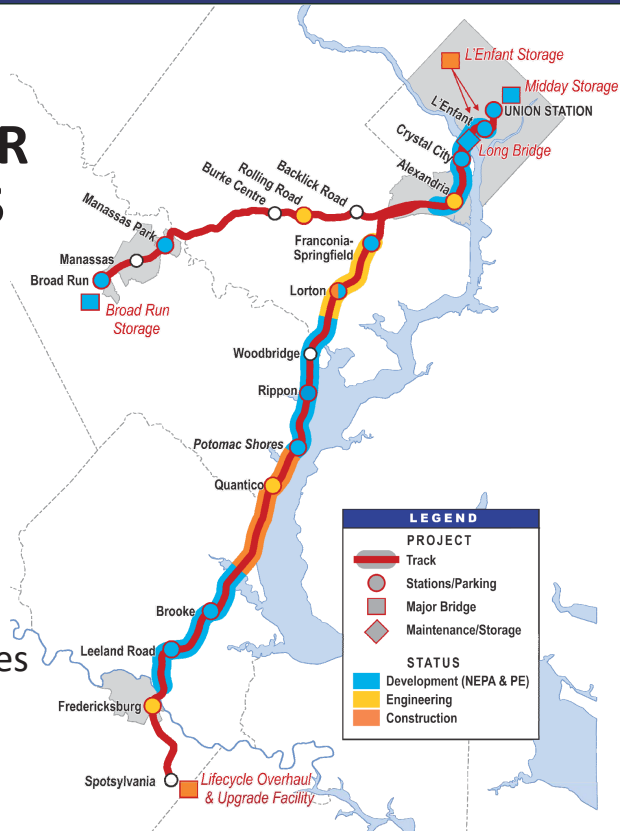


VIRGINIA RAILWAY EXPRESS



ACTIVE CORRIDOR PROJECTS

- Stations & Parking
11 projects in NEPA/PE
4 projects in Engineering
1 project in Construction
- Additional (3rd/4th) Tracks*
26 miles in NEPA/PE
9 miles in Engineering
9 miles in Construction
- Maintenance/Storage Facilities
2 projects in NEPA/PE
3 projects in Construction



VIRGINIA RAILWAY EXPRESS

* Includes track projects led wholly or in part by the Virginia Department of Rail & Public Transportation

VRE & TPB

- TPB advocacy and support for VRE projects is vital
- Priority to VRE projects of regional significance
 - Long Bridge Corridor
The “Eight-Mile Bridge”
 - Regional rail service
Off-peak/reverse-peak
 - Dedicated funding for capital & operating costs

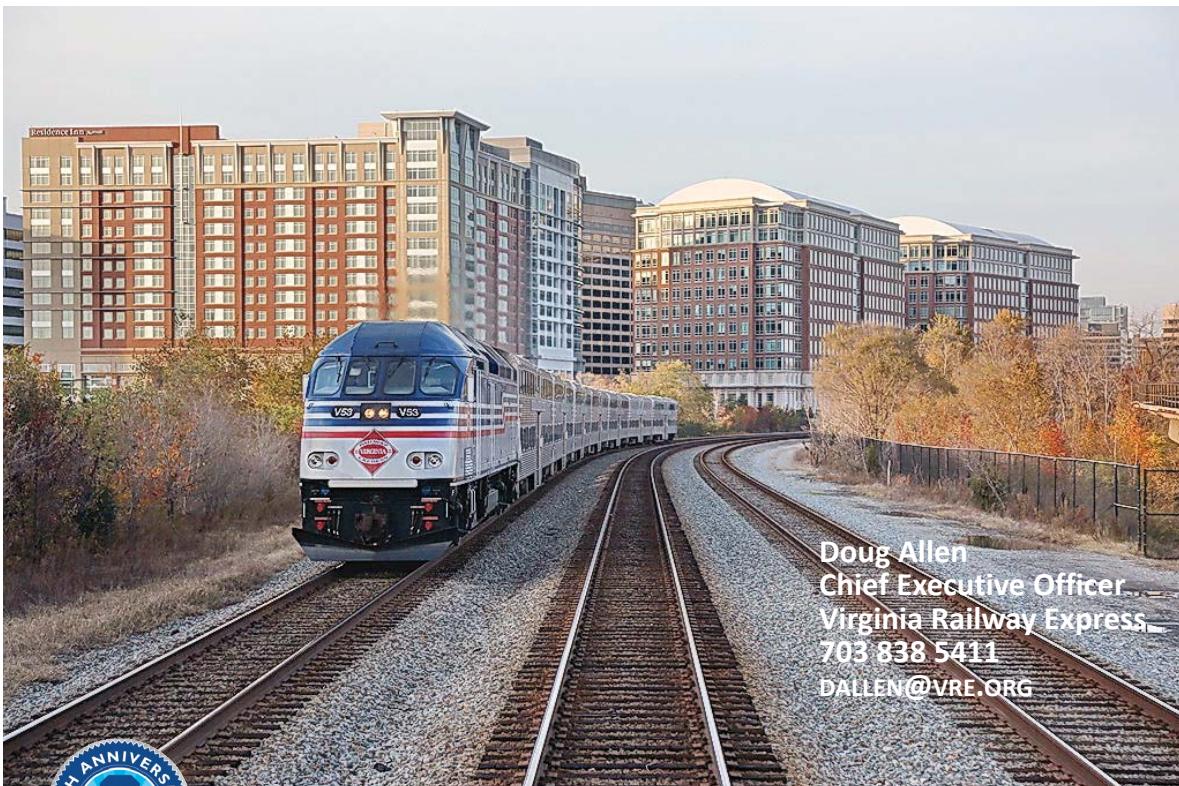
We look forward to 25 years of continued collaboration



VIRGINIA RAILWAY EXPRESS



17



Doug Allen
Chief Executive Officer
Virginia Railway Express
703 838 5411
DALLEN@VRE.ORG



A BETTER WAY. A BETTER LIFE.

18

ITEM 10 – Information
July 19, 2017

Critical Urban Freight Corridors

Staff

Recommendation: Update on the work to date and FAST Act regulations on the designation of critical urban freight corridors.

Issues: None

Background: The Board will be provided an overview of designating Critical Urban Freight Corridors (CUFC), including the TPB's new role in CUFC designation under the FAST Act, the anticipated process and schedule for TPB designation of CUFCs later this year, and the TPB Steering Committee's June 2 approval of provisional designation of CUFCs for the Maryland portion of the National Capital Region.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Critical Urban Freight Corridors
DATE: July 19, 2017

This memorandum describes Critical Urban Freight Corridors (CUFC) and the authority granted to the Transportation Planning Board (TPB) through the FAST Act to designate CUFCs for the National Capital Region (NCR). The TPB will be asked to designate CUFCs for the NCR this fall.

BACKGROUND

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

The NHFN consists of four components:

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

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

Table 1: Role in Designating CUFCs and CRFCs

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

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

REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

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

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

MILEAGE LIMITATIONS

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

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

Table 2: Critical Urban Freight Corridor Mileage

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

Table 3: Maryland Critical Urban Freight Corridor Mileage

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

SCHEDULE FOR DESIGNATING NCR CRITICAL URBAN FREIGHT CORRIDORS

TPB staff continues to coordinate with the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to identify appropriate candidate public road segments for potential designation as CUFCs by the TPB at meetings later this year. Because MDOT has been working to finalize their FAST Act-Compliant State Freight Plan by this summer, and because the identification of CUFCs is an element of the Maryland State Freight Plan, identification of Maryland CUFCs is further developed than either DDOT or VDOT corridors are (see below).

STEERING COMMITTEE RESOLUTION TO DESIGNATE A PROVISIONAL SET OF CRITICAL URBAN FREIGHT CORRIDORS FOR THE MARYLAND PORTION OF THE NATIONAL CAPITAL REGION

On June 2, 2017, the Steering Committee passed resolution SR26-2017 approving the provisional designation of Maryland CUFCs. This action was requested by MDOT so that they would have official documentation describing the provisional set of CUFCs in the Maryland portion of the NCR in time for their FAST Act-Compliant State Freight Plan submittal this summer. A full description of the provisionally designated Maryland CUFCs, including maps and methodology, is included in the materials associated with resolution SR26-2017 in the Steering Committee and Director's Report in the mailout.

NEXT STEPS

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

- June - September:
 - TPB staff to continue collaborative efforts with DDOT and VDOT staff to identify CUFC candidates in the District of Columbia and in Virginia with periodic review of the TPB Freight Subcommittee.

- September - November:
 - TPB staff will present all regional CUFC candidates (MD, VA, and DC) to the Technical Committee and to the TPB.
 - At a separate meeting, TPB staff will request TPB designation of the full set of CUFCs for the NCR.

- October - November:
 - TPB resolution designating the National Capital Region's CUFCs will be submitted to FHWA with copies to MDOT, DDOT, and VDOT.

CRITICAL URBAN FREIGHT CORRIDORS

Jon Schermann
TPB Transportation Planner

Transportation Planning Board
July 19, 2017



National Capital Region
Transportation Planning Board

Agenda Item #10

Topics

- Describe Critical Urban Freight Corridors (CUFC) and why they are important
- Discuss the TPB's role in CUFC designation
- Anticipated TPB designation of CUFCs later this year
- Steering Committee June 2 approval of provisional designation of Maryland CUFCs
- Next steps



What Are Critical Urban Freight Corridors?

- **CUFCs** are one component of the National Highway Freight Network (NHFN) established by the FAST Act.
 - The components of the NHFN are:
 - Primary Highway Freight System (PHFS)*
 - Other Interstate Portions not on the PHFS*
 - Critical Rural Freight Corridors (CRFC)
 - Critical Urban Freight Corridors (CUFC)
 - Limited dedicated federal funding available for the NHFN – must contribute toward the efficient movement of freight

* Note: these components were predefined as part of the FAST Act



Designation of CUFCs

| Type of Corridor | State DOT role | MPO role |
|------------------|---|---|
| CRFC | Designates all CRFC's – <u>must coordinate with MPOs</u> | <u>Coordinate with state DOTs</u> |
| CUFC | Designates CUFCs in MPOs with less than 500,000 population – <u>must coordinate with MPOs</u> | Designates CUFCs in MPOs with greater than 500,000 population – <u>must coordinate with state DOTs</u> |



CUFC Mileage

| State | CUFC Miles - Total | CUFC Miles – National Capital Region |
|----------------------|--------------------|--------------------------------------|
| Maryland | 75 | 25 |
| District of Columbia | 75 | 75 |
| Virginia | 83 | TBD |

CUFC Designation: Schedules, Deadlines, and Implications

- The TPB Steering Committee passed resolution SR26-2017 approving the provisional designation of MD CUFCs at their June 2, 2017 meeting
 - To provide MDOT with official documentation in time for their Freight Plan submittal deadline
- The TPB will be asked to designate the full set of CUFCs for MD, DC, and VA this fall
- After December 4, 2017, states' use of NHFP funds will be limited to locations on the approved NHFN

Next Steps

- TPB staff will continue coordinating with DDOT and VDOT to identify CUFC candidates (Summer 2017)
- Freight Subcommittee will review and provide guidance on DC and Virginia CUFC candidates (Fall 2017)
- TPB staff will present all regional CUFC candidates (MD, VA, and DC) to the Technical Committee and to the TPB to request official designation (Fall 2017)
- Submit TPB resolution designating CUFCs to FHWA with copies to the state DOTs (Fall 2017)

Jon Schermann

Transportation Planner
(202) 962-3317
jschermann@mwkog.org

mwkog.org/TPB

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002